HAMBURG WOODLAWN GATEWAY BROWNFIELD OPPORTUNITY AREA PLAN

Public Review Draft | **August 2025**



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HAMBURG WOODLAWN GATEWAY BROWNFIELD OPPORTUNITY AREA PLAN

ACKNOWLEDGMENTS

The Town of Hamburg would like to thank the members of the Project Steering Committee, staff from the Town of Hamburg and NYS Department of State, and the consultant team for their active involvement, valuable insight, and dedication in the preparation of this BOA Plan. Additional thanks are offered to those too numerous to name here who attended public meetings, participated in interviews, and/or provided input in various ways throughout the planning process. This document was prepared by Fisher Associates for the Town of Hamburg and the NYS Department of State with state funds provided through the NYS Brownfield Opportunity Areas Program.

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Bethlehem Steel Gate 6, Woodlawn

HAMBURG WOODLAWN GATEWAY BROWNFIELD OPPORTUNITY AREA PLAN

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Bethlehem Steel, Woodlawn



01 Project Description + Boundary

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1.1 History of Woodlawn, Athol Springs

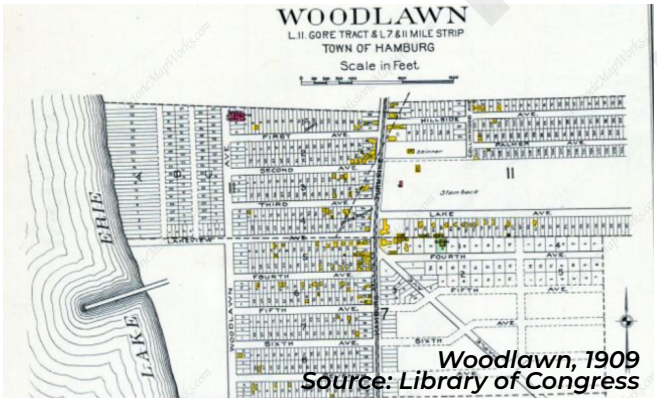
Historically positioned as the gateway to southern Erie County, referred to as the Southtowns, the Hamburg Woodlawn Brownfield Opportunity Area (BOA) was a common transportation route for commerce and settlers as they traveled south and west. The sandy shores of Lake Erie made for a natural roadway, guiding travelers south to Ohio. Eventually, the roadway was moved inland and became what is now Lakeshore Road and New York State Route 5 (NYS 5).

Originally the land of the Haudenosaunee people, the BOA was one of the earliest settled areas in what is now the Town of Hamburg. Utilizing the shoreline for transportation, residents arrived in the area as early as 1803, when Daniel Camp settled in what is now modern-day Athol Springs. Shortly after the Revolutionary War, the Barkerville Post Office was established at the site of Bayview and Hoover Road, becoming the first post office in the quickly growing town.

Residential areas and burgeoning commercial endeavors continued in the BOA through the 19th century, with most development centering around Bayview and Athol Springs. A small community known as Woodlawn developed in the early 1900s along the northern area of the BOA. Woodlawn Beach was a popular summer vacationing spot, with travelers from Buffalo taking the ferry to enjoy the natural sandy beach. Further south, Bayview was revered as a prominent hunting ground. A train was constructed that allowed for easy access from the City of Buffalo, making the area a destination for the region.

Both Athol Springs and Woodlawn exhibit characteristics of traditional neighborhood development typical of their era: compact, walkable neighborhoods with nearby services and businesses that met the needs of residents. For the purposes of this document, these patterns of development are referred to as “Hamlet Character.” Some of this character remains, particularly in the Hamlet of Woodlawn, but much of it has been eroded by changes in zoning regulations the promoted auto-oriented development and the development of large-scale industrial infrastructure and transportation networks. Businesses in the area no longer meet the daily needs of residents, contributing to automobile reliance and fewer walkable destinations.

Lackawanna Steel relocated to West Seneca (now the City of Lackawanna) in 1899, and began to expand south into the BOA. This defined the 20th century for the BOA as multiple steel companies were formed in the Buffalo area, including several in Hamburg. Before long, one name would dominate the BOA: Bethlehem Steel. Lackawanna Steel was acquired by Bethlehem Steel in 1922, and Seneca Steel and Iron was acquired by the growing company shortly thereafter in 1932. At its peak, Bethlehem Steel was the largest steel plant in the world. It employed over 20,000 people across the 1300-acre campus that sprawled from the southern edge of the City of Buffalo and into the Town of Hamburg.



Woodlawn, 1909
Source: Library of Congress


Woodlawn Beach (1896)
Source: Paul’s Dictionary Of Buffalo

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Bethlehem Steel Complex , Lackawanna NY
Source: Library of Congress

Additional industry joined Bethlehem Steel, including a variety of small supporting sites and manufacturing, but the largest investment by far was the 1.2 million square foot Ford Motor Company Buffalo Stamping Plant, which opened in 1950. In 1960, a seven-story office complex was constructed on the Lake Erie shoreline, just south of Woodlawn, as the new headquarters for Bethlehem Steel, now known as the Gateway Building.

Vast transportation networks, including rail, road, and water, were established to support large-scale manufacturing operations. To the north of the BOA, multiple ports were constructed, including the modern-day Port of Buffalo, to serve the site. Rail lines crossed the Bethlehem Steel site and the BOA, with both passenger and commercial rail utilizing the corridor. New York State Route 5 was widened, and Milestrip Road was developed into a limited access expressway to serve the site. Two flyovers were constructed at Milestrip Road and St. Francis Drive to support traffic along the roadway.

Investment in the area began to decline in the 1970s and 80s. By 1977, the Bethlehem Steel site employed less than 8,500 people. In the same year, production slowed at the Lackawanna facility, and by 1983, steel production was shut down. In 2001, both the coke ovens and the galvanizing operations, which were located south of Lake Ave, ceased operations.

In 1999, Republic Steel purchased a portion of the Bethlehem Steel site in the Town of Hamburg. Republic produced steel at the facility until 2023 when all operations were halted. However, some steel fabrication continues in the BOA. Upstate Steel, GTI Fabrication, and Cataract Steel continue to operate in former Bethlehem buildings in the northern end of the BOA. Additional light industrial development has taken place in the BOA in recent years. Both Federal Express (FedEx) and Amazon have constructed large distribution warehouses to the east of Lakeshore Road, and the Ford Stamping Plant has seen recent investments to continue operations at the site. Despite the loss of much of the industry in and around the BOA, its legacy remains in the form of infrastructure and contamination.

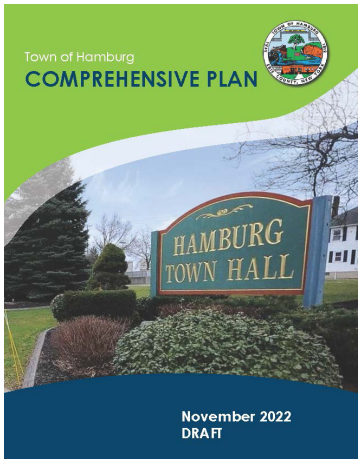
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1.2 Relevant Studies + Plans

The Town of Hamburg is more than 200 years old, and in that time several town wide and neighborhood plans have been created that focus on different aspects of the Town to increase the prosperity and standard of living of its citizens. From transportation plans to neighborhood plans, considerable time and effort has been spent by many to plan how the Town will be shaped.

These plans have directly and indirectly addressed the study area's opportunities and challenges. This Plan, as described in **"1.3 Purpose of this Plan"**, does not seek to replicate these plans. Instead, this Plan was drafted in context with these other plans, but focused on tackling the challenges posed from decades of real and perceived environmental contamination that is restricting current and future development opportunities. Each section of the Plan was informed by public engagement, neighborhood inventory, and planning recommendations, past & present.

While recent plans were reviewed and informed this Plan, the Town and its resident's needs are ever evolving. Feedback received during public engagement for the BOA Plan was compared to and weighed against past feedback. The following summarizes these recent plans and describes how their findings were incorporated into this BOA Plan.



Town of Hamburg Comprehensive Plan (2022)

Recently completed in 2022, the Hamburg Comprehensive Plan serves as the guiding document for making public and private decisions on land use regulations and development, future investment, and the allocation of critical resources. Extensive public engagement was completed as part of the process, and key issues, objectives, and recommendations were incorporated into the BOA Plan. This includes supporting industrial uses and expansion in existing industrial parks and zoned areas, creating a multimodal corridor along Lakeshore Road, and supporting waterfront projects in the BOA.

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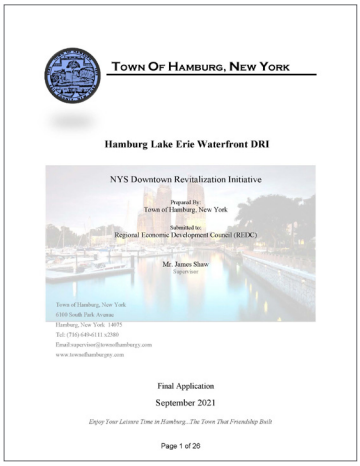
Active Mobility Action Plan (2024)

The Active Mobility Plan was completed in 2024 as part of a community driven multimodal action plan for the Town of Hamburg. Community engagement indicated a strong desire for safe bike corridors in neighborhoods across the Town of Hamburg, including the BOA. The Plan identified the Lake Avenue and Woodlawn Avenue corridors as important corridors for safety improvements including bike lanes, cycle tracks, and improved intersection accommodations for pedestrians and cyclists.



Bike Buffalo Niagara Regional Master Plan (2020)

The Regional Bike Master Plan was created to serve as a guide from state and local agency, advocacy groups, and private business to work together to provide a safe and holistic bicycle network in Western New York. The plan details recommendations, actions, and financial plans for the regional bike network , including improvements for connection in the Hamburg Woodlawn Gateway BOA.



Hamburg Lake Erie Waterfront Downtown Revitalization Initiative (DRI) (2021)

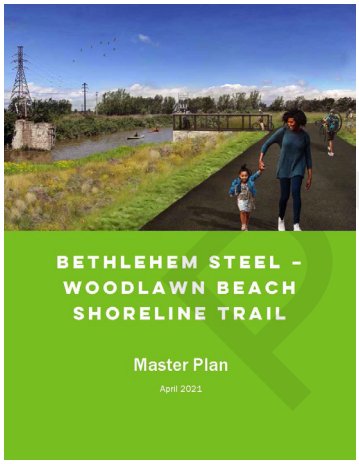
Completed in September of 2021, the Hamburg Lake Erie Waterfront DRI application created a vision for the waterfront, portions of which correspond to portion of the BOA boundary, developed thorough public outreach and input. The plan highlights the need to address the vacancies along Lakeshore Road and improve infrastructure throughout the study area.

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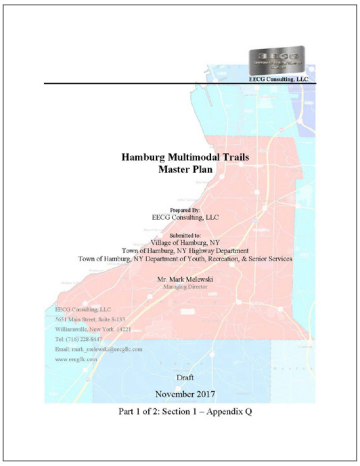
Former Bethlehem Steel Site Master Plan (2020)

The Former Bethlehem Steel Site Master Plan was completed in 2020 and highlights Phase II of the Renaissance Commerce Park in the City of Lackawanna. While focused on the site in the City of Lackawanna, the Master Plan provides recommendations that impact the BOA, such as relocating the "Coke Yard" along NYS Route 5 to the rail yard in the interior on the site, partially within the BOA, development of the Smokes Creek Park along Smokes Creek, and expanding the park south to the Town of Hamburg border. These recommendations were taken in the BOA Plan to ensure consistency across municipal boundaries and plans.



Erie County Bethlehem Steel – Woodlawn Beach Shoreline Trail Plan (2020)

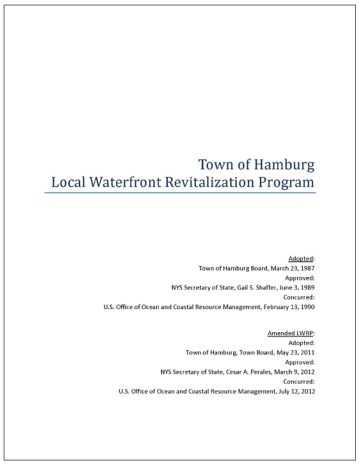
The plan highlights options to extend the Shoreline Trail from its current terminus in Lackawanna to Woodlawn Beach State Park, through the BOA. The Plan identified the preferred alignment of the trail along the rail line towards the waterfront, with alternatives along Lakeshore Road. The trail extension has not been completed, and as such, accommodation for both alignments were taken into consideration when developing the BOA Plan.



Hamburg Multimodal Trails Master Plan (2017)

The Plan highlighted priority multimodal corridors for the Town of Hamburg and Village and Hamburg. The plan highlighted the 9.5 mile Lakeshore Road corridor though the Town of Hamburg, and the BOA, as an important link in the connectivity of a town-wide multimodal network. Additionally, the corridor connects sections of regional multimodal infrastructure along the Lake Erie shoreline within Erie County.

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Town of Hamburg
Local Waterfront Revitalization Program

Adopted:
Town of Hamburg Board, March 23, 1987
Approved:
NYS Secretary of State, Gail S. Shaffer, June 3, 1989
Concurred:
U.S. Office of Ocean and Coastal Resource Management, February 13, 1990

Amended LWRP:
Adopted:
Town of Hamburg, Town Board, May 23, 2011
Approved:
NYS Secretary of State, Cesar A. Perales, March 9, 2012
Concurred:
U.S. Office of Ocean and Coastal Resource Management, July 12, 2012

Town of Hamburg LWRP (2012)

In 2012, the Town of Hamburg updated its LWRP for the first time since 1990. The LWRP stresses strategies for revitalization along the entirety of the Lake Erie and 18-mile Creek shoreline within the Town of Hamburg. The Plan highlighted proposed projects and the necessity for water enhanced uses along the shoreline, and efforts were made to reference and incorporate these proposed projects into the BOA Plan.

Two additional plans relating to the BOA are concurrently under development: the Hamburg LWRP Update and the Hamburg Shoreline Master Plan. Both plans are being developed by the Town of Hamburg with oversight by the town's Shoreline Committee. Draft recommendations and input from members of the Shoreline Committee were considered in the BOA Plan to ensure consistency across the three plans during their development.

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1.3 Purpose of this Plan

Why this plan and why now?

The Hamburg Woodlawn Gateway BOA Plan is based on the collaborative and innovative vision of the Hamburg community to advance existing strategic plans. The BOA Plan was developed as an outgrowth of the Town of Hamburg Retail Space Revitalization Committee in 2019 to continue the community planning and economic development initiatives along the Buffalo River and Lake Erie waterfront south of the City of Buffalo. Due to its proximity to the facilities once operated by the Bethlehem Steel Corporation, the once thriving community and adjacent waterfront have been underutilized for decades and now suffers from economic distress due to actual and/or perceived pollution.

The Town has implemented past planning efforts, policies, and actions, to increase investment in the Hamburg Woodlawn Gateway. Efforts to clean up vacant lots, increase property values, and create economic opportunity have resulted in an area with a much brighter future. However, the revitalization of the study area has been constrained by the restrictions associated with properties that have documented and suspected environmental contaminants. Referred to as brownfields, these properties require a process of identification, testing, and cleanup before they can be safely developed. Without this process, they have a limited future and may remain a burden on the neighborhood and constrain revitalization.

An overall pattern of contamination, disinvestment and decline has plagued the potential of this area for decades. To overcome these constraints, this BOA Plan was developed under, and utilizes the tools of, the New York State Brownfield Opportunity Area (BOA) Program. The program, described in **"1.5 BOA Program Overview"**, offers the opportunity to identify brownfield properties, bring together key stakeholders to examine the existing conditions, mitigate constraints to revitalization, and realize the community's vision of a strong and prosperous neighborhood.

The timing of this Plan is critical as the demand for community-centric living, working, shopping, and recreation increases. The Hamburg Woodlawn Gateway is uniquely positioned along the Lake Erie waterfront, along important transportation routes with proximity to Buffalo and the Southtowns, large employers including Ford Motor Company, Amazon, and FedEx, and an array of historic and cultural assets. In addition, the Economic & Market Trends Analysis indicates demand for commercial, residential, and industrial development within the Hamburg Woodlawn Gateway area. Underutilized properties across the study area represent opportunities for redevelopment and investment that capitalizes on the area's assets. While several businesses have left the area, many businesses and employers remain in the neighborhood and have been supportive of redevelopment efforts.

GOALS

Assess the full range of community redevelopment opportunities posed by a concentration of brownfields.

Build a shared community vision for the reuse of strategic sites.

Identify actions and partnerships to achieve community revitalization.

Coordinate and collaborate with local, state, and federal agencies, community groups, and private-sector partners to identify and implement solutions and leverage investments for community improvement.

Figure 1.1: BOA Program Goals

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What are the goals of the plan?

The BOA Plan seeks to overcome the complex constraints of properties associated with environmental contamination. To achieve this, the Plan needs to be grounded in clearly-defined goals. The New York State BOA Program establishes a series of goals developed through years of transforming communities into economically and environmentally sustainable places for people to live, work, and play (see GOALS). These goals establish the framework for the planning process to carefully examine the study area and determine appropriate actions and investments for revitalization.

Who will benefit from this plan?

This BOA Plan was developed for the residents, visitors, business owners, and employees of the Hamburg Woodlawn Gateway. The planning process included numerous opportunities for the community to shape the components of the BOA Plan and inform the specific recommendations of the Plan. These recommendations are broad and inclusive to ensure the diversity of the neighborhood is reflected during Implementation.

How will this plan be used?

This Plan is a companion to other planning efforts initiated by the Town and represents another step forward in eliminating the constraints to revitalization and the realization of the community's vision of a strong and prosperous neighborhood. The Plan will be used in a systematic fashion by the Town of Hamburg, local authorities, and agencies to align resources for planning resources for implementation. BOA Plan recommendations are detailed in **Chapter 05 - Recommendations**.

What's in the plan?

The BOA Plan represents the collective ideas from the community, the Town, and the Project Steering Committee (PSC) to revitalize the neighborhood. The individual components of the Plan are set forth by the New York State BOA program to provide necessary and consistent evaluation of a study area and the development of context-appropriate recommendations. (See THE PLAN).

THE PLAN

Chapter 01 Chapter 01 includes a description of the lead project sponsors and the BOA Team, an overview of the New York State BOA Program, and a description and justification of the BOA study area boundary.

Chapter 02 Chapter 02 includes a description of the methods and results of community engagement, description of PSC and public meetings, and the community-guided Hamburg Woodlawn Gateway vision statement, value statements, and goals and objectives.

Chapter 03 Chapter 03 includes a detailed inventory and analysis of the physical and policy environment affecting the study area. Sections include land use, zoning, parks and open space, historic resources, transportation, brownfield sites, and strategic sites.

Chapter 04 Chapter 04 includes a summary analysis and key findings which evaluate inter-related opportunities and constraints to identity key factors that impact the redevelopment potential of the Hamburg Woodlawn Gateway BOA study area.

Chapter 05 Chapter 05 includes recommendations for actions, policies, development, and land use within the study area. Recommendations are aligned to community-guided values and strategic areas established from public meetings.

Figure 1.2: BOA Plan Layout

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1.4 Lead Project Sponsors + BOA Team

The Hamburg Woodlawn Gateway BOA Plan was sponsored by the Town of Hamburg in collaboration with the PSC, Town of Hamburg Project Management Consultant, and support from a professional consultant team. Funding for the Plan was provided through the New York State Brownfield Opportunity Areas Program which was overseen and administered by the New York State Department of State (NYSDOS).

The Town of Hamburg is the lead project sponsor for the BOA Plan and has been actively planning in the neighborhoods and Lake Erie Waterfront to promote revitalization. The Town has assumed this role to leverage its experience in the neighborhoods, companion planning efforts, and its organization and technical expertise. The Town provided leadership and guidance for the BOA team consisting of representatives from Town departments, Village of Blasdell, and the consultant team.

Supporting the Town and Village was a multi-disciplinary team of consultants. Fisher Associates was the prime consultant with support from Thompson Consulting and Analytics and Prospect Hill Consulting. Together, the consultant team brought experience in brownfield planning, community development, community engagement, economic development, land development, green infrastructure, renewables planning, transportation planning, and environmental planning.

The PSC oversaw the planning process implemented by the consultant team to ensure it was community-driven and tackled the challenges facing the neighborhood. In addition, the PSC provided input throughout the planning process on findings and recommendations from the BOA Team. The PSC was composed of members with strong links to the local community and represented broad areas, interests, and priorities of the BOA. Members included neighborhood residents, the Hamburg Industrial Development Agency (IDA), Town of Hamburg Planning Department, Town of Hamburg Public Works Department, and Village of Blasdell. A summary of PSC members and meetings is provided in **"2.2 Project Steering Committee"**.

NYSDOS provided funding for this plan through the New York State BOA Program and served in an oversight and advisory capacity for the planning process and development of the BOA Plan. NYSDOS has an established planning process for Brownfield Opportunity Areas that can be tailored to each community's unique characteristics and needs. Additional details of the BOA program are provided in **"1.5 BOA Program Overview"**.

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BOA Team

TOWN OF HAMBURG NEW YORK

FISHER ASSOCIATES

PROSPECT HILL CONSULTING LLC

THOMPSON CONSULTING AND ANALYTICS

NYSDOS

The New York State Department of State (NYSDOS) served in an oversight and advisory capacity for the planning process and BOA Plan

Project Steering Committee (PSC)

Cathy Rybczynski - Town Supervisor

Elizabeth Farrell Lorentz - Deputy Town Supervisor

Mark Melewski - Grants Manager

Samantha Aldrich - NYSDOS

Sherri Best - Assistant to Supervisor

Laura Hahn - Assistant to Supervisor

Camie Jarrell - Town Engineer

Josh Rogers - Town Planner

Bill Clark - Planning Board, Hamburg

Rob Hefner - Mayor, Village of Blasdell

Peter Murphy - Trustee, Village of Blasdell

Sean Doyle - President, Town IDA

Hank Kleinfelder - Resident

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Figure 1.3: Organizational Chart

1.5 BOA Program Overview

What is the BOA Program?

In 2003, the BOA Program was created to provide municipalities and community-based organizations with financial and technical assistance to complete area-wide revitalization strategies for neighborhoods impacted by the presence of brownfields and environmental hazards. Administered by NYSDOS, participants are awarded technical and financial assistance up to 90% of total project costs. Activities funded by the Program include community visioning and stakeholder engagement, inventory and analysis of existing conditions, economic and market trends analyses, development of revitalization strategies, and other pre-development activities.

Why the BOA Program?

The Hamburg Woodlawn Gateway BOA has been constrained by properties that have documented and suspected environmental contaminants. These properties are referred to as "brownfields," and require identification, environmental testing, and removal of contaminants before they can be safely redeveloped. The BOA Program provides a means to identify brownfield properties, work with the community and key stakeholders to gather input, and develop a strategy to eliminate constraints to revitalization.

What is a brownfield?

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or "site" shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA Plan.

Although the U.S. Environmental Protection Agency (USEPA) and New York State's Department of Environmental Conservation (NYSDEC) enforce strict environmental laws to protect human health and safety, accidental and intentional release of environmental contaminants have been documented in and immediately adjacent to the BOA.

How will the Program benefit the community?

A key outcome of the BOA Program planning process is the official designation of the study area as a "Brownfield Opportunity Area." This designation by the State of New York Secretary of State provides developers with access to funding and enhanced tax incentives through the State's Brownfield Cleanup Program (BCP). This funding assists developers with overcoming the financial burden of environmental clean-up. Additional benefits include brownfield site identification, addressing environmental justice issues, the creation of public/private partnerships, prioritization of public investments, creating shovel-ready sites, and contributing to marketing efforts to attract investors.

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1.6 Boundary Description + Justification

The Hamburg Woodlawn Gateway BOA Study area is located in the northwest quadrant of the Town of Hamburg, New York. Its geographic location makes it a gateway to the southern part of Erie County, or the area known as the Buffalo Southtowns.

Community Context

In the context of the Buffalo metropolitan area, the BOA is ideally situated with proximity to several of the region's municipalities, including the towns of Orchard Park, West Seneca, Evans, Eden, and Cheektowaga and the cities of Buffalo and Lackawanna (see **"Figure 1.5: Study Area"**). These cities and towns are home to regional office centers, retail areas, and local education institutions including Hilbert College, University at Buffalo (SUNY Buffalo), Buffalo State University, D'Youville University, Canisius University, and Erie County Community College. Most notably, the BOA is situated along the Lake Erie shoreline and its associated parks and recreational area including Buffalo Harbor State Park, Tifft Nature Preserve, Buffalo Outer Harbor Park, Hamburg Town Park, and Woodlawn Beach State Park. The BOA is also close to the National Football League (NFL) Buffalo Bills Highmark Stadium in neighboring Orchard Park.

Study Area Context

The study area includes portions of several neighborhoods, hamlets, and villages, including Woodlawn, Athol Springs, Hoover Beach, and Blasdell (see **"Figure 1.4: Study Area Context"**). Adjacent neighborhoods include Locksley Park, Mt Vernon, Wanakah, Big Tree, and Mission Hills.

While Woodlawn, Athol Springs, and Hoover Beach are locally recognized areas, there are no official designations or boundaries. Woodlawn is generally considered to be the area between 1st and 7th Streets, from the Lake Erie shoreline to the boundary with the Village of Blasdell. Athol Springs is generally considered to be the area surrounding the intersections of Big Tree Road, Lakeshore Road, and St Francis Drive/Camp Road. Hoover Beach is generally considered to be the area between Hoover Road and the Lake Erie shoreline. The Hamburg Woodlawn Gateway represents a convergence of many of the Town of Hamburg's neighborhoods, hamlets, and villages and an important link between the City of Buffalo and the Southtowns.

Study Area Boundary

The study area is 1,380 acres in size with its borders generally defined by key transportation infrastructure and natural features (see **"Figure 1.5: Study Area"**). The northern boundary is the rail line owned by South Buffalo Railroad Company and the northern border of the Town of Hamburg. The western boundary is the Lake Erie shoreline, including Woodlawn Beach State Park. The eastern boundary is the rail corridor. The southern boundary follows Big Tree Road to the intersection with St Francis Drive, along St Francis Drive to the St. Francis High School campus, and south to follow the properties on the eastern side of Lakeshore Road to Camp Road.

Boundary Justification

The redevelopment and revitalization of the BOA has been studied since the 1990s. Some large-scale development has occurred, but the majority of the area, including commercial strips, industrial parcels, and some residential areas, has faced disinvestment. There is currently a large concentration of underutilized and vacant properties. Most "greenfield" sites have been developed, leaving environmentally challenged properties. The prospect of redevelopment has often been too daunting for any one property owner, developer, or municipal agency to tackle.

The initial study area was comprised of approximately 450 acres centered on the Hamlet of Woodlawn and properties formerly owned by Bethlehem Steel. After discussion with members of the Project Steering Committee, it was decided to expand the study area to include additional properties to the east in the Village of Blasdell and to the South, extending to Athol Springs.

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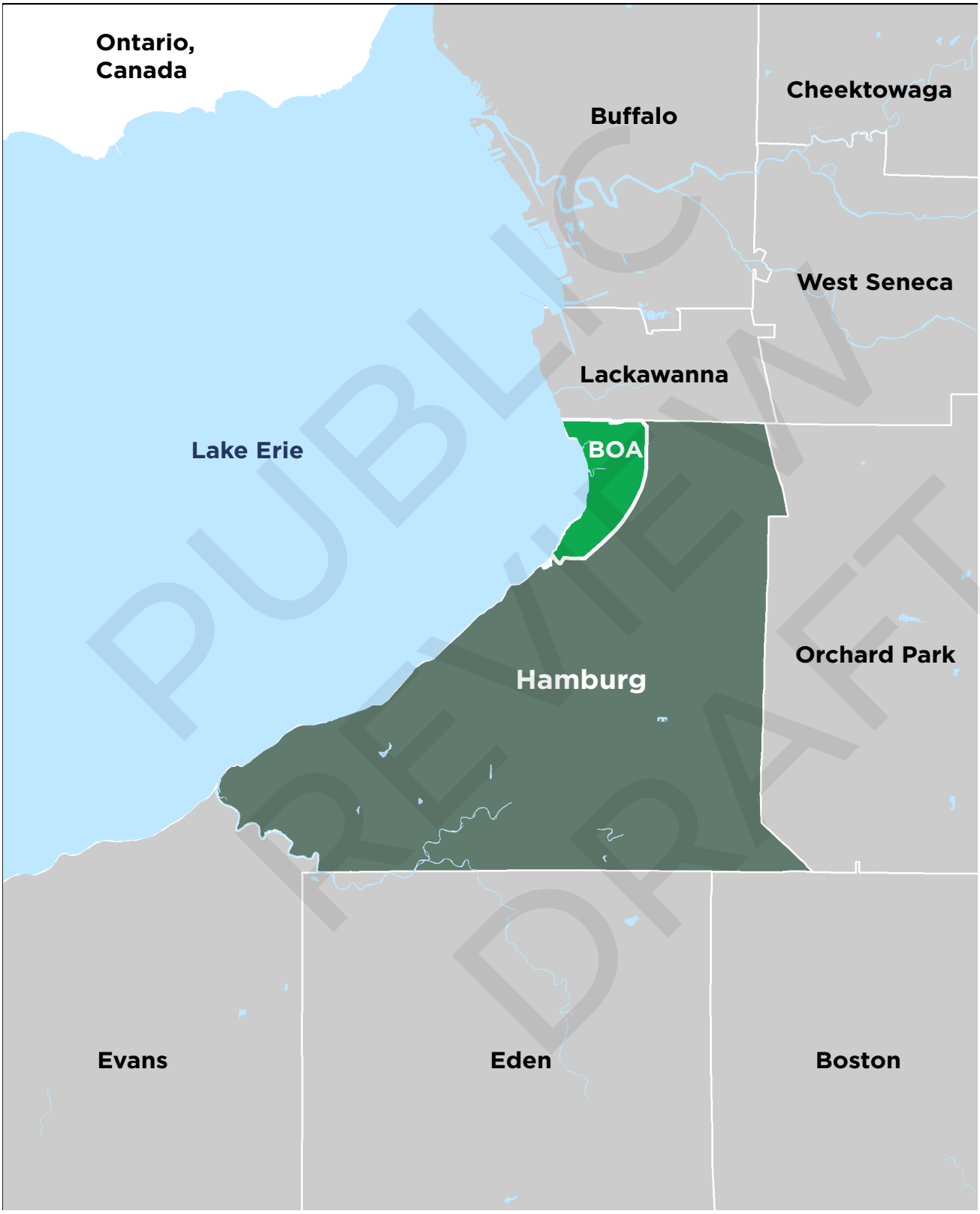


Figure 1.4: Study Area Context

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The expanded BOA boundary was created to reflect the concentration of underutilized properties and connect neighborhoods that have been severed by large industrial development and transportation networks. The boundary was made to encompass the former industrial lands once owned by Bethlehem Steel and its subsidiaries, including properties along Big Tree Road and Hoover Road, and to extend from the Hamlet of Woodlawn to Athol Springs. The boundary also includes the portions of NYS Route 5 (Lakeshore Road) and NYS Route 75 (Camp Road/St Francis Drive) that have been developed into limited access expressways, limiting access to Hamburg's waterfront and connections between communities.

The greatest concentration of vacant and underutilized properties is in the northern portion of the BOA, in the Hamlet of Woodlawn, where industrial properties are the largest land use by area. This area has seen various industrial operations over the decades, primarily for steel production, metal fabrication, and metal recycling. The operations of supporting industries and commercial businesses have resulted in various levels of environmental contamination associated with gasoline, oils, solvents, and other chemicals. While this area has a large percentage of vacant land and buildings, several remaining businesses and adjacent residential neighborhoods remain negatively impacted by the presence of environmental contamination.

Running throughout the BOA and connecting these neighborhoods, hamlets, and industrial areas, is Lakeshore Road, cosigned as NYS Route 5. Properties along the Lakeshore Road corridor include former gas stations, automotive service and repair, manufacturing operations, industrial operations, warehousing, and transportation facilities.



Gateway Building



Bethlehem Steel Complex looking south



Woodlawn Diner, Hamlet of Woodlawn

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Figure 1.5: Study Area

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SERVICE BEFORE SELF
HAMBURG WOODLAWN
GATEWAY BOA PLAN
Public Workshop 1, June 10, 2024



02 Community Participation

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2.1 Community Participation Plan

For the Hamburg Woodlawn BOA project, the Town of Hamburg prioritized a community-driven process that allowed for collaboration between community members and the project team. To ensure the BOA plan reflected the interests of the community, a Community Participation Plan (CPP) was developed. The CPP details methods to engage a full range of stakeholders, including residents, property and business owners, developers, institutions, and key community organizations. The full CPP Is provided in **Appendix A - Community Participation Plan**.

Approach

The CPP includes methods of engagement to ensure effective communication, learning opportunities, and information gathering through the planning process. One of the primary objectives was to communicate the importance of community participation and how public input impacts decision-making. The process was designed to be transparent, providing access to planning documents and project-related information to everyone.

Methods

Community engagement methods outlined in the CPP included the identification of stakeholders and stakeholder groups, engagement methods for each stakeholder group, and a general outline for PSC meetings and each planned public meeting.

Stakeholder groups included residents and visitors, neighborhood organizations, environmental groups, businesses and merchant associations, municipal agencies, property owners, and developers. Engagement methods were

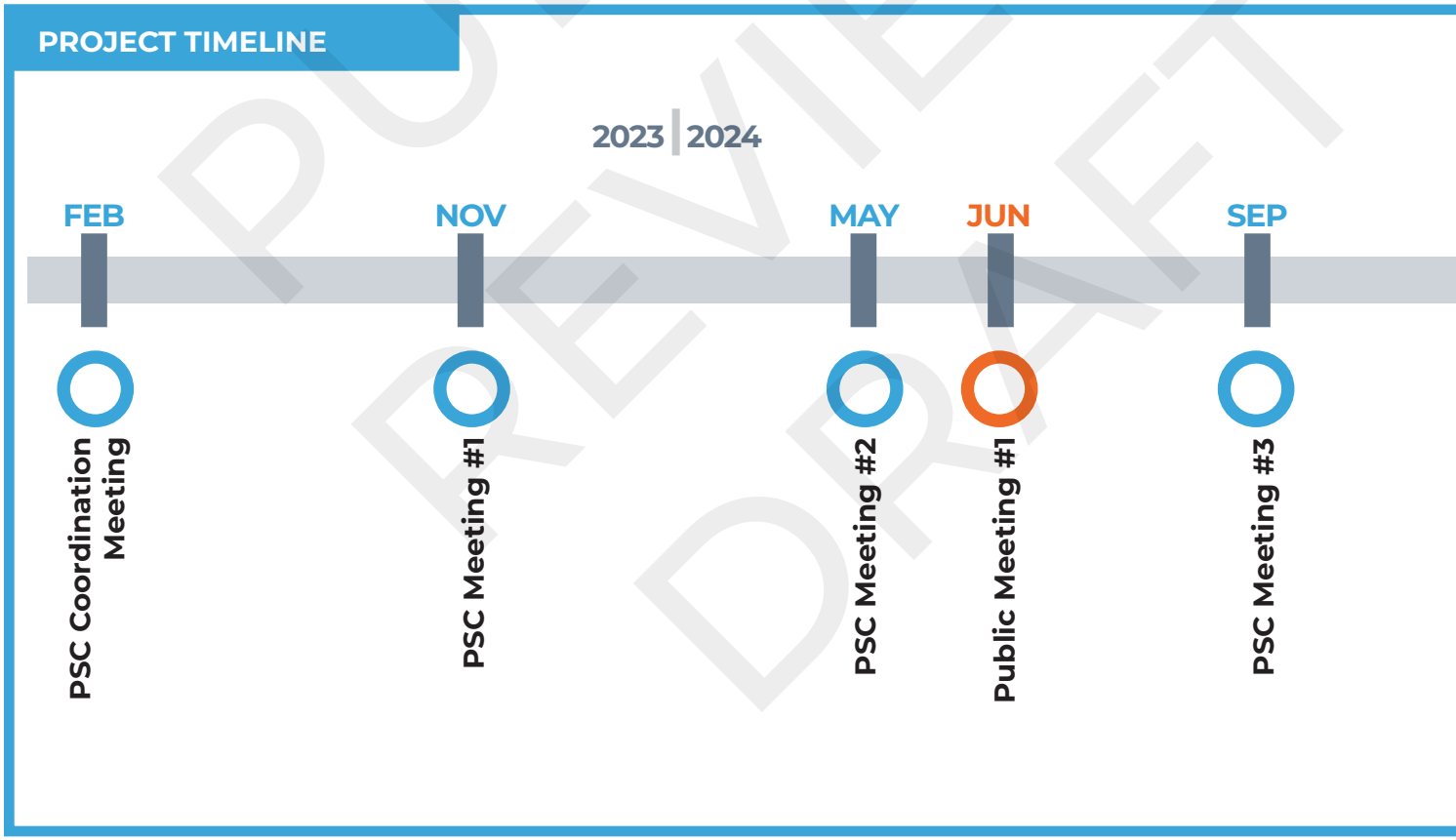


Figure 2.1: Project Timeline

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detailed for each group and included public meetings and interviews.

For planned PSC and public meetings, the CPP included details on topics, objectives, format, notification, and documentation method. Each meeting was planned within the requirements of the BOA program but tailored with consideration to past community engagement events and current community expectations. Additional engagement methods included the use of the Town's project website and opportunities for public meeting attendees to leave feedback and comments.

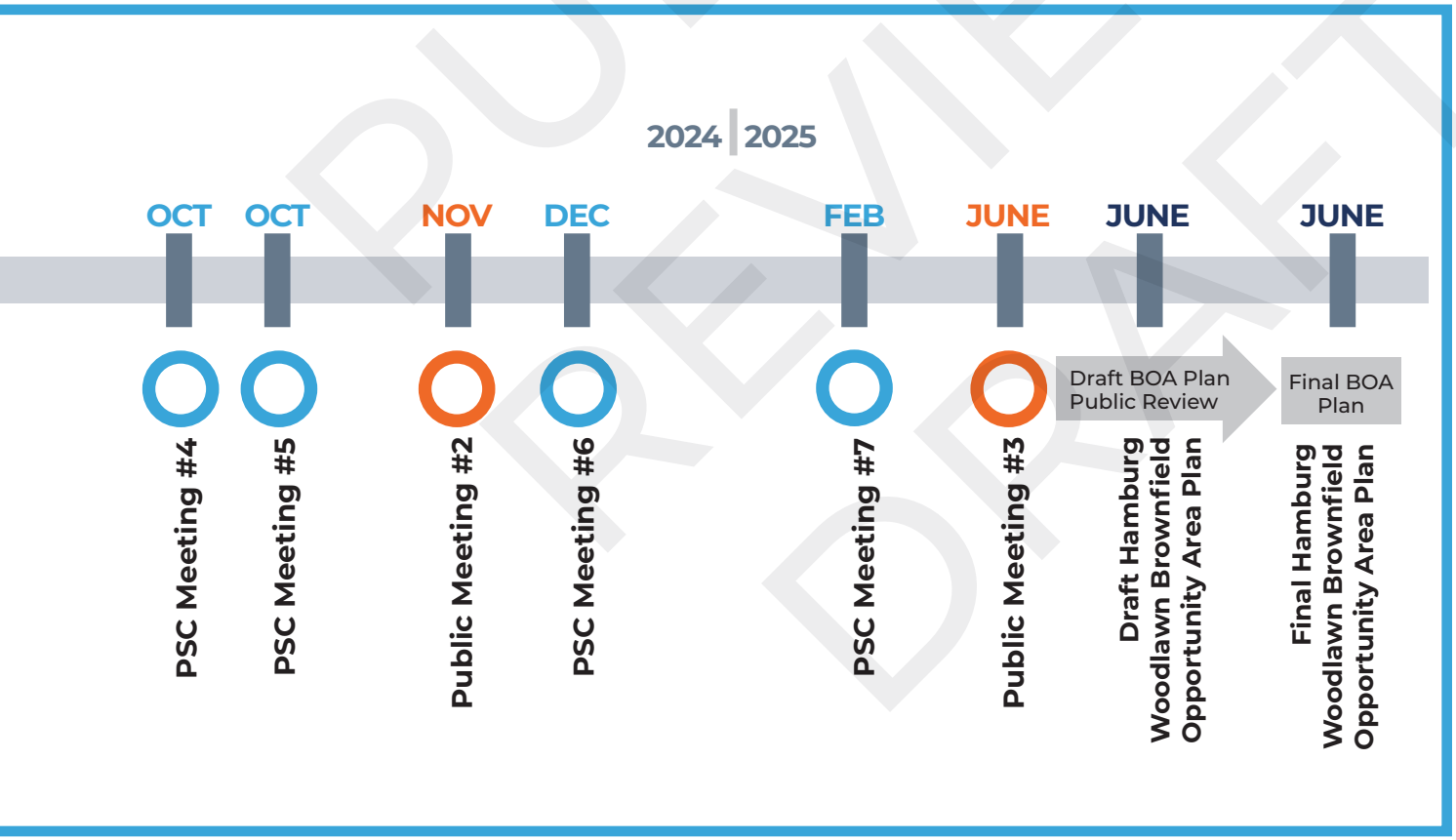
Engagement Timeline

The CPP included a project schedule to guide the planning and community engagement process. The schedule focused on aligning PSC and public meetings with the planning process and key project milestones. As the planning process progressed, strategic adjustments were made to the schedule to accommodate an expanded inventory/analysis and adequate review time for the PSC and the public.

Outcomes

The outcome of the CPP is evident in the level of public meeting attendance, comments received, and input from the community. Over 250 people attending public meetings and over 300 written comments were received, analyzed, and incorporated. The community's ambitions for a more vibrant and prosperous Hamburg Woodlawn provided the BOA Team with the ideas and tools necessary for creating an implementable and effective plan.

TO BE UPDATED



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2.2 Project Steering Committee

The BOA Plan was created by the BOA team in collaboration with the PSC. The role of the PSC included project oversight, including guidance on project tasks and deliverables, insight into community issues and opportunities, input on public meeting design, and review of draft and final BOA Plan documents. Their role was specific to the BOA Program and did not replicate past or other ongoing planning initiatives in the neighborhood. Their local knowledge and experience was utilized for the development of the Community Participation Plan, inventory and analysis, identification of strategic sites, and development of recommendations.

Membership

The PSC was composed of 13 members with strong links to the local community and provided planning experience with area revitalization. Members included local residents, Town of Hamburg staff, Industrial Development Agency (IDA) staff, and elected officials. These members were representative of the interests and priorities within the Hamburg Woodlawn Gateway, forming future project champions to transition the project from the planning stage to implementation.

Meetings

PSC meetings were held at key points/ milestones during the development of the BOA Plan. Meetings were held at the completion of the inventory, analysis, identification of strategic sites, and findings and recommendations. Meetings were structured to both inform PSC members of critical information and provide a forum for discussion and knowledge sharing. Meeting minutes for the PSC meetings are included in **Appendix B - PSC and Public Meeting Materials**.

Outcomes

The members of the PSC provided dedicated and critical insight to the development of the BOA Plan. Key topics of discussion during the meetings included tools for the redevelopment of the BOA's industrial areas, improving the quality of infrastructure for the community, addressing access issues to the Lake Erie Waterfront for both residents and visitors, and the need to create a coordinated development plan for the BOA.

PSC MEMBERS

Cathy Rybczynski - Town Supervisor

Elizabeth Farrell Lorentz - Deputy Town Supervisor

Mark Melewski - Grants Manager

Samantha Aldrich - NYSDOS

Sherri Best - Assistant to Supervisor

Laura Hahn - Assistant to Supervisor

Camie Jarrell - Town Engineer

Josh Rogers - Town Planner

Rob Hefner - Mayor Village of Blasdell

Sean Doyle - President Town IDA

Peter Murphy - Trustee, Village of Blasdell

Sean Doyle - President, Town IDA

Hank Kleinfelder - Resident

Figure 2.2: PSC Members

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#1 Project Scoping Meeting November 9, 2023

This meeting included a formal kick-off of the planning process for the BOA Plan. The meeting covered the roles and responsibilities of the PSC, overview of the BOA program, components of the BOA Plan, anticipated project timeline, and the community participation plan. Additionally, the meeting included a discussion on potential expansion of the BOA boundary to the Hamlet of Athol Springs.

#2 PSC Meeting May 30, 2024

This meeting included a continued discussion of the BOA boundary and decision by the PSC on the final boundary, an overview of the final community participation plan, project website, and a revised project timeline. The PSC and the project team discussed the upcoming first public meeting and the goals for obtaining public comment and feedback on the project and visioning process.

#3 PSC Meeting September 15, 2024

This meeting included a recap of the first public meeting, provided key updates on the inventory and findings, initial strategic site identification, preliminary transportation analysis, and outlined the next steps for the project, including the "path to completion" and the role of the PSC in guiding the project forward.

#4 PSC Meeting October 3, 2024

This meeting included the final inventory review and a discussion on the preliminary infrastructure and transportation recommendations for the BOA. Discussion also included an analysis of potential land use recommendations and deciding location and timing of the upcoming public meeting.

#5 PSC Meeting October 24, 2024

This meeting included a discussion on the land use potential for identified strategic sites in the BOA, including desired land uses and development types as well as discussing potential conflicts with existing plans and proposals. Discussion also included the format of the upcoming public meeting.

#6 PSC Meeting December 5, 2024

This meeting provided an overview of the public input collected from the second public meeting and discussed the future steps towards completion of the Draft BOA Plan and the application process.

#7 PSC Meeting February 25, 2025

This final PSC meeting included a presentation of the Draft BOA Plan, including the vision and goals, final inventory, key findings, and recommendations and conceptual development for the BOA for committee review. In addition, a summary of the BOA Designation process was presented which includes a public comment period on the Application (including the draft BOA Plan) and submittal to the NYSDOS.

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2.3 Community Meetings

Community meetings were an integral part to the development of this BOA Plan. These meetings provided the opportunity to directly engage with a broad range of community stakeholders representing many interests and priorities. In addition, the meetings provided a forum for information sharing, discussion of issues and opportunities, and direct community input on the decision-making process for the development of the Hamburg Woodlawn Gateway BOA's vision statement, value statements, identification of strategic sites, opportunity sites, future land uses, and recommendations.

Meetings

The BOA Team planned and designed three community meetings that aligned with key points/milestones during the development of the BOA Plan. Meetings were held at the completion of the inventory/analysis, identification of strategic sites, and findings and recommendations. Meetings were designed in two different formats: community workshops and a public open house. Each style of meeting aligned with specific goals for providing technical information, forums for discussions and knowledge sharing, and seeking community input/feedback. Meeting summaries for all three meetings are included in **Appendix B** and brief meeting summaries are provided on the following page.

Outcomes

In total, XX people attended community meetings. During these meetings, extensive verbal and written comments were received through discussion during the public meetings. These meeting comments were analyzed and incorporated into the BOA Plan. Summaries of these comments for individual topics indicate a varied range of desired outcomes and priorities and are included in subsequent sections of the Plan.

Input received during the first community meeting helped to contextualize technical data and identify additional areas that needed to be researched, such as unrecorded contamination.

Additionally, meeting participants provided valuable insight to develop a vision statement and value statements for the BOA Plan. At the second community meeting, participants provided insightful feedback on preliminary strategic sites and recommendations.

[Summary of third public meeting to be inserted once held]

Through these meetings, participants provided valuable insight for the development of this BOA Plan. Their long-standing dedication to improving their community has resulted in a BOA Plan that will help guide local agencies in the allocation of public monies for implementing recommendations.

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#1 Public Meeting
June 10, 2024



The first public workshop included a formal kickoff of the planning process for the BOA Plan with a welcome from (former) Town of Hamburg Supervisor of Randy Hoak. The public meeting included a presentation from the BOA Team and a series of breakout sessions for the public to begin to craft the vision, values, and goals for the BOA Plan as well as provided feedback on preliminary strategic site locations. The meeting was attended by more than 44 community members. Key takeaways from the meeting included the identification of infrastructure needs throughout the BOA, the community's desire to reduce industrial activities in the area, and connectivity issues between residential areas and natural resources.

#2 Public Meeting
November 7, 2024



The second public workshop was structured in two parts: a welcome and presentation detailing the progress of the BOA Plan and a workshop which enabled discussions between participants and project representatives on the preliminary recommendations and draft vision statement. The meeting was attended by more than 40 community members. Participants provided additional information on brownfields throughout the study area, expressed the desire to retain and reestablish the hamlet character of residential areas in the BOA, and the need to improve transportation networks throughout the BOA.

#3 Public Meeting
March XX, 2025

TBD

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2.4 Vision, Goals, + Objectives

A vision statement is a future-oriented statement that represents a community's preferred image and embodies deeply held beliefs and ideals. A community's vision provides the foundation for decision making and prioritization of actions, policies, and projects.

The process for drafting a vision began with development of a series of value statements based on community input/feedback. These value statements received refinement and adjustment from the PSC and during Public Meeting #2.

The resulting value statements cover many aspects of the Hamburg Woodlawn

Vision

The Woodlawn, Hoover Beach, and Athol Springs neighborhoods are attractive and prosperous communities which are well connected to their surrounding assets and one another through various forms of multi-modal transportation.

Contaminated properties have been remediated and are now healthy, sustainable places prime for economic development, recreation, and community enjoyment. Any contamination from former industries has been located, contained, and removed. Industrial development has been planned for in a way that does not negatively impact the surrounding community.

Transportation systems have been right sized for the community and pedestrian accommodations have been created in a meaningful and attractive manner while preserving the importance of the Route 5 corridor for vehicular traffic.

The hamlet character has been restored and a wide variety of community services, retail, and assets are located within the hamlets and extended along major corridors.

Access to the Lake Erie waterfront has been restored for the community and contaminated properties along the waterfront have been revitalized as a community asset.

Values

A safe community for all residents

Increased connectivity between residential neighborhoods and community assets

Improved housing opportunities for current and future residents

New development utilizing brownfield, vacant, and underutilized lands

Preservation of historic character through reuse of historic buildings and context-sensitive new development

Figure 2.3: Vision, Goals and Objectives

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Gateway area and represent a broad range of community desires. These values, along with all of the feedback received during PSC meetings and public meetings, were used to shape a multifaceted vision statement. These values also directed the development of the goals and objectives listed on the following page and the recommendations detailed in Chapter 05.

Goals & Objectives

- Remediate contaminated sites and prevent future contamination.
- Improve quality of community facilities such as parks and local roadways.
- Create a transportation system that prioritizes safety for all users.

- Restore access to the Lake Erie waterfront for communities within the BOA.
- Create new waterfront access opportunities at underutilized, vacant, and contaminated sites.
- Enhance multi-modal transportation connections between hamlets, neighborhoods, and surrounding assets.

- Develop residential and mixed-use infill compatible with the character of the area.
- Increase homeownership in residential neighborhoods.
- Promote housing rehabilitation assistance programs available to the neighborhood.

- Develop the former Bethlehem Steel sites to accommodate new economic development, create waterfront access, and ensure a proper buffer between residential and industrial uses.
- Utilize transportation networks effectively, including roads, rails, and ports, while minimizing negative impacts to adjacent properties.
- Attract diverse businesses that serve the daily needs of local residents.

- Document and catalog historic properties.
- Utilize traditional neighborhood design principles for new development within the hamlets.
- Promote resources available for historic building reuse and renovation.

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03 Inventory

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3.1 Community + Regional Setting

The Hamburg Woodlawn Gateway BOA study area is located within the Town of Hamburg in Erie County, New York. Erie County and the surrounding communities are part of Western New York and the Western New York Regional Economic Development Council (WNYREDC), the westernmost region of the state. This area is often referred to as the Niagara Frontier, containing Erie, Niagara, Orleans, and Genesee Counties, which share significant economic and cultural connections with one another as well as Southern Ontario. Additionally, Erie and Niagara Counties are part of the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), which helps to administer transportation funding to the two counties.

The Town of Hamburg is located directly south of the City of Lackawanna and the City of Buffalo along the shores of Lake Erie and the NYS Route 5 Corridor. Hamburg is a major suburb of the City of Buffalo, the largest municipality in Erie County, and is considered part of the "Southtowns," a collection of Buffalo's southern suburbs that share similar transportation networks, economies, and development patterns. Within the Town of Hamburg, there are multiple villages, hamlets and neighborhoods that form the basis of the town's communities. Communities within the BOA study area include the Hamlets of Athol Springs and Woodlawn, the neighborhood of Hoover Beach, as well as portions of the Village of Blasdell.



Figure 3.1: Community and Regional Context

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According to the WNYREDC 2022 WNY Progress Report, the region is showing signs of recovery after decades of economic decline and de-industrialization, with decreasing unemployment, an increasing number of jobs, and a stabilizing population. Although the region as a whole is seeing revitalization and recovery, several legacy industrial corridors, including the Hamburg Woodlawn Gateway BOA, continue to experience blight, vacant industrial buildings, and environmental contamination from the region's manufacturing history.

The following includes a summary of population, demographics, housing, employment and income within the BOA study area, Town of Hamburg, and Erie County. Additional analysis of economic and market trends is detailed in **"3.2 Economic + Market Trends".**

Population Context

Overall, the BOA represents a small percentage of the Town of Hamburg population, and is declining. The BOA accounts for 1.6% of the town's total population, being home to 979 people. Since 2000, the BOA's population has been declining by approximately 2.2% per year, though this has accelerated to 2.8% per year since 2020. This is in contrast to the Town of Hamburg, which has grown by 0.3% per year over the same time period and Erie County, which has remained relatively stable.

In total, the BOA has lost approximately half of its total population between 2000 and 2022 (936 people), with the largest losses occurring between 2000 and 2010. In the same period, the Town of Hamburg gained 3,723 people, 7% of the Town's total population, while Erie County gained 967 people, >1% of the County's total population.

Demographic Context

The median age of residents in the BOA is

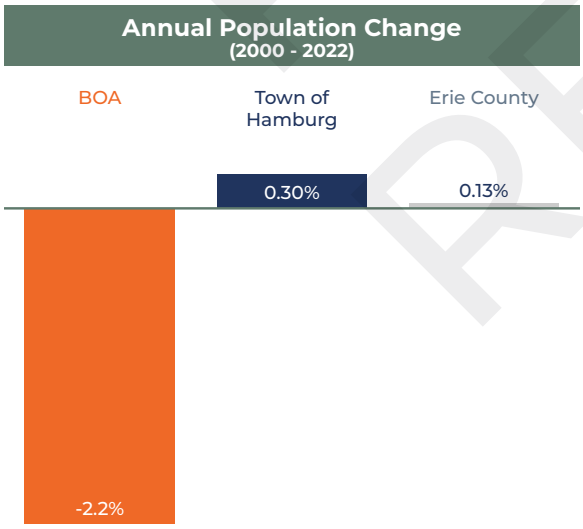


Figure 3.2: Annual Population Change (2000-2022)

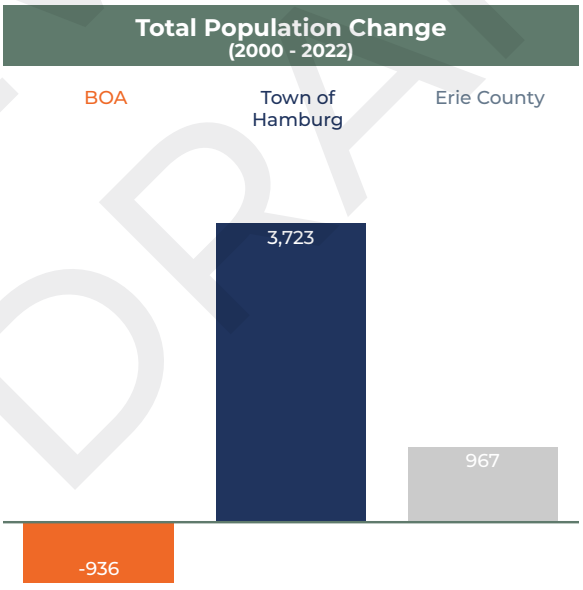


Figure 3.3: Total Population Change (2000-2022)

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higher than Erie County and the Town of Hamburg. The median age of residents of Erie County has remained relatively stable since 2000, between 39.2 and 40.4 years old. Hamburg and the BOA, however, are aging, with the BOA aging at a much quicker rate than the Town of Hamburg. In 2022, Hamburg's median age was 45.7, an increase from 38.1 in 2000, while in 2022, the median age of residents in the BOA was 51.6, up from 50.0 in 2020 and 38.1 in 2000.

The age distribution of the BOA varies from Erie County and the Town of Hamburg. As of 2022, the BOA had significantly fewer young people (24 and lower) compared to the county and town. The age cohort of those under 15 is substantially lower than the Town of Hamburg and Erie County. The BOA study area has a higher population of older individuals, particularly 45-64 and 65+. This data indicates a low number of families with children in the BOA compared to Hamburg and Erie County.

The fastest growing age cohorts in the BOA are those aged 55 to 64 (8.6%), 65 to 74 (9.7%), and 75 to 84 (6.7%) while the fastest shrinking cohorts are those aged 0 to 4 (-5.8%), 5 to 9 (-6.7%) and 10-14 (-7.4%). This is similar to both Erie County and Hamburg, though the older population is growing at a much faster rate and younger populations are shrinking much faster.

The population of the BOA is mostly White, with minimal representation from Black, Asian, and Other racial groups. However, the BOA is more diverse than the Town of Hamburg, with 10.3% of the population as a minority group compared to 6.0% in Hamburg.

Residents of the BOA typically have lower educational attainment than residents of the Town of Hamburg and Erie County. 36.5% of residents in the BOA have received some higher education compared to 54.2% of residents in the town of Hamburg and 58.6% of residents of Erie County. Lower levels of educational attainment have a high impact on employment, housing choice, and income potential, especially as the BOA and Erie County are transitioning from a manufacturing economy to a service-based economy.

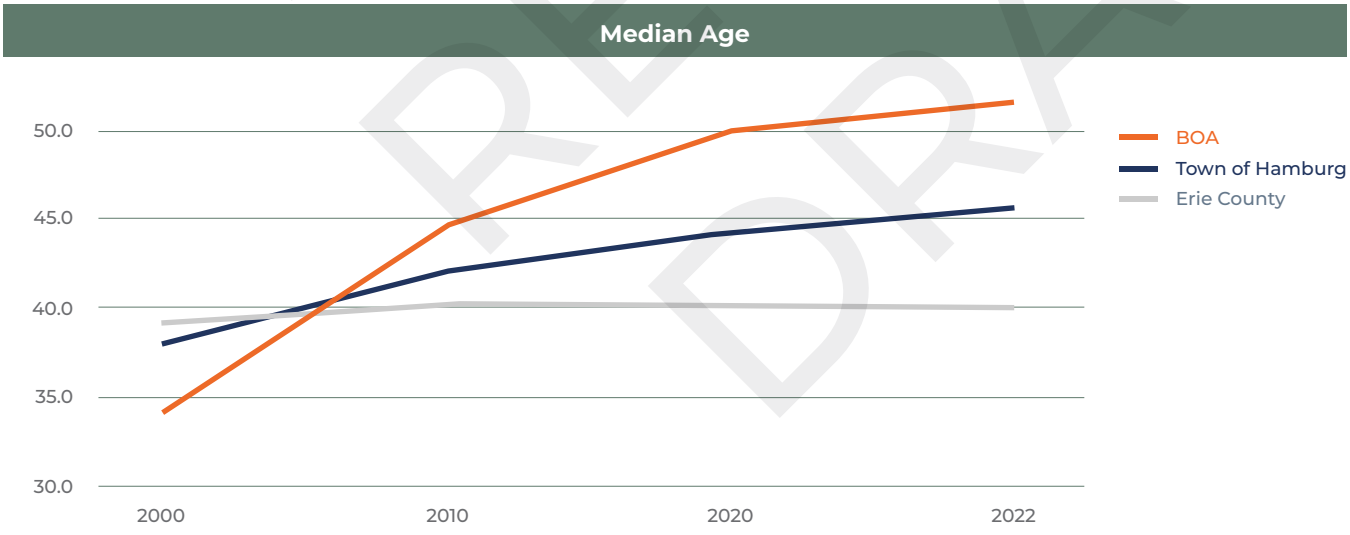


Figure 3.4: Median Age

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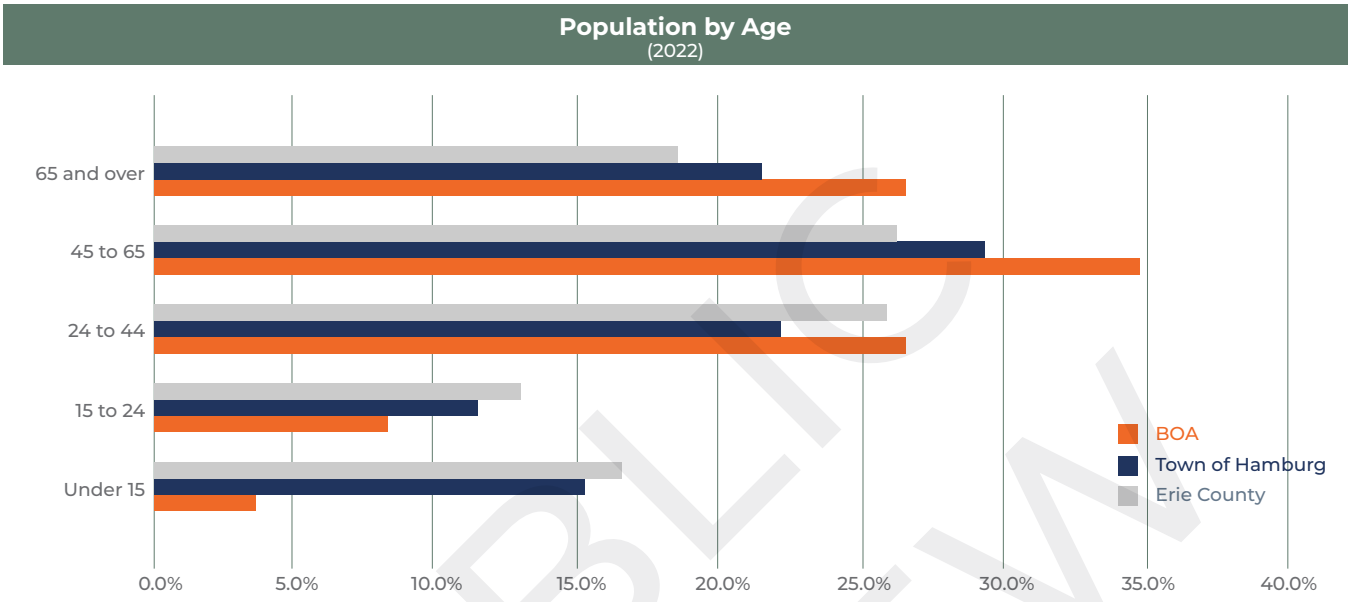


Figure 3.5: Population by Age (2022)

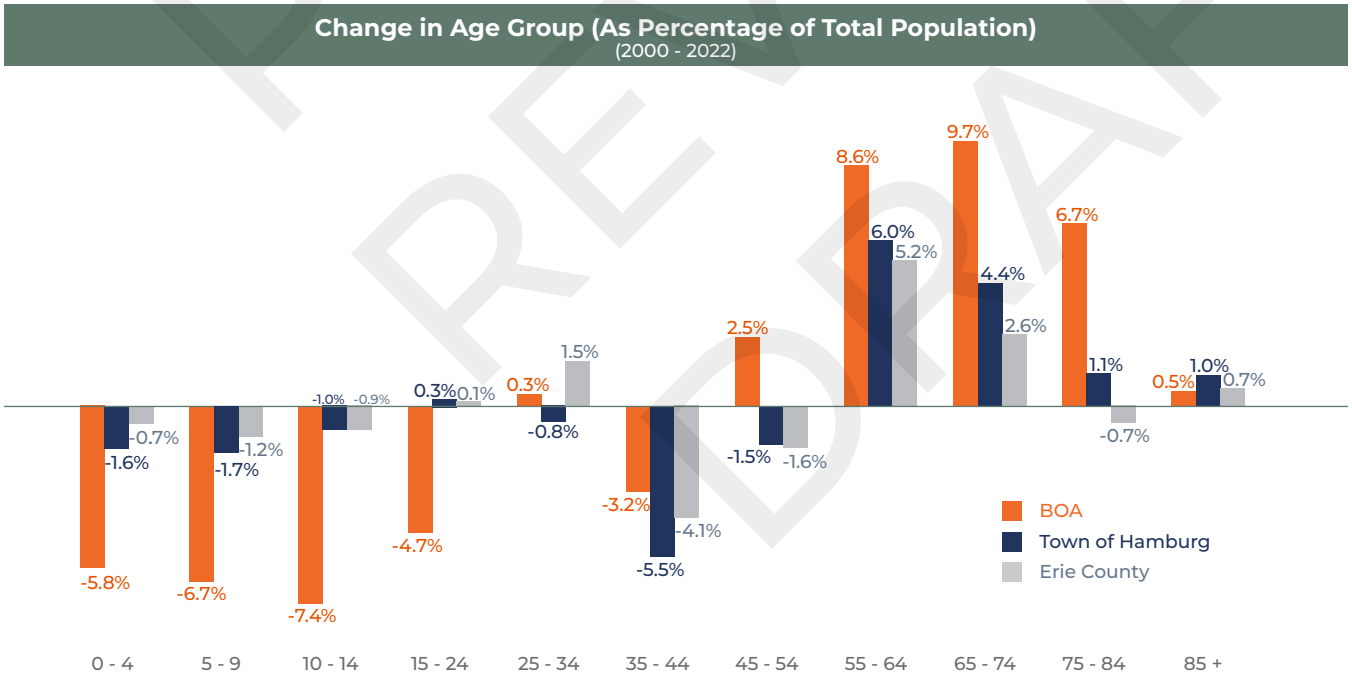


Figure 3.6: Change in Age Group (As Percentage of Total Population)

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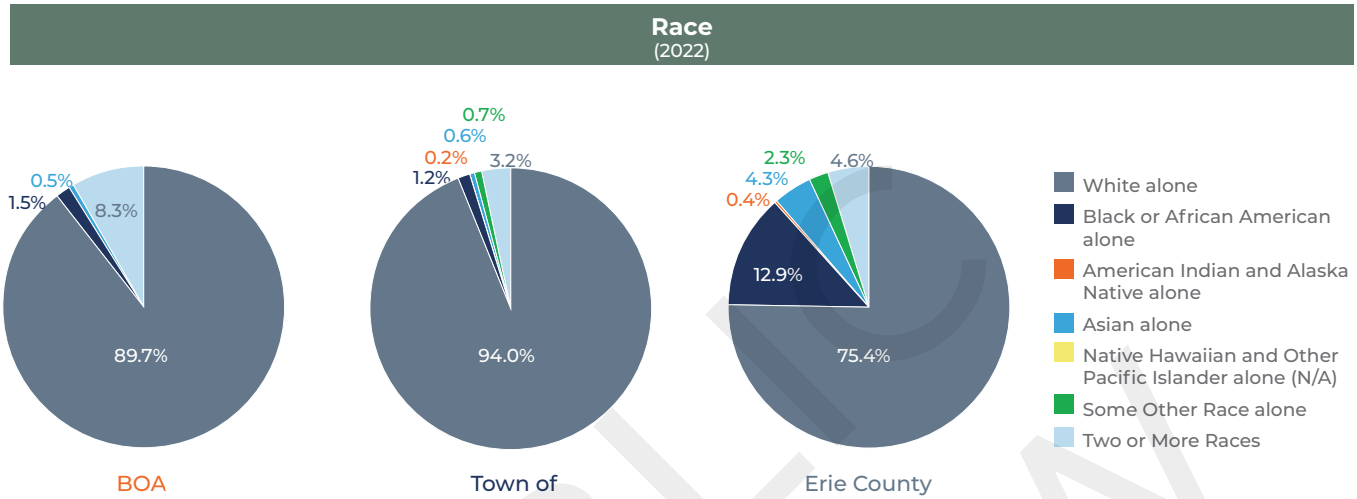


Figure 3.7: Race

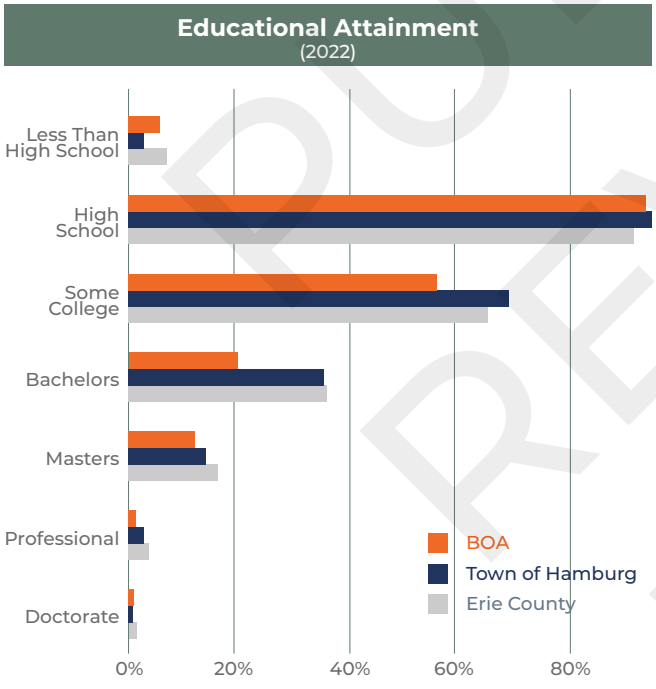


Figure 3.8: Educational Attainment

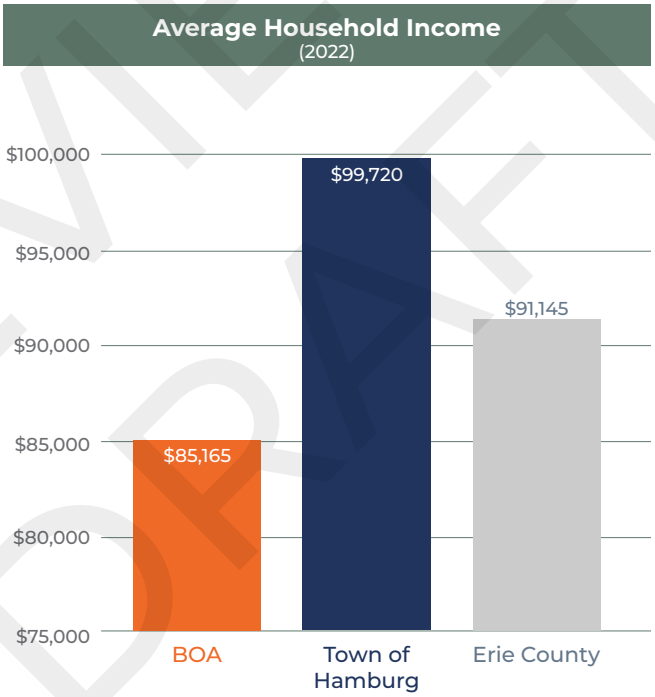


Figure 3.9: Average Household Income, 2022

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Economic and Housing Conditions

The BOA study area contains 545 housing units, with 61.8% owner-occupied and 36.9% renter occupied. This data is similar to Erie County, where 60.4% of homes are owner occupied and 32.3% are renter occupied, but lower than the Town of Hamburg where 70.7% of homes are owner occupied and 25.7% of homes are renter occupied. The BOA had a lower vacancy rate (1.3%) than both Hamburg and Erie County. All vacant homes in the BOA are seasonal homes.

As of 2022, 69% of units in the BOA are in single family buildings, 21% are in buildings with 1-4 units, and 10% of units are in multifamily buildings (5+ units). This is similar to Erie County. The Town of Hamburg, however, had a higher proportion of units in single family buildings, with 72% of the total share of units, and multifamily buildings, with 14% of the total share of units. There were less units in buildings with 2-4 units, only making up 11% of the total housing stock. 3% of units were in "other" types of buildings.

Most houses in the area were built in 1939 or earlier, with the median year built of 1948, which is older than the median year built of homes in Hamburg (1970) and Erie County (1955). These older homes often have more maintenance needs as well as potential health impacts, including the prevalence of lead-based paint and asbestos containing materials.

The median value of a home in the BOA Study was $129,650, up from $78,100, an increase of 8% per year between 2000 and 2022. Both the median value and rate of increase are lower than the Town of Hamburg and Erie County. In Hamburg, the median value was $95,700 in 2000 and is now $197,400, an increase of 9% per year. In Erie County, the median value was $90,800 in 2000 and has risen to $216,900 in 2022, an increase of 11% per year. All values are well below the national median home value

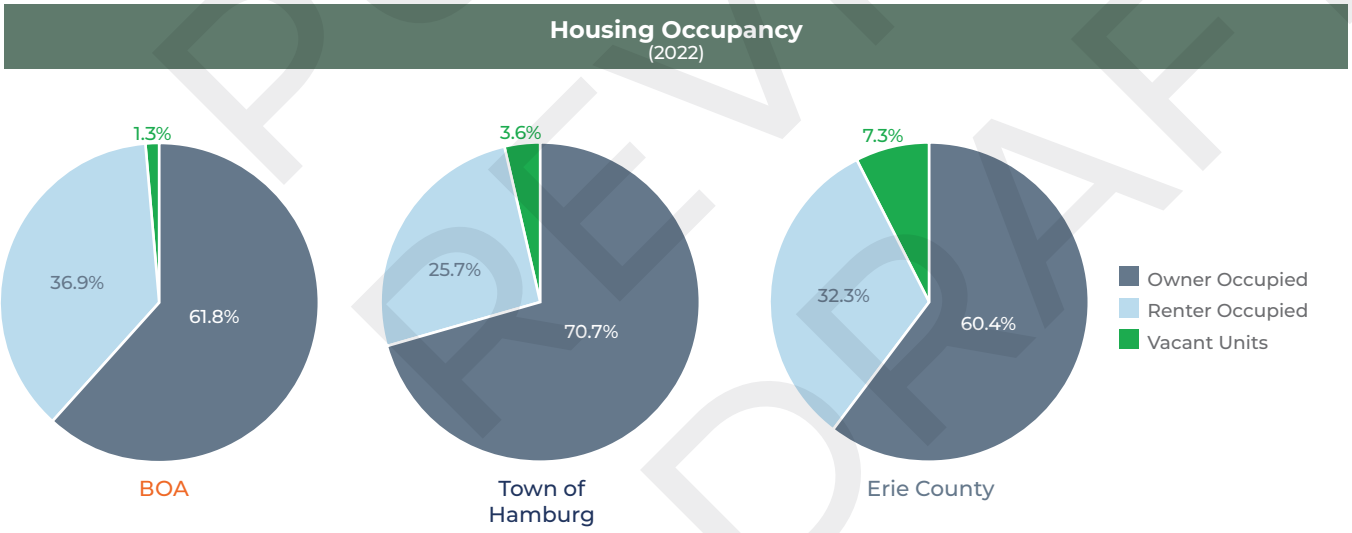


Figure 3.10: Housing Occupancy

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Figure 3.11: Housing Type


Multifamily Complex in BOA


Two-Family Home in Woodlawn


Single-Family Home in Athol Springs

of $281,900 in 2022. This has helped maintain the affordability of homes in the BOA, but often comes to the determinant of current homeowners. For example, if homes in the BOA appreciated at the same rate as Erie County, the median home would be $189,659 in 2022, $57,009 higher than the actual 2022 median value, doubling the value added to a home since 2000. With rising maintenance, repair, and renovation costs, this may make it more difficult for homeowners in the BOA to afford these repairs or the ability qualify for traditional financing for these repairs. Additionally, many homes in the Hamlet of Woodlawn are within the 100-year floodplain. This further complicates the home value, ability to qualify for financing, and affordability of insurance premiums. Flooding is explored in further detail in **"3.11 Natural Resources".**

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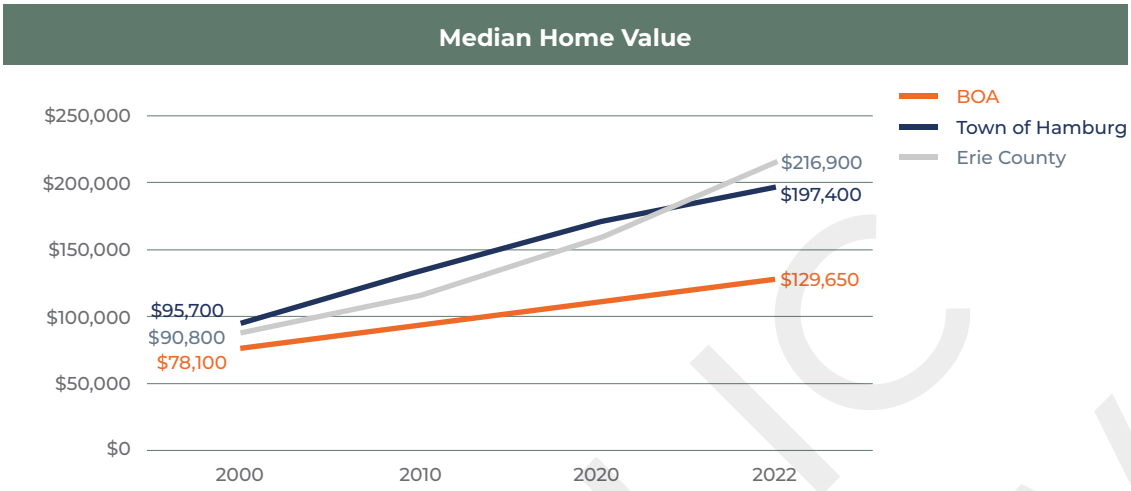


Figure 3.12: Median Home Value

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3.2 Economic + Market Trends

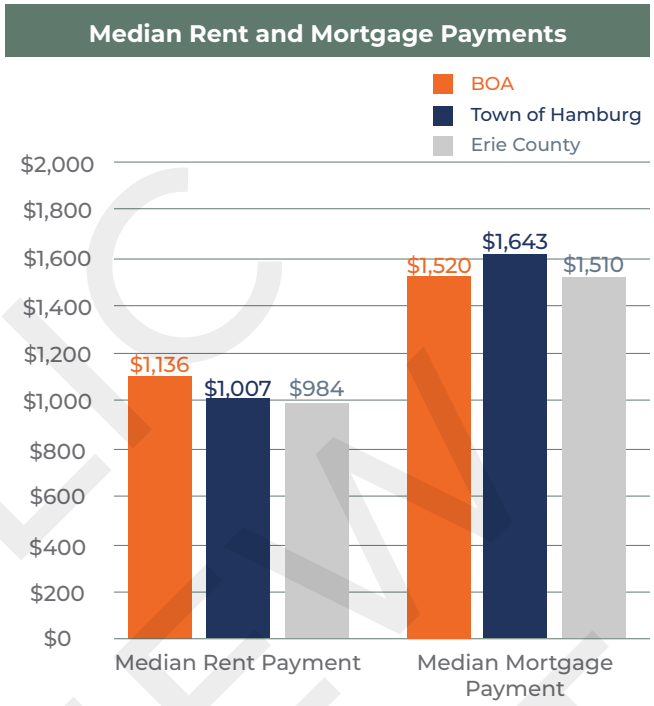
This comprehensive economic and market trends analysis describes and analyzes economic conditions and market trends within the Hamburg Woodlawn Gateway BOA study area. The analysis summarizes the current, past, and future economic and real estate market trends in and around the BOA. This Economic & Market Trends Analysis consisted of the analyses of socioeconomic trends, residential development market, commercial development market, and consumer spending within Census Tracts 128 and 130.01 (see figure 3.14 Economic Trends Study Area). Each market segment includes an overview of available data, value assessment, vacancies, market performance, and a demand analysis. The socioeconomic trends analysis is described and summarized in **"3.1 Community + Regional Setting"**.

The economic and market trends analysis identified several indicators of economic distress and opportunities that, in part, provided the framework for strategic site identification as well as justification for the range of realistic future land uses that could be accommodated in those areas. The following sections summarize the data, analysis, and findings from the analysis.

Housing Costs

Despite residents of the BOA having the lowest median income compared to the Town of Hamburg and Erie County, average rent is the highest of the three areas, with an average of $1,510 per month. Although lower than the Town of Hamburg, the average mortgage paid by residents of the BOA is comparable to the town.

"Figure 3.14: Area Rental Housing Affordability" illustrates the housing affordability for residential in the BOA. This analysis is comprised of resident income and their monthly housing costs to determine burden faced by residents in the BOA. Due to the high rental costs in the BOA illustrated in **"Figure 3.13: Median Rent and Mortgage Payment"**, it is not surprising that the BOA has the highest percentage (50.3%) of rental



Source: American Community Survey

Figure 3.13: Median Rent and Mortgage Payment

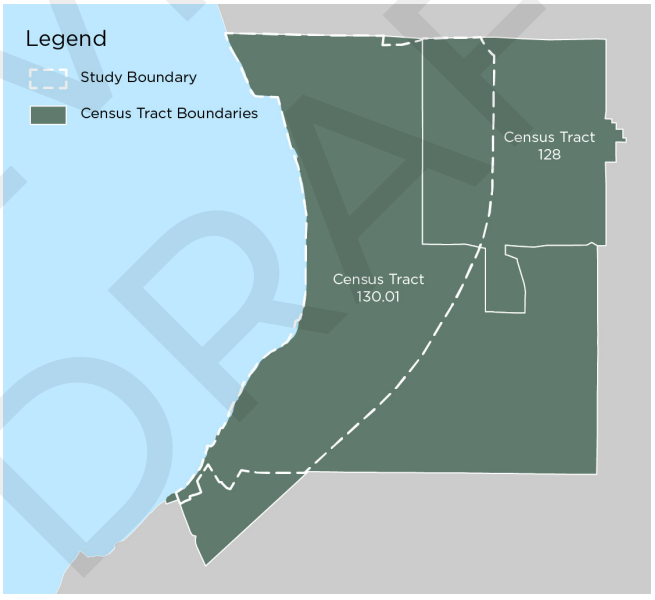


Figure 3.14: Economic Trends Study Area

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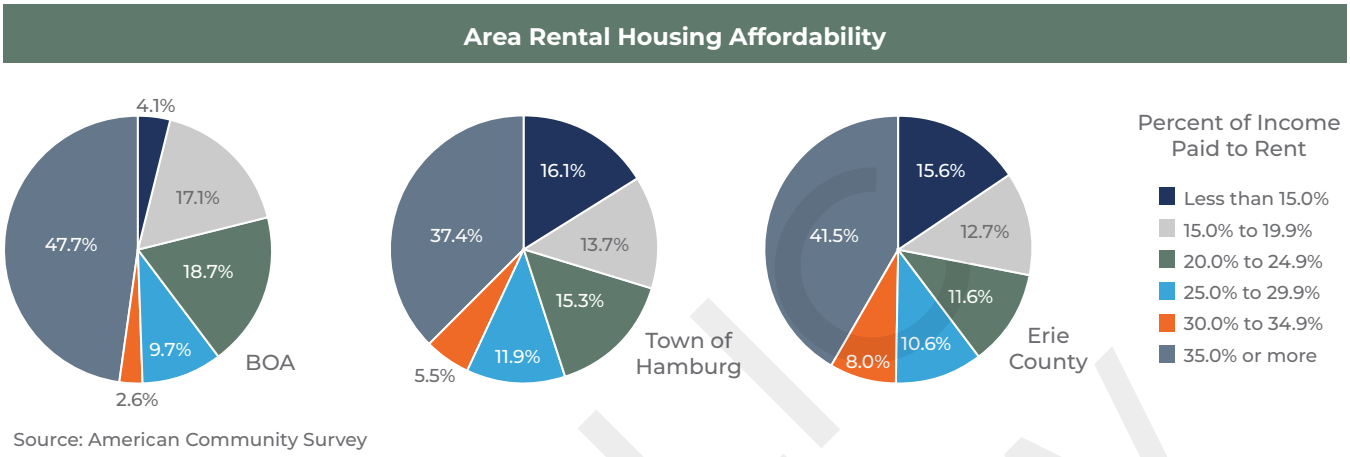


Figure 3.15: Area Rental Housing Affordability

households being cost-burdened according to the American Community Survey. Thus, 50.3% of renters in the BOA pay more than 30% of income for rent while 47.7% are extremely cost-burdened, paying more than 35% of their income to rent. These far outweigh both Hamburg and Erie County.

Employment

According to the most recent data from the U.S. Census Bureau, the census tracts that correspond to the BOA study area have higher average unemployment rate than the Town of Hamburg but lower than the county's rate. This is a recent trend because historically, the BOA's unemployment rate has typically been higher than both the town and the county, as illustrated in **"Figure 3.15: Unemployment Rate Trends"**. In 2012, the BOA's unemployment rate was 6.7% before surging to 9.8% the following year. This rate has steadily fallen to a low in 2019, but has increased in recent years to 4.8%, increasing at a quicker rate than both the Town of Hamburg and Erie County.

According to the 2022 American Community Survey, the BOA has a lower 10-year employment growth rate compared to the town and county. One of the factors impacting the BOA's employment growth is the Covid-19 pandemic. From 2019 to 2020, the BOA's total employment level declined by 4.8%, whereas the Town of Hamburg and Erie County experienced declines of 1.3% and 0.6%, respectively. As of now, neither the BOA nor the town has returned to pre-pandemic employment levels.

The American Community Survey reports education and health care services as the largest employment sectors of residents in the BOA, the Town of Hamburg as well as the County. This sector accounts for approximately 28% of total employment in the BOA and the county, and roughly 27% of total employment in the town. Compared to the town (6%) and county (4.8%), the BOA employs a greater percentage (8%) in the transportation, warehousing and utilities industry.

Location quotient (LQ) analysis provides additional insight into the BOA's employment structure. It identifies export industries in an area (those industries producing more of a good or service than is needed to meet area demand) and import industries (those producing less than enough to meet area demand). A LQ greater than 1.0 indicates that an area has proportionately more workers than the larger comparison area employed in a specific industry sector. This implies that an area is producing more of a product or service

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than is consumed by area residents. The excess is available for export outside the area. A LQ of less than 1.0 may indicate an opportunity to develop businesses in that industry to accommodate local demand.

According to the LQ analysis, transportation, warehousing, and utilities (LQ of 1.4) as well as finance and insurance, and real estate and rental and leasing (LQ of 1.3) are the only export industries in the BOA. Export industries have an LQ of 1.25 or greater. The relatively low LQs in industries like agriculture, forestry, fishing and hunting, and mining (0.0), construction (0.7) as well as professional, scientific, and management, and administrative and waste management services (0.7) indicate that there may be an opportunity to facilitate growth in those industries to address excess demand in the BOA. Interestingly, professional, scientific, and management, and administrative and waste management services is the fourth fastest growing sector.

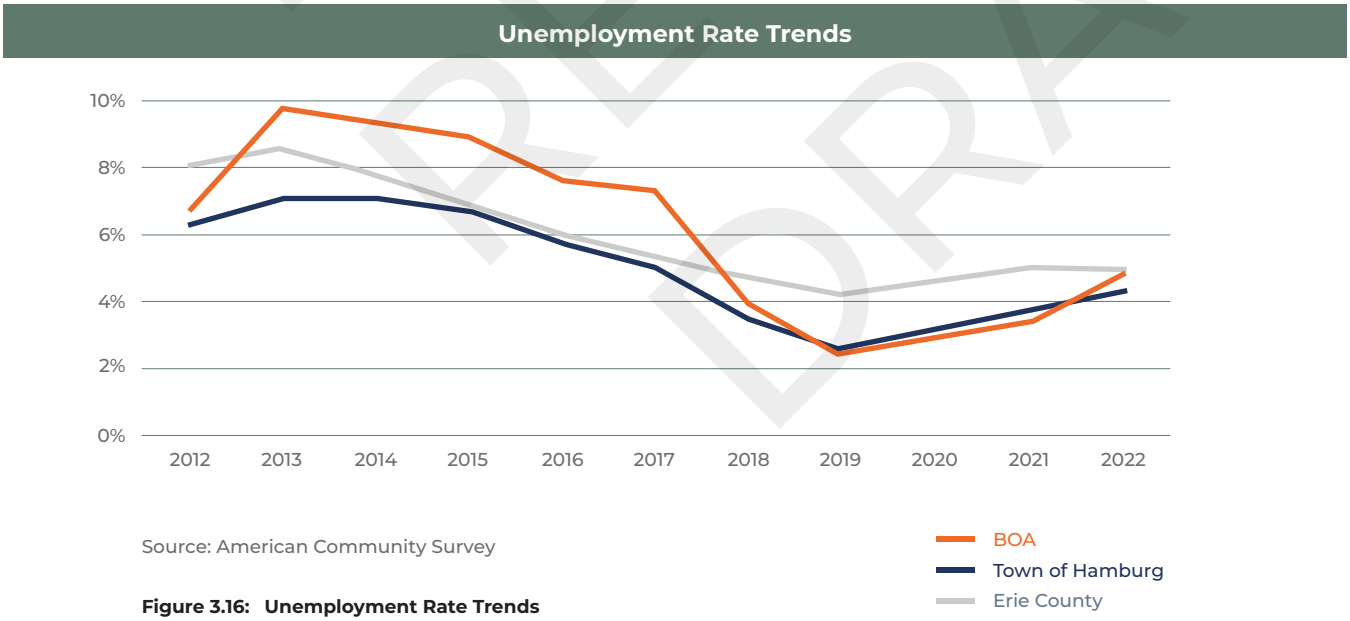
Commercial Real Estate

Commercial Real Estate consist of five markets, the office, multifamily, industrial, retail, and lodging. While all considered commercial real estate, demands for each market can vary.

Office Market

The office market fundamentals illustrate the headwinds that the BOA has faced relative to Erie County over the last 10 years. Both the BOA and Erie County have seen increased office market vacancies since 2020. However, while Erie County's vacancy rate rose by roughly 100 basis points (bps), the BOA's vacancy rate surged by 3,670 bps , or 3.7%. The office market dynamics also show that Erie County's rental rate has been trending upward despite the rising vacancy rate. By contrast, the BOA's rental rate has declined dramatically and sits at roughly $10/SF according to CoStar.

The office market supply and demand charts tell the story of the BOA's office looseness relative to Erie County. According to CoStar, Erie County had 1.8 MSF of office net absorption in 2014-24 versus 2.9 MSF in delivered to the market. The rising vacancy rate since the



Source: American Community Survey

Figure 3.16: Unemployment Rate Trends

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pandemic in the Erie County office market is due to a combination of new product hitting the market and sporadic demand (also the result of work-from-home dynamics reducing the need for office space.) In fact, office-using employment rose by 24.1% over the last 10 years while the demand for office space has waned in recent years. The BOA's office market increasingly returned space back to the market starting in 2020 and with -66,000 SF of net absorption in 2022 alone. There have been no deliveries or new construction over the 2014-2024 time-frame. Consequently, the increase in vacancies is due solely to the waning demand for office space in the BOA.

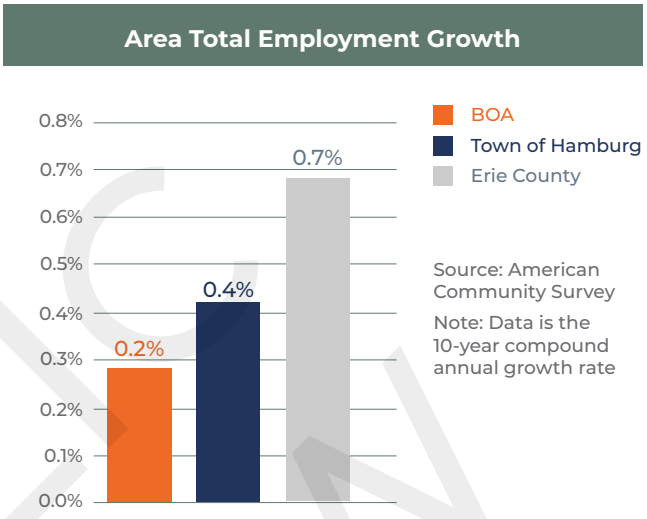


Figure 3.17: Area Total Employment Growth

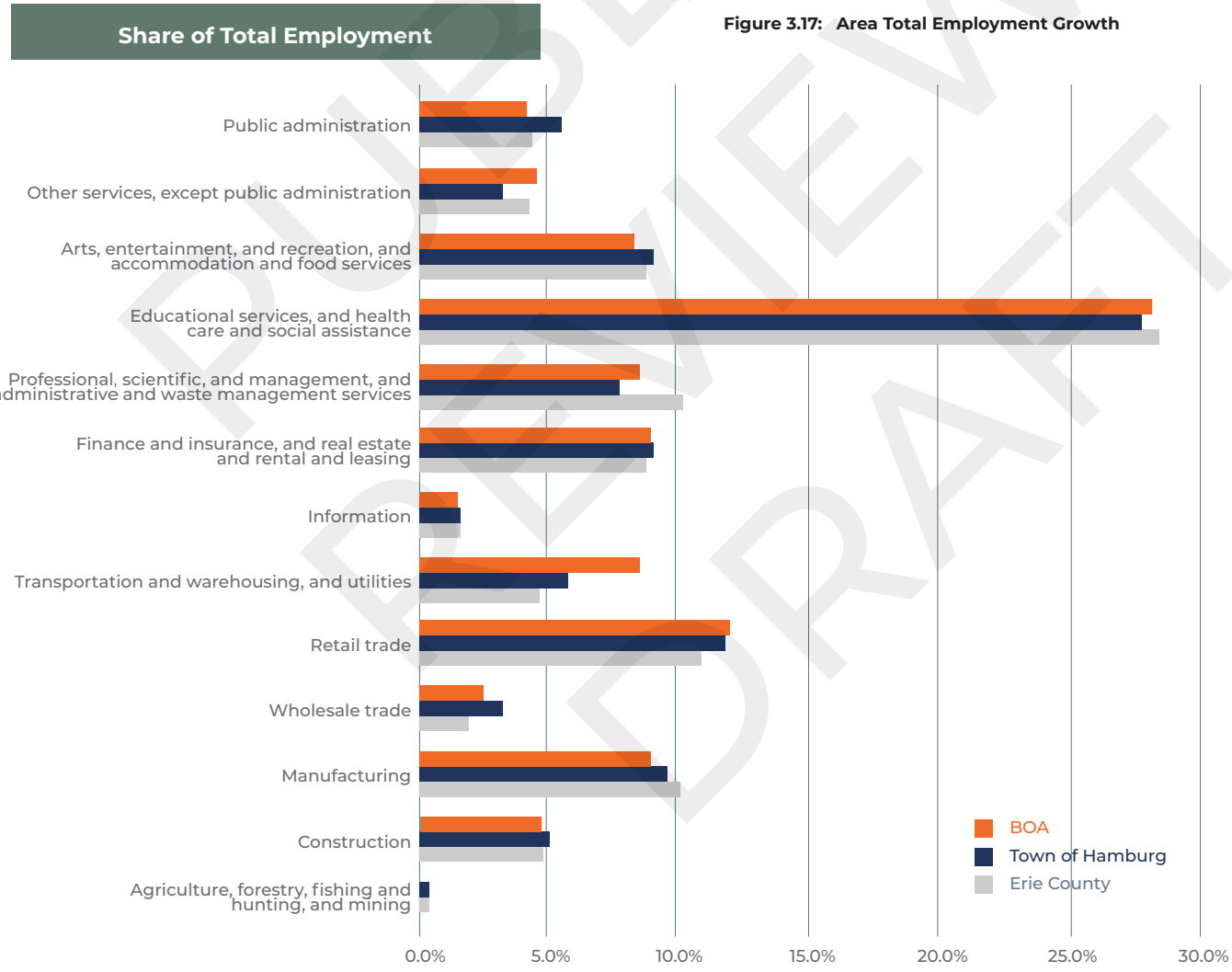


Figure 3.18: Share of Total Employment

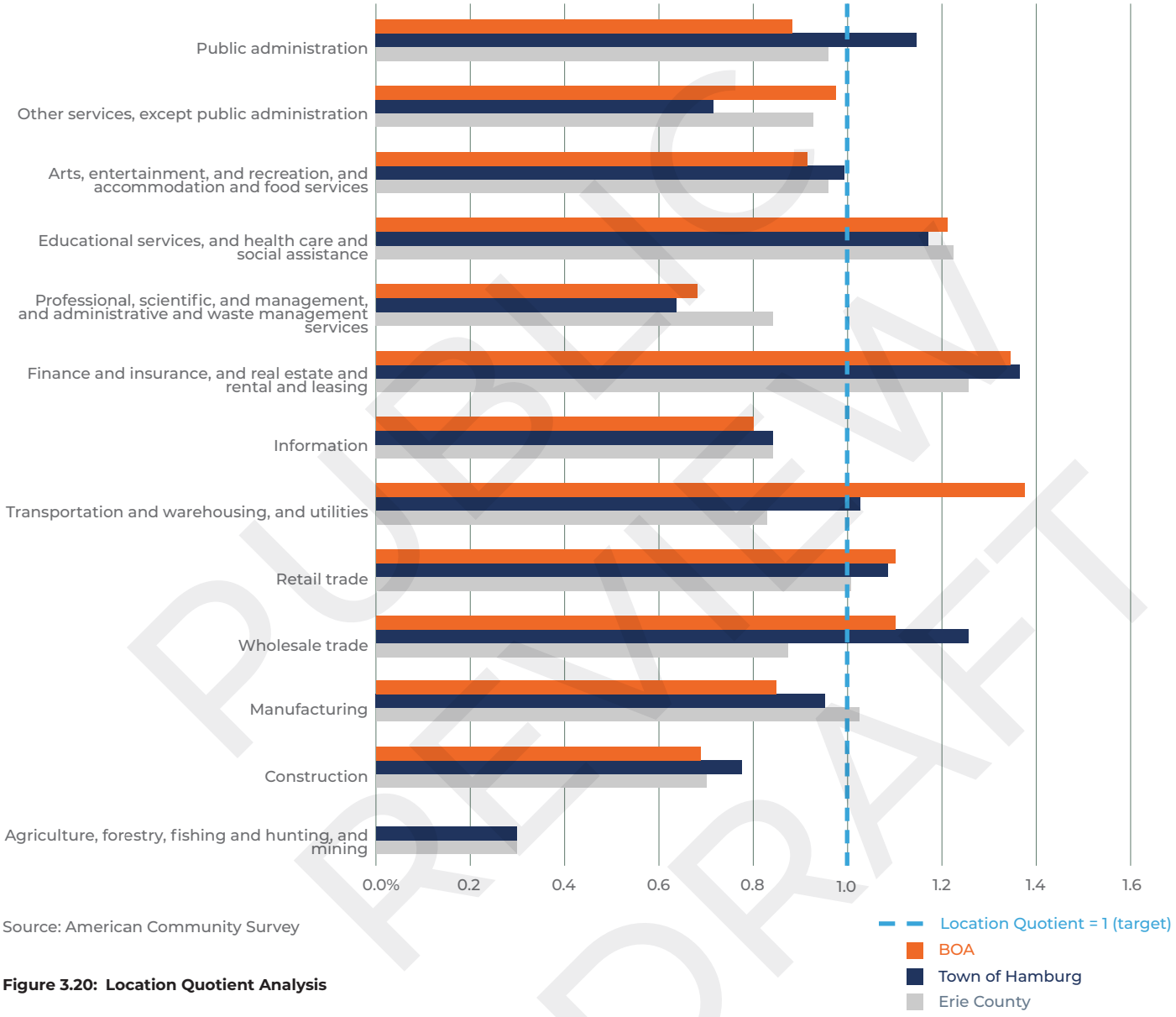
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Area Employment Composition (2023)			
Employment Sector	**BOA**	**Town of Hamburg**	**Erie County**
Agriculture, forestry, fishing and hunting, and mining	0	167	2,130
Construction	360	1,608	22,730
Manufacturing	642	2,915	47,654
Wholesale trade	199	913	9,751
Retail trade	919	3,692	51,926
Transportation and warehousing, and utilities	600	1,845	22,463
Information	115	498	7,621
Finance and insurance, and real estate and rental and leasing	674	2,797	39,339
Professional, scientific, and management, and administrative and waste management services	625	2,387	48,047
Educational services, and health care and social assistance	2,125	8,365	132,827
Arts, entertainment, and recreation, and accommodation and food services	618	2,708	39,954
Other services, except public administration	348	1,028	20,641
Public administration	313	1,663	20,945
Total Employment	7,538	30,586	466,028
Source: American Community Survey			

Figure 3.19: Area Unemployment Composition

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Location Quotient Analysis

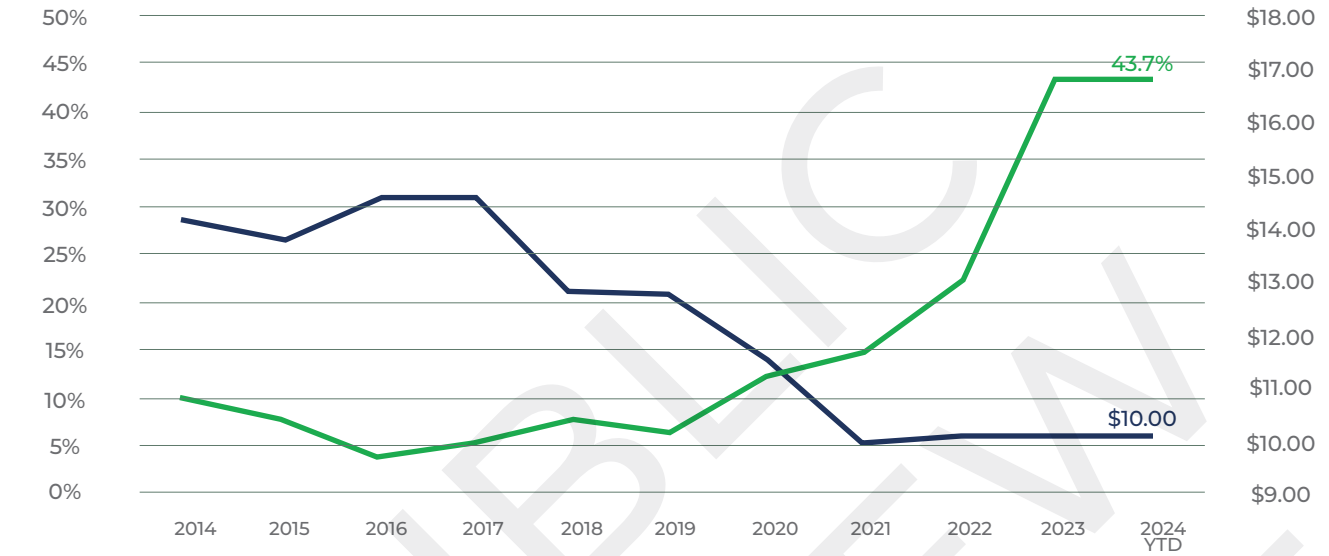


Source: American Community Survey

Figure 3.20: Location Quotient Analysis

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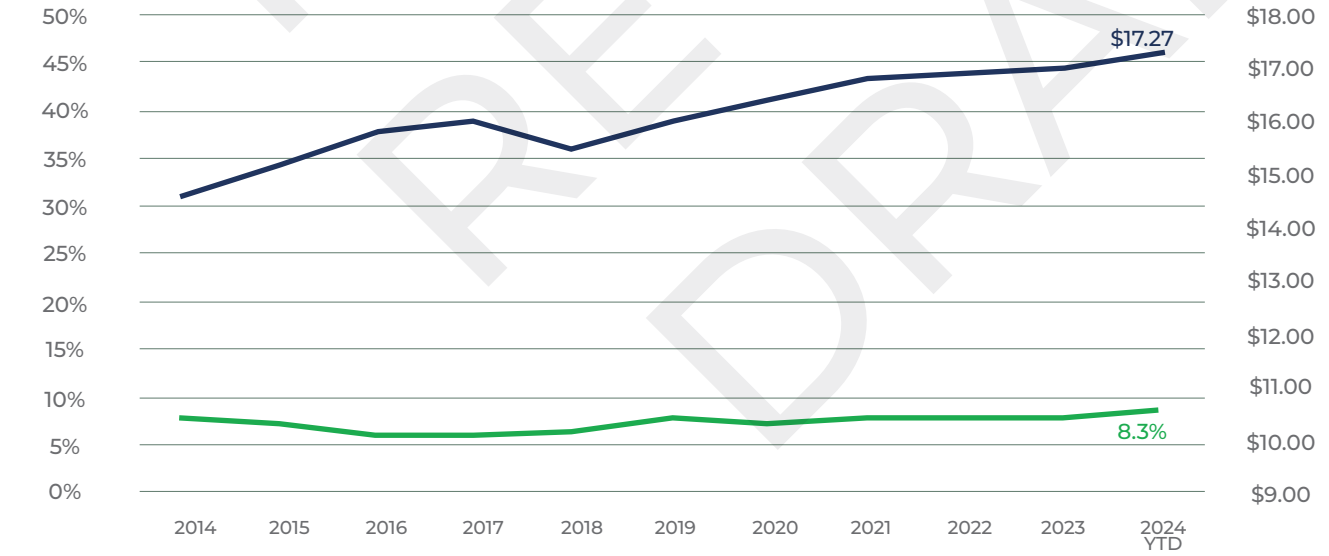
BOA Office Rent and Vacancy



Source: CoStar

Figure 3.21: BOA Office Rent and Vacancy

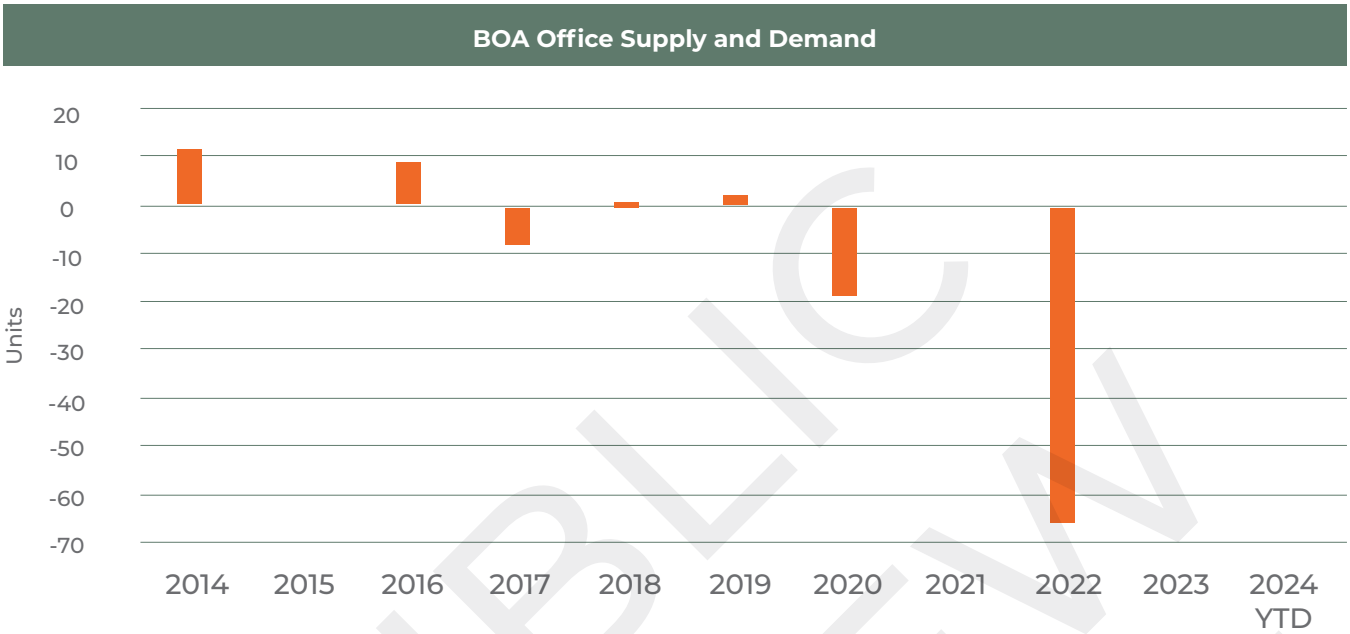
Erie County Office Rent and Vacancy



Source: CoStar

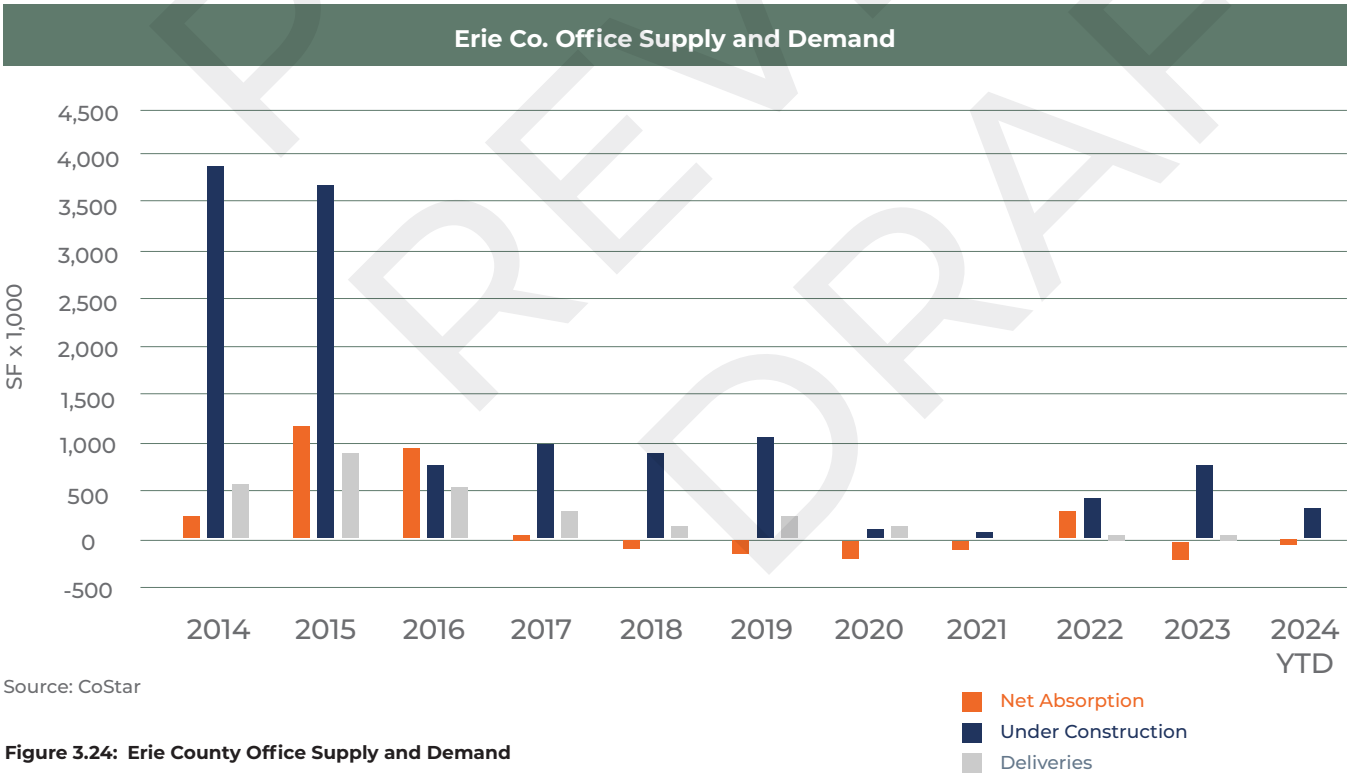
Figure 3.22: Erie County Office Rent and Vacancy

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Source: CoStar

Figure 3.23: BOA Office Supply and Demand



Source: CoStar

Figure 3.24: Erie County Office Supply and Demand

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Multifamily Market

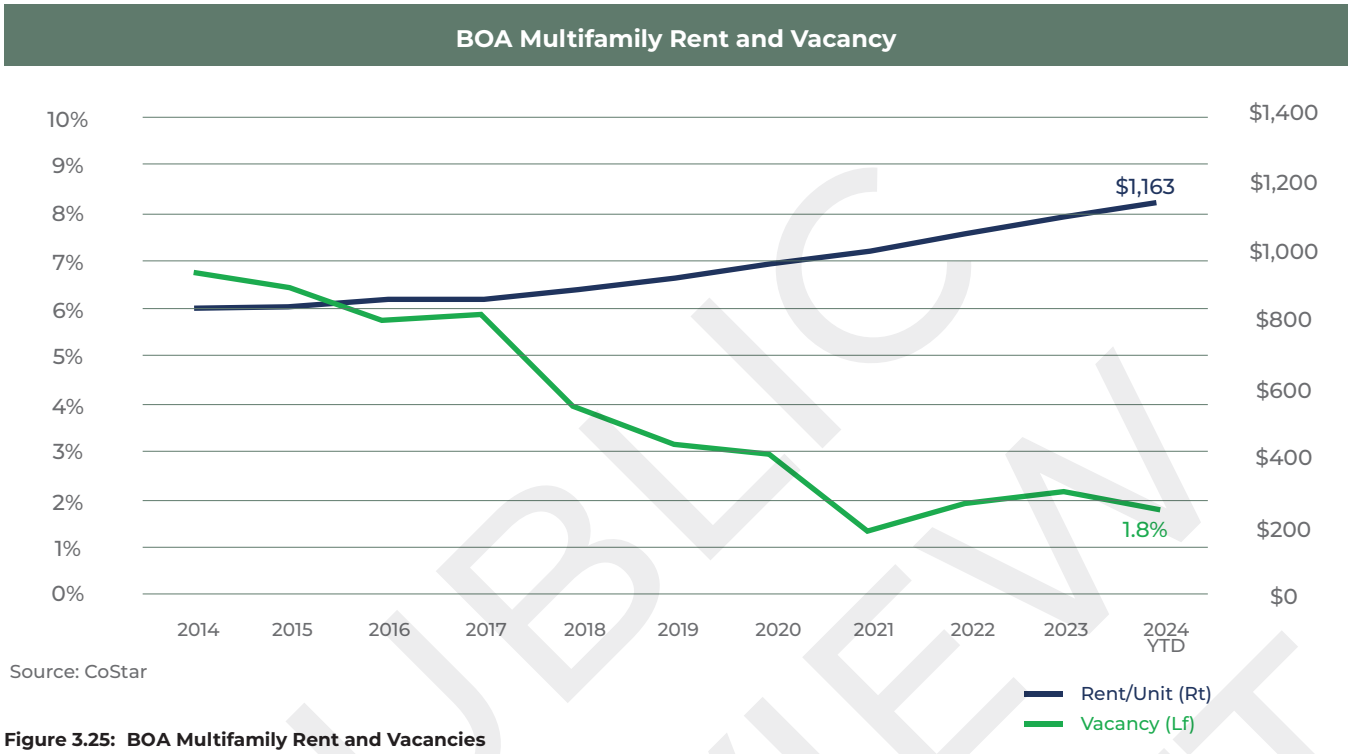
Both the BOA and Erie County have tight multifamily markets according to data from CoStar. The BOA's 1.8% vacancy rate is the lowest since 2021, which was significantly lower than predating years. Erie County's 4.2% vacancy rate has been steadily rising since. Both the BOA and Erie County have experienced steady rental rate increases over the last 10 years.

The BOA has experienced little new construction since 2010 and no new multifamily since 2014, according to CoStar. However, Erie County has been gradually adding new multifamily inventory, which accounts for the slight uptick in vacancies.

The BOA should be able to accommodate an additional 200 multifamily housing units given the current fundamentals. This analysis indicates that the following factors should be considered:

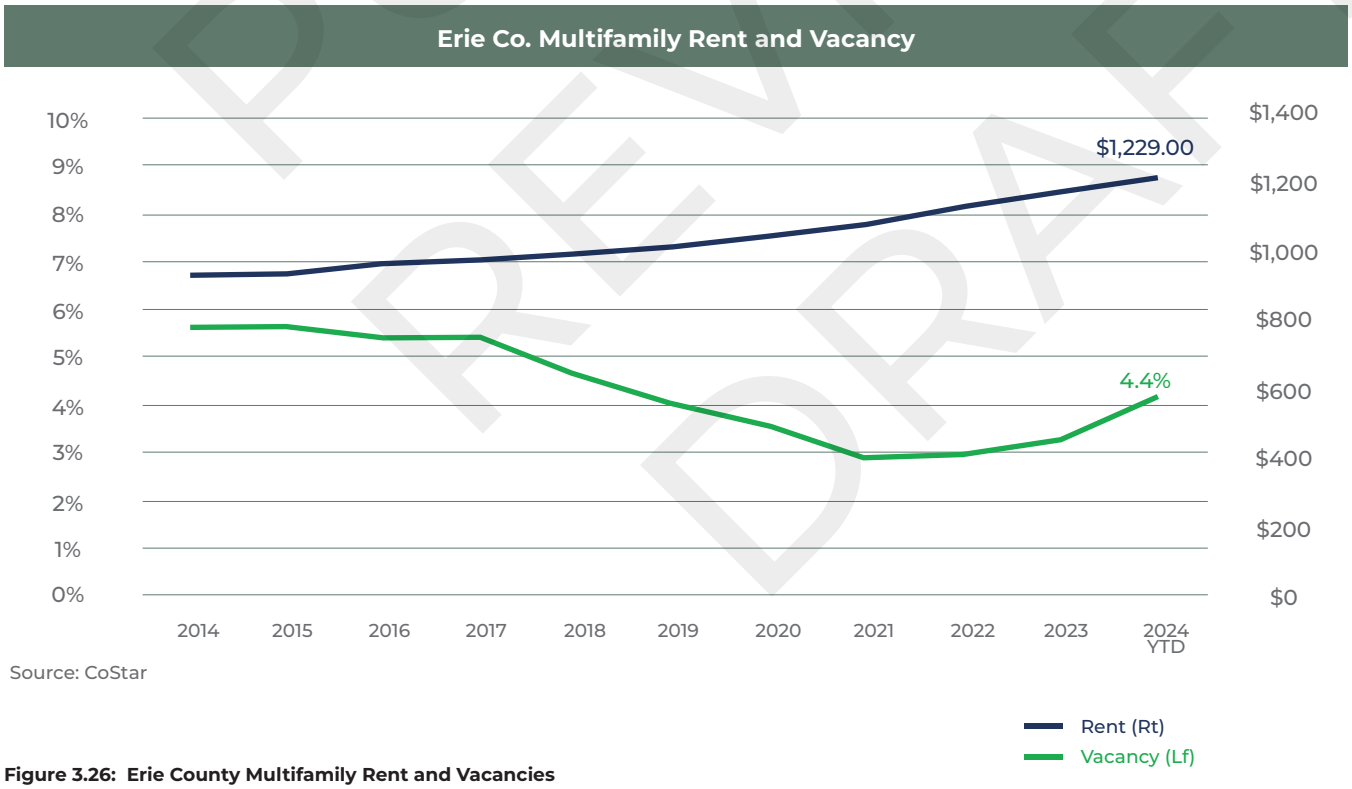
- Nearly 48% of the BOA's renters are extremely cost-burdened with respect to rent (they are paying more than 35% of gross income to rent). Future multifamily developments with affordable housing units mixed in with market rate units may help to address housing affordability.
- While office-using employment is growing, office space occupancy is falling. The work-from-home dynamic is in effect. Future multifamily developments with features and amenities to accommodate tenants working from home will be a win for the tenant and the community. These features may be common areas with workspaces, charging stations, on-site business centers, etc.

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Source: CoStar

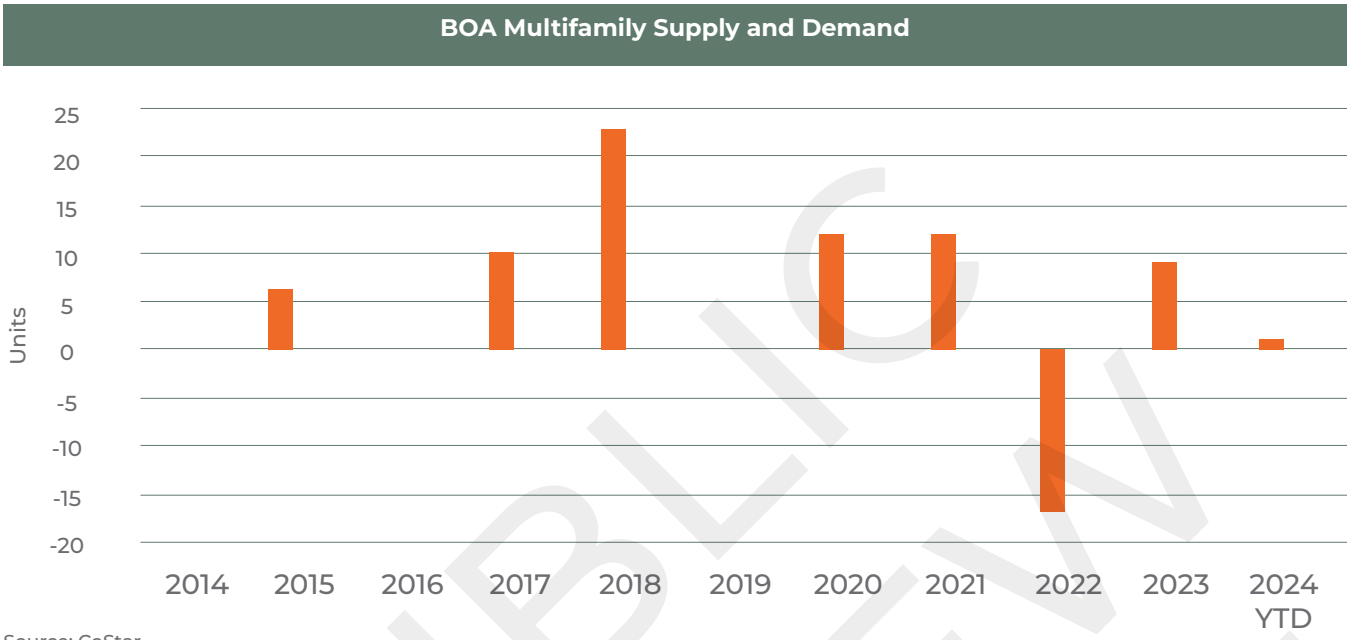
Figure 3.25: BOA Multifamily Rent and Vacancies



Source: CoStar

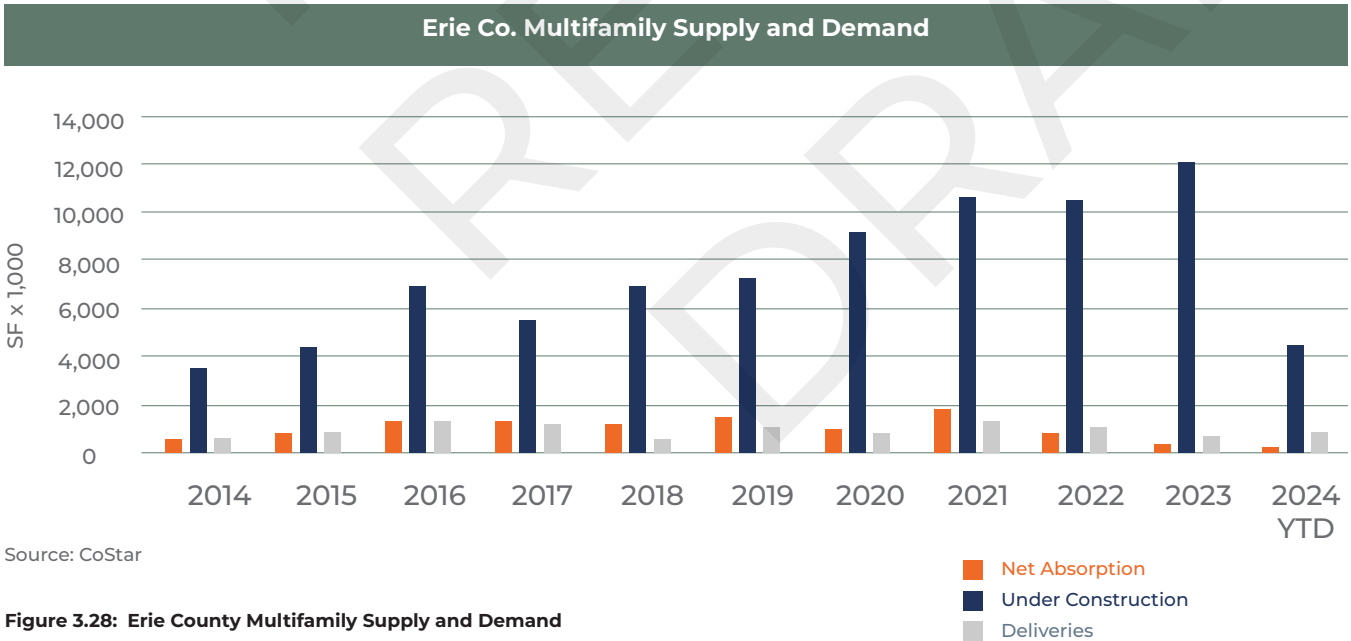
Figure 3.26: Erie County Multifamily Rent and Vacancies

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Source: CoStar

Figure 3.27: BOA Multifamily Supply and Demand



Source: CoStar

Figure 3.28: Erie County Multifamily Supply and Demand

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Industrial Market

"Figure 3.28: BOA Industrial Vacancy" and **"Figure 3.29: Erie County Industrial Rent and Vacancy"** illustrate how the BOA and Erie County's industrial markets have tightened significantly over the last 10 years. The BOA's industrial vacancy rate is effectively 0% as demand has been steady with no new product coming online. Erie County's industrial vacancy rate recently increased due to some negative net absorption however the County's vacancy rate is still tight at 5.1%. While there is no existing information on the BOA's industrial rental rate, the County's industrial rental rate has been increasing and was quoted at $6.75/SF in recent data.

The industrial market supply and demand charts emphasize how the BOA's industrial market has achieved 0% vacancy. According to CoStar, the BOA's industrial market absorbed 86,000 SF of space from 2014-2024 while adding no new product to the market. However, the BOA has several characteristics that indicate its ability to support additional light industrial space:

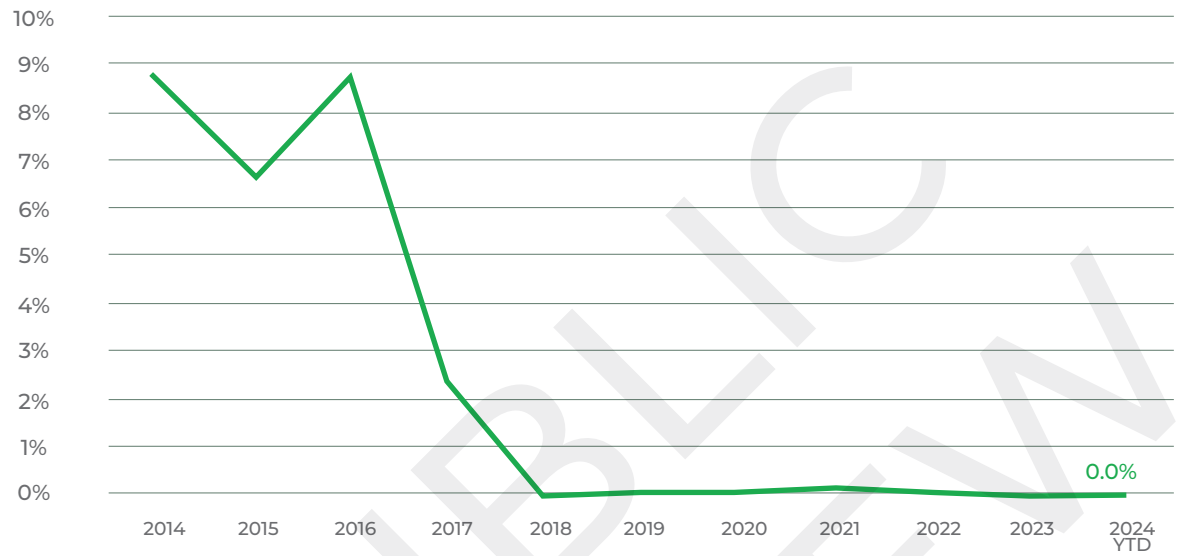
- The 0% vacancy rate is the first obvious indicator that the BOA's industrial market is tight and can support additional industrial space.
- While the BOA's industrial-using employment (manufacturing and warehousing sectors) has decreased over a 10-year period, the decrease is due to the manufacturing component, particularly from steel manufacturing, which has seen national declines, and automotive manufacturing which has seen a decrease in employment due to automation. The warehousing component grew by 50% over the same period.
- The presence of Amazon, FedEx, the Ford Stamping Plant, and other production and transportation-related companies indicates the potential to create an industrial hub.

The census tracts that correspond to the BOA have a relatively higher percentage of individuals with high school diplomas and also projected growth in the 20– to 24-year-old age group, which is enticing to many companies in the industrial space. This is the target workforce for warehousing and many light industrial companies.

Regression analysis of industrial markets indicates that it takes 75 square feet per person living in the BOA to service a local market area. Given this metric, the BOA can support an additional 158,000 SF of industrial space in addition to existing industrial space. However, as the BOA has strategic advantages to the overall Hamburg market, including zoning advantages detailed in **"3.4 Zoning"**, transportation advantages detailed in **"3.9 Transportation"**, and infrastructure advantages detailed in **"3.10 Infrastructure + Utilities"**, it could capture some of the overall Hamburg market's additional industrial capacity estimated at 3.0 million square feet (MSF).

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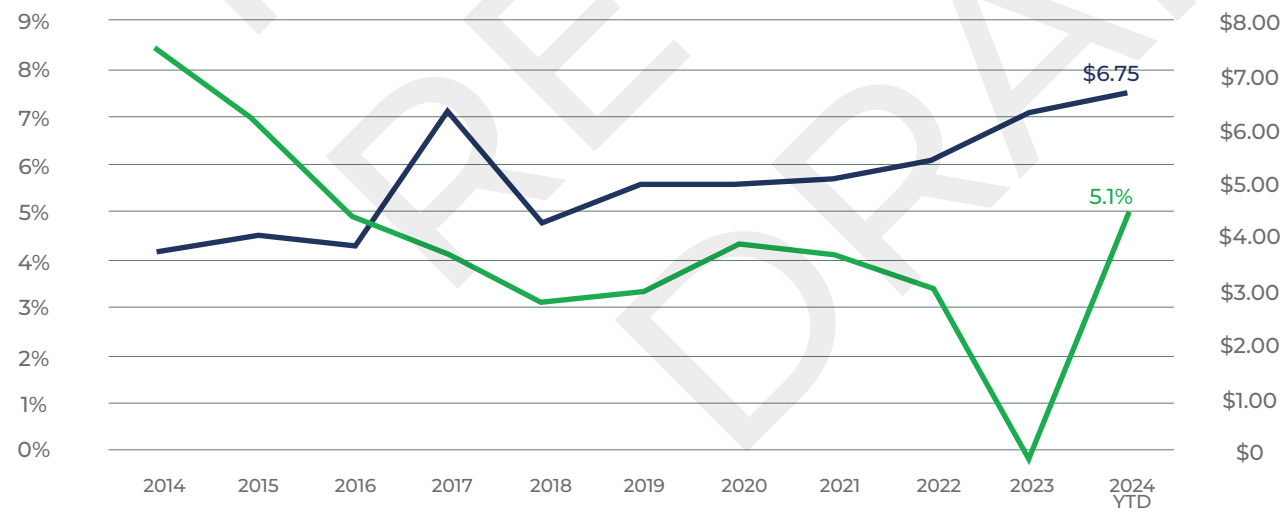
BOA Industrial Vacancy



Source: CoStar

Figure 3.29: BOA Industrial Vacancy

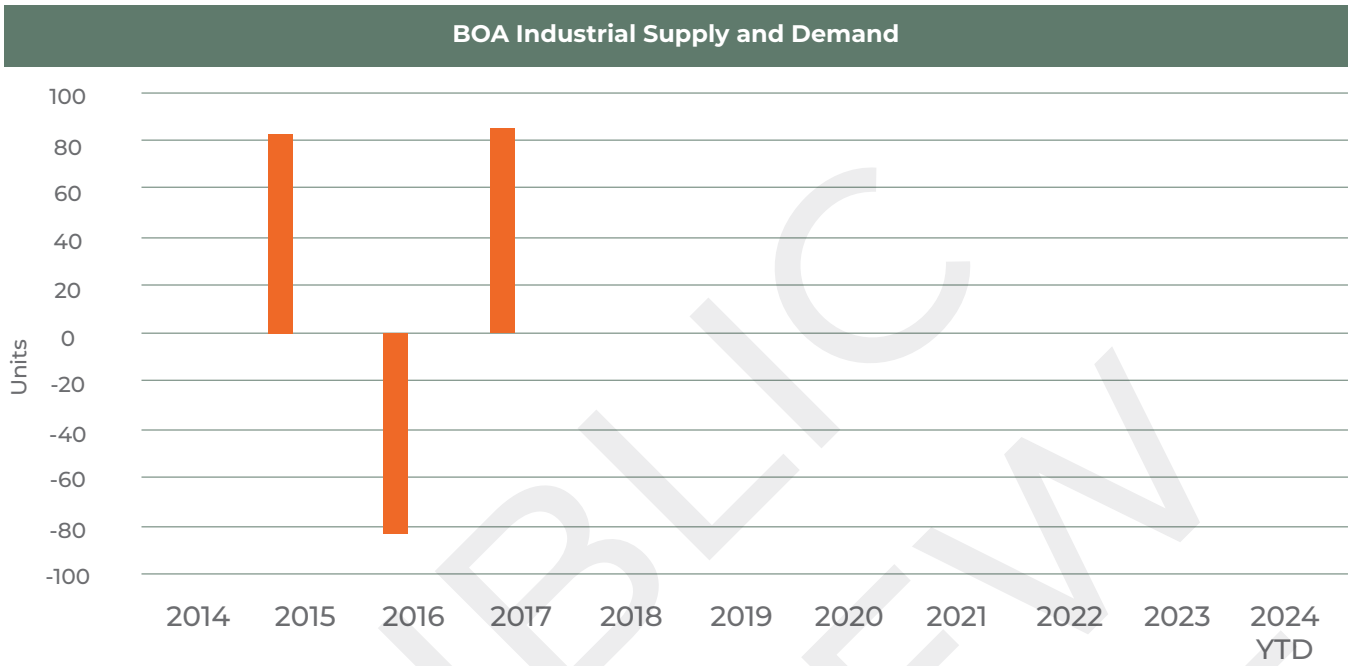
Erie Co. Industrial Rent and Vacancy



Source: CoStar

Figure 3.30: Erie County Industrial Rent and Vacancy

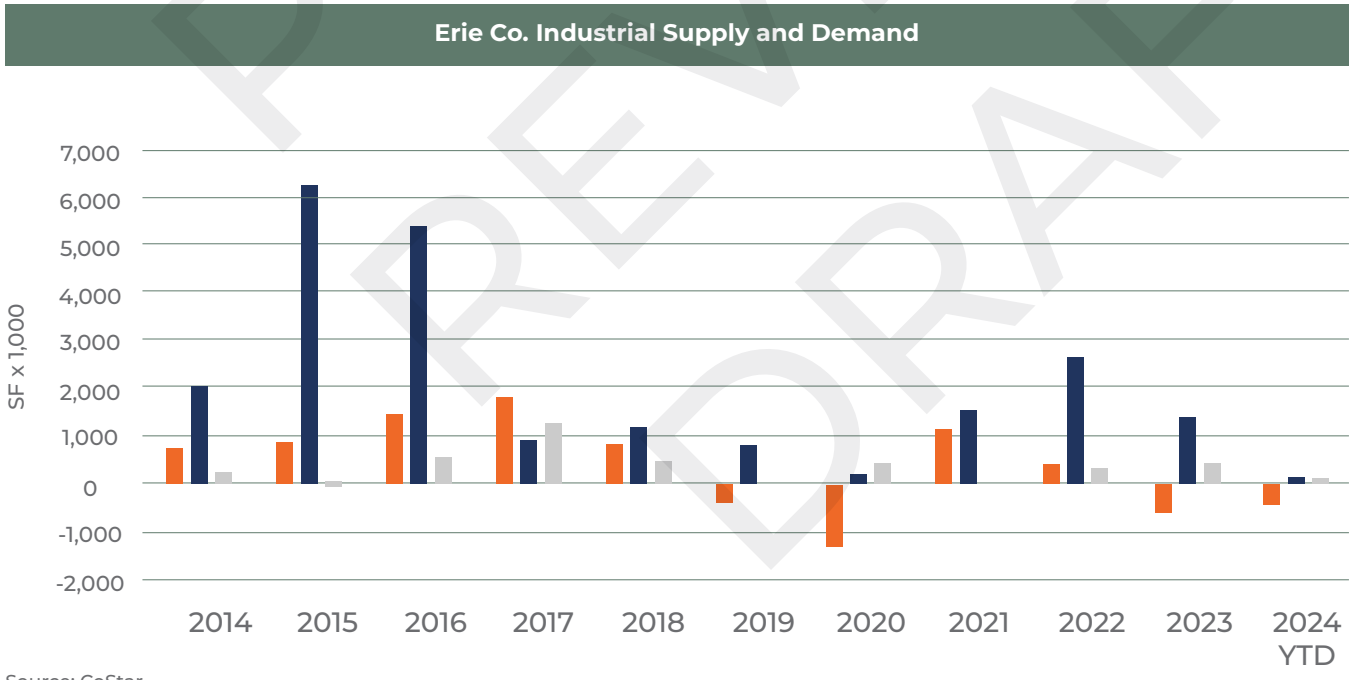
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Source: CoStar

NOTE - There was no net absorption, constitution, or deliveries in 2014, 2018, 2019, 2020, 2021, or 2022

Figure 3.32: BOA Industrial Supply and Demand



Source: CoStar

Figure 3.31: Erie County Industrial Supply and Demand

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Retail Market

The BOA has a small but tight retail market that rebounded well from the pandemic and is currently only 1.8% vacant. Current data on the BOA retail rental rates were not available but the $10.68 rate reported in 2023 was well below that last reported rate of $11.43/SF in 2016. For Erie County, the recent surge in vacancies has been due to a combination of new completions and negative net absorption. Erie County's retail market has returned -183,000 SF of retail space back to the market in 2024.

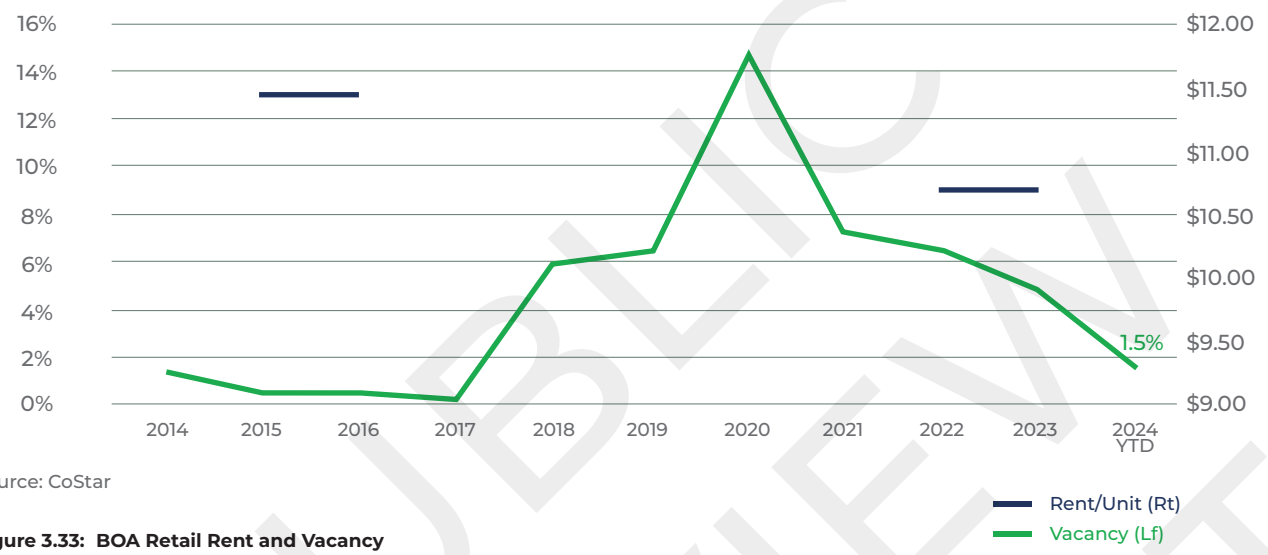
An area within a 15-minute drive of the BOA was considered the retail trade area. An analysis of the retail stores' opportunity gap in the BOA indicates that overall, the BOA market area's retail market is oversupplied.

However, there are retail sectors with excess demand that can be addressed. The BOA's proximity to Lake Erie and other outdoor amenities has helped to generate a $7.8 million retail opportunity gap in motorcycle, boat, and other motor vehicle dealers. Anecdotally, this opportunity gap for boats also implies additional economic activity associated with boat maintenance and storage that are not captured in this analysis. Additionally, the BOA has a significant retail opportunity gap in nursery, garden center, and farming supply stores.

The bulk of the retail opportunities gap in the "Other general merchandise stores" sector is attributed to warehouse clubs and supercenters. The only existing warehouse club near the BOA is the BJ's Warehouse. The next warehouse club is over 10 miles away. There is adequate demand for an additional national warehouse club to thrive in the BOA.

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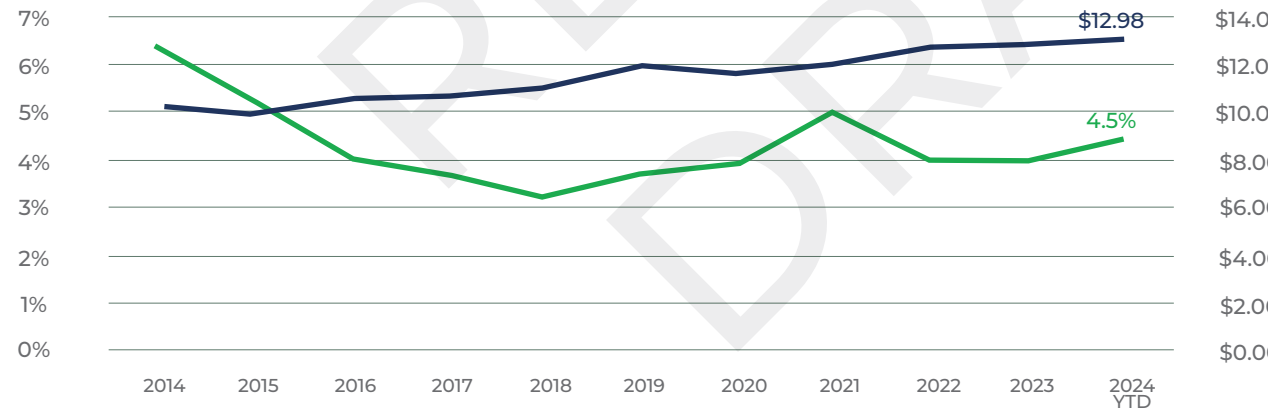
BOA Retail Rent and Vacancy



Source: CoStar

Figure 3.33: BOA Retail Rent and Vacancy

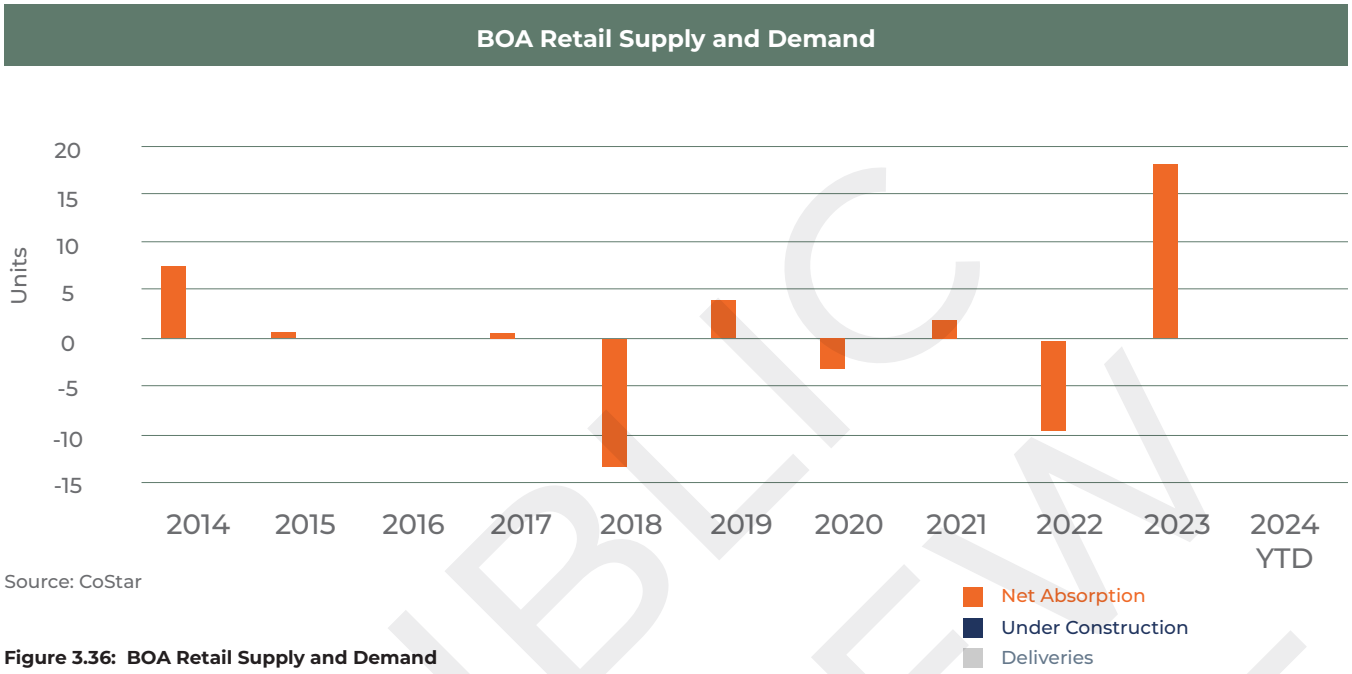
Erie Co. Retail Rent and Vacancy



Source: CoStar

Figure 3.34: Erie County Retail Rent and Vacancy

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Source: CoStar

Figure 3.36: BOA Retail Supply and Demand



Source: CoStar

Figure 3.37: Erie County Retail Supply and Demand

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Motor Vehicle and Parts Demand

Motor Vehicle and Parts Dealers	2024 Demand ($)	2024 Supply ($)	Opportunity Gap/Surplus ($)
Motor vehicle and parts dealers (NAICS 441)	613,220,298	969,606,631	-356,386,333
Automobile dealers (NAICS 4411)	511,278,810	795,383,678	-284,104,868
New car dealers (NAICS 44111)	455,997,948	758,096,706	-302,098,758
Used car dealers (NAICS 44112)	55,280,862	37,286,972	17,993,890
Other motor vehicle dealers (NAICS 4412)	48,179,449	109,909,482	-61,730,034
Recreational vehicle dealers (NAICS 44121)	17,922,606	87,437,999	-69,515,392
Motorcycle, boat, and other motor vehicle dealers (NAICS 44122)	30,256,842	22,471,484	7,785,359
Boat dealers (NAICS 441222)	10,070,051	5,313,841	4,756,210
Motorcycle, ATV, and all other motor vehicle dealers (NAICS 441228)	20,186,791	17,157,642	3,029,149
Automotive parts, accessories, and tire stores (NAICS 4413)	53,762,040	64,313,471	-10,551,431
Automotive pars and accessories stores (NAICS 44131)	34,056,061	45,057,645	-11,001,584
Tire dealers (NAICS 44132)	19,705,979	19,255,826	450,153
Source: Claritas			

Figure 3.38: Motor Vehicle and Parts Demand

Building Material and Garden Equipment and Supplies Dealers

Building Material and Garden Equipment and Supplies Dealers	2024 Demand ($)	2024 Supply ($)	Opportunity Gap/Surplus ($)
Building material and garden equipment and supplies dealers (NAICS 444)	210,956,291	201,347,136	9,609,155
Building material and supplies dealers (NAICS 4441)	180,359,197	184,230,450	-3,871,252
Home centers (NAICS 44411)	100,162,287	125,657,118	-25,494,831
Paint and wallpaper stores (NAICS 44412)	7,720,733	2,576,566	5,144,166
Hardware stores (NAICS 44413)	15,681,944	6,225,244	9,456,700
Other building material dealers (NAICS 44419)	56,794,234	49,771,522	7,022,712
Lawn and garden equipment and supplies stores (NAICS 4442)	30,597,093	17,116,686	13,480,407
Outdoor power equipment stores (NAICS 44421)	6,167,128	5,875,901	291,227
Nursery, garden center, and farm supply stores (NAICS 44422)	24,429,965	11,240,785	13,189,180
Source: Claritas			

Figure 3.39: Building Material and Garden Equipment and Supplies Dealers

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General Merchandise Stores			
General Merchandise Stores	2024 Demand ($)	2024 Supply ($)	Opportunity Gap/Surplus ($)
General merchandise stores (NAICS 452)	399,383,665	321,879,707	77,503,958
Department stores (NAICS 4522)	53,665,728	118,783,335	-65,117,607
Other general merchandise stores (NAICS 4523)	345,717,937	203,096,372	142,621,565
Warehouse clubs and supercenters (NAICS 452311)	315,558,223	194,297,549	121,260,674
All other general merchandise stores (NAICS 452319)	30,159,714	8,798,823	21,360,891
Source: Claritas			

Figure 3.40: General Merchandise Stores Demand

Lodging

In order to perform an analysis of hotel demand, we used the Town of Hamburg as the study area as it provided more observations for analysis. According to CoStar/STR, there are 10 hotels in the Hamburg market with an inventory of 611 available rooms. Data indicates that 63% of the rooms in the Hamburg market are in the economy or midscale class.

The market has rebounded from the downturn caused by the pandemic. Hamburg's hotel occupancy decreased from 55.8% in 2019 to 30.4% in 2020. By 2022, market occupancy had surpassed pre-pandemic levels at 56.5%. While occupancy in 2024 has trended below recent performance, **"Figure 3.40: Hamburg Hotel Occupancy"** helps to gain some insight into one of the reasons for this dynamic.

As stated above, 63% of Hamburg's hotel inventory is in the midscale and economy class. This hotel class has underperformed relative to upscale and upper midscale class hotels. This is indicative of a flight to quality. In fact, Hamburg's occupancy in the upscale and upper midscale class shows superior performance to the overall Buffalo market. Increasing the inventory of upscale and upper midscale rooms would capitalize on the flight to quality and also help to capture lodgers that may want to stay in Hamburg or the BOA but want additional options in that room class.

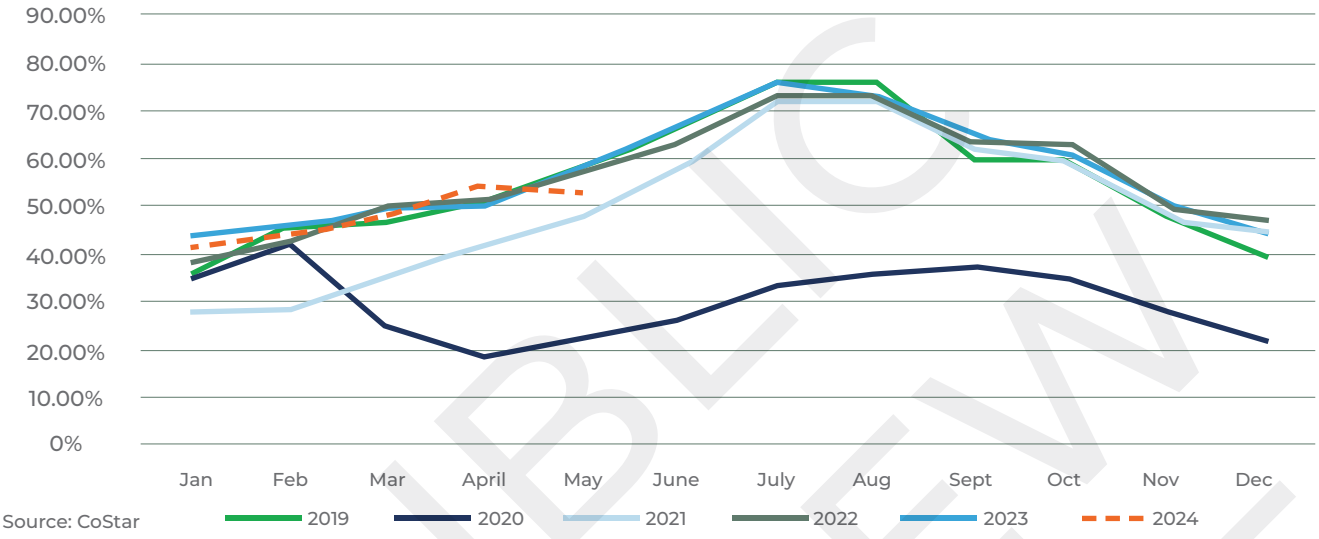
Growth rate assumptions are derived from historical growth trends and industry forecasts. A report by STR and Tourism Economics indicates that the higher cost of living is impacting lower-to-middle income families. Consequently, lower tier hotel classes will be negatively impacted while upper and midscale hotels will see healthy demand.

In Hamburg, a median-sized upscale or upper midscale hotel has 70 rooms. Therefore it can be assumed that any prospective hotel in the BOA is a 70-room upper midscale hotel that would come online in 2026. Such a hotel would be expected to achieve 70% occupancy in 2026 and gradually reach 75% occupancy in 2029. Meanwhile, occupancy in the midscale and economy hotel class would gradually decline to 41% in 2029.

Given these assumptions, market occupancy overall would reach 56.5% in 2029. This analysis holds the number of rooms from existing hotels constant and does not assume that any hotels have faltered or been taken out of service.

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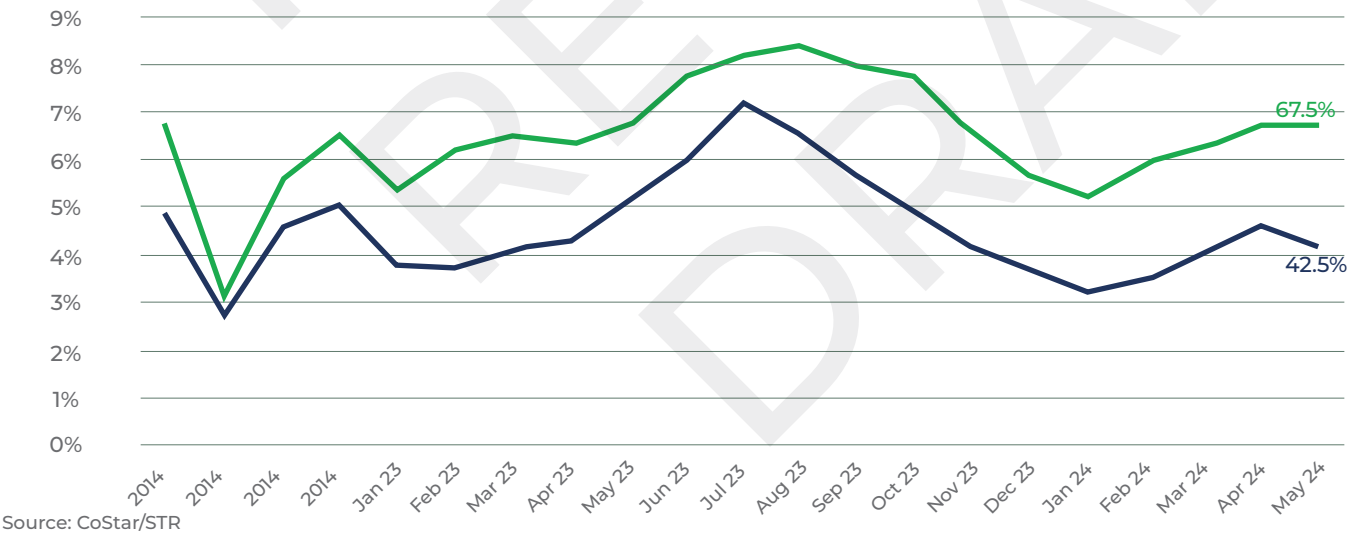
Hamburg Hotel Occupancy



Source: CoStar

Figure 3.41: Hamburg Hotel Occupancy

Hamburg Occupancy by Hotel Class



Source: CoStar/STR

Figure 3.42: Hamburg Hotel Occupancy by Hotel Category

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Short-term Rentals

A short-term rental analysis compared the short-term rentals in the BOA to the overall Hamburg/Angola sub-market. There were only 7 short-term rentals (STRs) identified in the Airbnb database in the BOA. STRs in the BOA produce superior occupancy and average daily revenue figures than the Hamburg market. Two of the three STR within proximity of Lake Erie have occupancy rates well above 60%.

Given the strong fundamentals of the current STRs in the BOA (albeit a small sample set), there is an opportunity to expand the current number of STRs. According to Airbnb, there are 2.1 million STR listings in the nation. That translates into 0.006 STRs per person. If the BOA increased the number of STR listings by 86, it would reach the national average for its population.

It is recommended that the BOA add 10 to 15 STRs to its market. Given its beaches and retail demand in the boating and other vehicles, constructing the first STRs on, or within proximity to the beach would likely have an additional benefit of leveraging the retail gap.

Hamburg Hotel Demand

Year	Rooms	Demand (Room Nights)	Market Occupancy
2019	611	124,498	55.8%
2020	611	67,722	30.4%
2021	611	111,712	50.1%
2022	611	125,892	56.5%
2023	611	127,862	57.3%
2024	**611**	**107,627**	**48.3%**
2025	**611**	**115,032**	**51.6%**
2026	**681**	**134,732**	**54.2%**
2027	**681**	**136,147**	**54.8%**
2028	**681**	**137,752**	**55.4%**
2029	**681**	**140,428**	**56.5%**

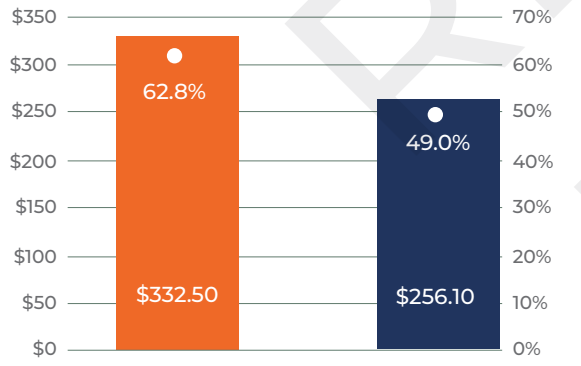
Green bold text denotes a projection

Source: CoStar/STR

Projections by TCA

Figure 3.44: Hamburg Hotel Demand

Short Term Rental Fundamentals



Source: CoStar

Figure 3.43: Short-Term Rental Fundamentals

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An understanding of the types and spatial distribution of development within the BOA study area will help define the built environment. In connection with other inventory and analysis sections, an understanding of existing land use will establish the context and capacity for future land use recommendations. These recommendations should complement the current neighborhood and not cause land use conflicts.

The inventory and analysis of land uses was completed using geographic tax parcel data from Erie County, with land use codes assigned to each tax parcel by the Town using Property Classification Codes through the New York State Department of Taxation and Finance. These classifications were confirmed using satellite imagery of the study area. The analysis included the tally of development types, spatial distribution, and identification of any land use conflicts that may be present within the BOA study area.

Types of Land Use

The BOA study area includes a variety of land uses, including residential, commercial, manufacturing, recreational, community services, industrial, public services, and industrial land uses. The BOA is 1,380 acres, 93.0% of which are parcels, while 7.0%, or 97 acres, are the right of way for roadways.

The four largest land uses, industrial, community services, vacant land, and commercial, account for 73.5% of land in the BOA. Industrial, accounting for 36.5% of total land (503 acres), includes light industrial parcels such as warehouses, heavy industrial properties, and legacy industrial parcels, including some that may now be vacant. These properties will be detailed further in **"3.12 Vacant Land + Unoccupied Buildings"**, **"3.13 Brownfield Sites"**, and **"3.14 Underutilized Sites"**.

The next largest percentage of land use is Public Services at 14.2% of the total land area (196 acres), including land used for municipal services as well as the rail transportation network. 11.6% of land is vacant, though this number is may be larger. Commercial uses account for 11.2% of land, including offices, retail, and some flex industrial spaces The remaining land uses only account for 26.5% of land, and include Recreation and Entertainment (7.1%), Residential (5.5%), Community services (2.8%), and Parks (.01%), as well as areas that are undefined (5.5%).

Spatial Distribution

The spatial distribution of land uses within the BOA are generally isolated, with residential, commercial, and industrial areas separated by large roads, vacant parcels, or waterways. The largest split between land uses occurs along Lakeshore Road, where manufacturing and warehousing dominate the eastern side of the roadway along the rail corridors, and residential, commercial, and open spaces exist on the western side along the lakefront.

Residential land uses are primarily concentrated in hamlet and community clusters, including Woodlawn, Athol Springs, and Hoover Beach. These three communities contain the vast majority of residences within the BOA (94.7%), though some residences exist outside of these areas, primarily along Lake Avenue just north of Woodlawn.

Commercial land uses primarily exist along the major roadway corridors of the BOA – Lakeshore Road, St Francis Drive, and Milestrip Road. These commercial uses include office spaces, commercial storage and distribution, and neighborhood-serving retail and restaurants.

Parklands are concentrated around the Hamlet of Woodlawn, primarily consisting of Woodlawn Beach State Park though additional green spaces are spread throughout the community. Parklands are further detailed in **"3.6 Parks + Open Space".**

Vacant lands are evenly distributed across the BOA and will be further detailed in **"3.12 Vacant Land + Unoccupied Buildings"**.

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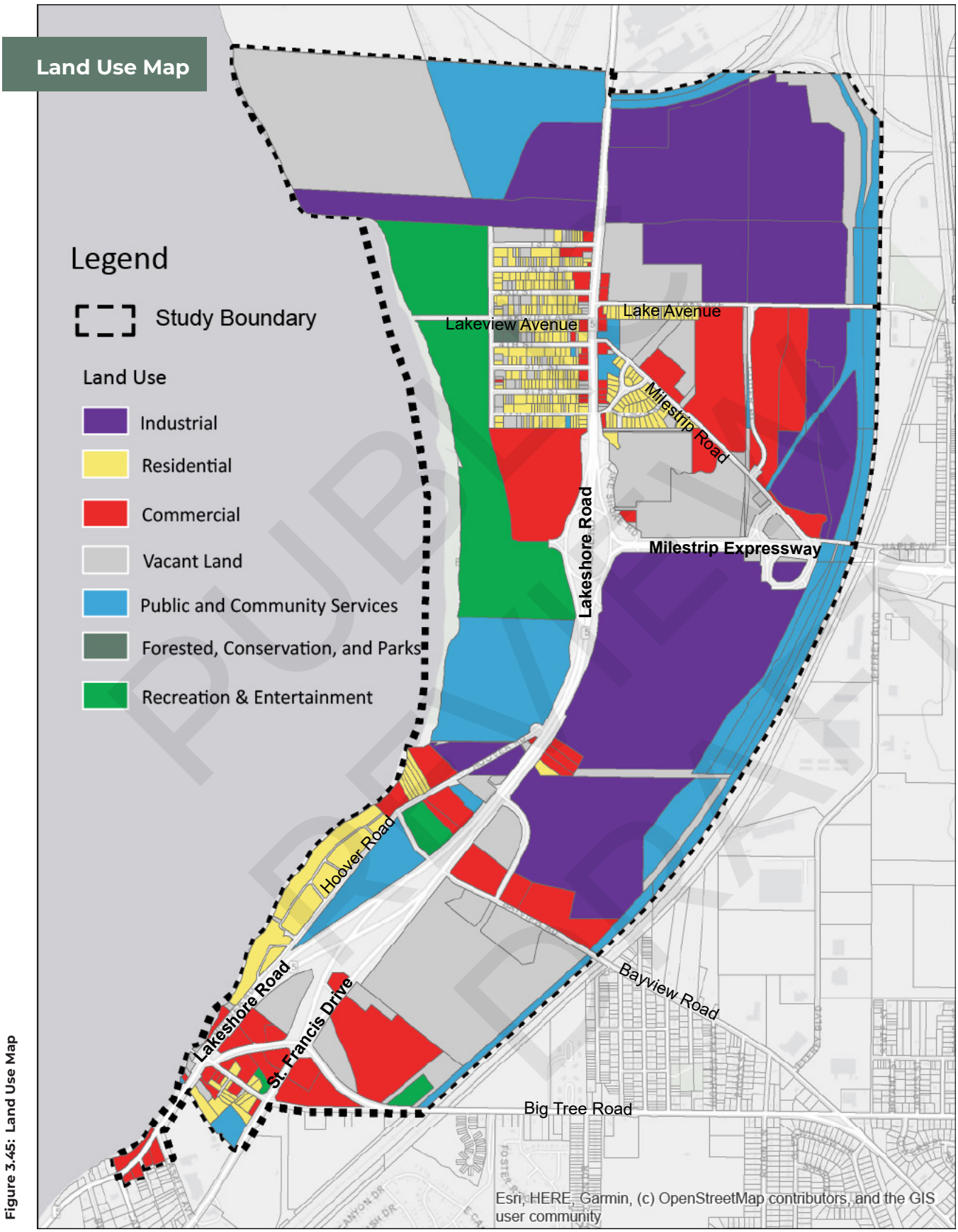


Figure 3.45: Land Use Map

Land Use Conflicts

A land use conflict may exist when the normal and on-going activities of one land use negatively affect another land use. Land use conflicts can arise from impacts caused by noise, air, and light pollution, visual differences, lack of maintenance, vibration, vehicle and truck traffic, pedestrian traffic, and safety concerns.

Industrial Areas

The most common land use conflict is between residential and non-residential land uses. Adjacent industrial uses could negatively impact residential uses by reducing the value and enjoyment of the residential land. Today, there is often a distinction between "light industrial uses," which do have the potential to integrate with residential uses, and "heavy industrial uses," which have noise, pollution, and/or vibrations that can negatively impact surrounding residences.

Within the Hamlet of Woodlawn and along Lake Avenue, potential conflicts with legacy industrial structures from the former Bethlehem Steel complex exist. Conflicts identified with nearby industrial areas included air, noise, light, traffic, and vibration impacts caused by adjacent manufacturing and industrial land uses. In most cases these impacts are exacerbated by a lack of screening such as landscaping, buffers, trees, and privacy fencing.

Two industrial parcels, 3774-90 Lakeshore Road and 3774 Hoover Road, are located in close proximity to residential areas. Both parcels are utilized for heavy industrial manufacturing.

Public Services

The Southtowns Advanced Wastewater Treatment Facility (SAWTF) is located within the BOA and provides wastewater treatment Erie County Sewer Districts 3. The facility is in close proximity to Hoover Beach, the Hamlet of Woodlawn, and Woodlawn Beach State Park. This facility may have similar potential impacts as an industrial use, such as air, noise, light, and vibration impacts. This facility and wastewater treatment is further detailed in **"3.10 Infrastructure + Utilities"**.

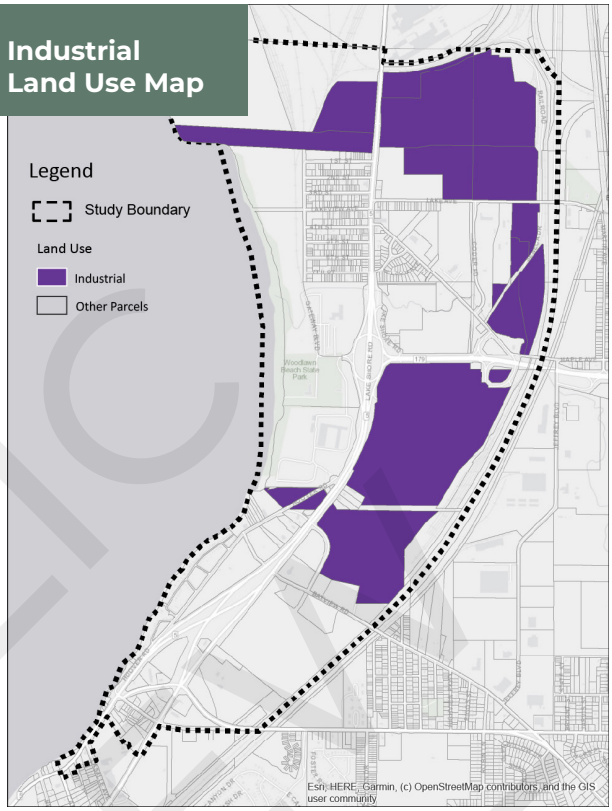


Figure 3.46: Industrial Land Use Map

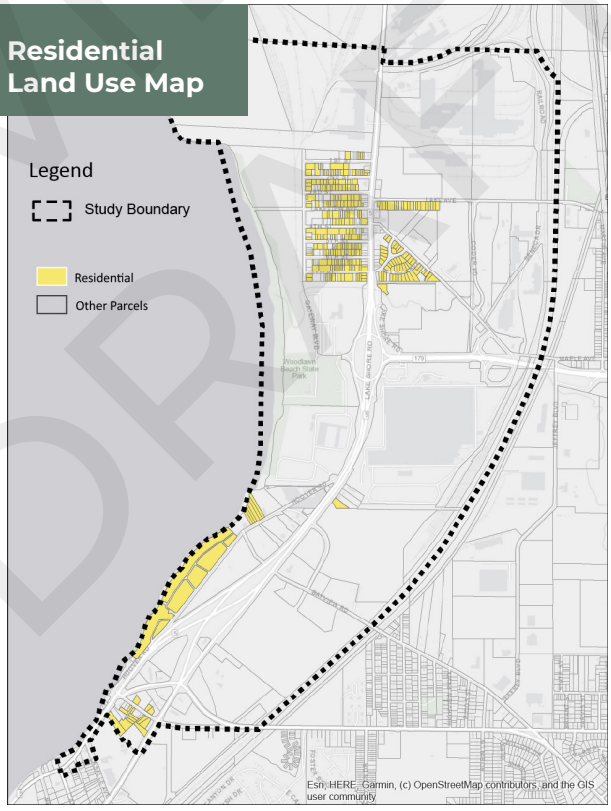


Figure 3.47: Residential Land Use Map

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Commercial Areas

While not all commercial areas create conflicts with adjacent residential uses, there are commercial uses within the BOA that have negative impacts on their residential neighbors. These include non-neighborhood serving commercial uses, such as transloading facilities and commercial storage. Within the BOA, these conflicts are primarily visual, as some commercial areas lack proper screening and landscape buffers, though noise and lighting impacts can also occur.

Transportation Infrastructure

Additional conflicts between residential and non-residential land uses includes impacts from the CSX and NS rail corridor, as well as the supporting rail yards where these facilities cross into residential areas. The South Buffalo Railway's (South Buffalo RR Co) primary rail entrance and secondary truck entrance enters through Woodlawn, parallel to Woodlawn Avenue. While this access is well screened from the community, it often obstructs residents' access to Woodlawn Beach State Park and the Lake Erie waterfront. Additional impacts to noise, air, and light pollution and vibration may occur from passing or idling trains. This rail yard is further detailed in **"3.9 Transportation"**.

Vehicles along high-traffic road corridors, such as Lakeshore Road, Mile Strip Expressway, and St Francis Drive and their associated interchanges have the potential for additional impacts from transportation systems within the BOA. Impacts include visual, noise, air, light, and vibration. In addition, some vehicle corridors with higher traffic speeds and volumes reduce safety for adjacent residential land uses.

Vacant Lands

Vacant land negatively impacts all adjacent land uses due to visual impacts from disinvestment and lack of maintenance. 145 acres of vacant land exists and is found throughout the BOA study area, including a concentration of vacant land around both residential areas. The northern residential cluster includes a number of vacant parcels interspersed within the neighborhood.

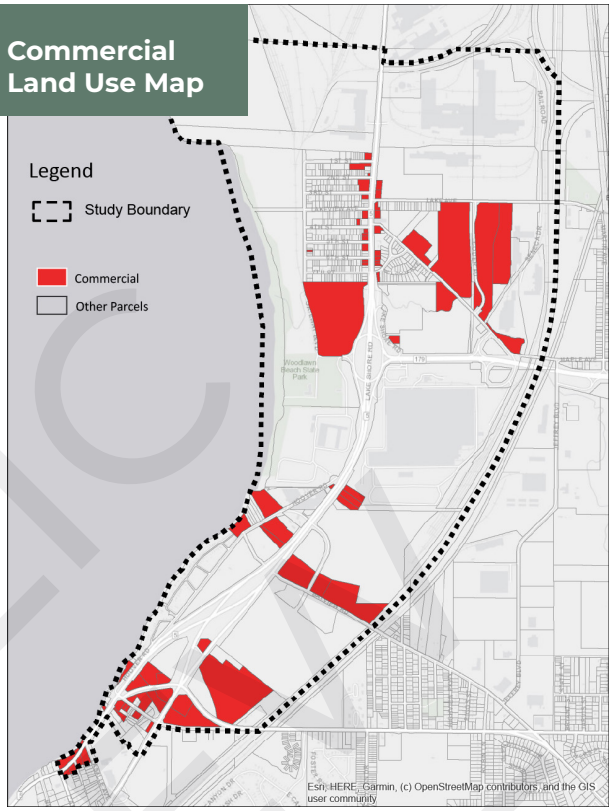


Figure 3.48: Commercial Land Use Map

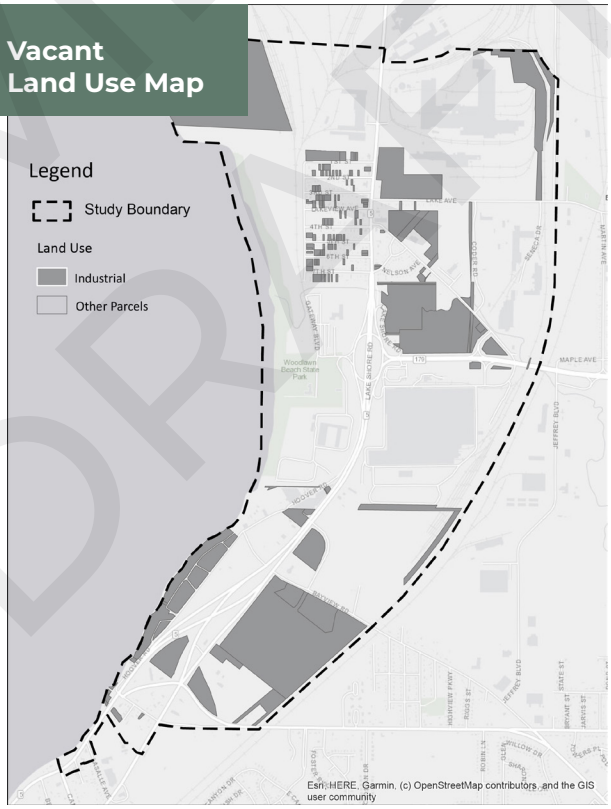


Figure 3.49: Vacant Land Use Map

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3.4 Zoning

The types and characteristics of development within the BOA study area are regulated by zoning (land use controls) established by the Town of Hamburg. An understanding of the types of zones, standards and requirements of each zone, and the spatial distribution of zones within the BOA study area provides a more detailed understanding of the built environment. In connection with other inventory and analysis sections, an understanding of existing zoning will support implementation of recommendations and the identification of any necessary zoning changes.

The inventory and analysis of zoning was completed using geographic data from the Town of Hamburg and a review of zoning codes published online. The analysis included a summary of zoning types, standards, requirements, spatial distribution, and identification of any land use conflicts caused by zoning.

Types of Zoning

The BOA study area includes residential, commercial, industrial, and open space zones.

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Zoning Map

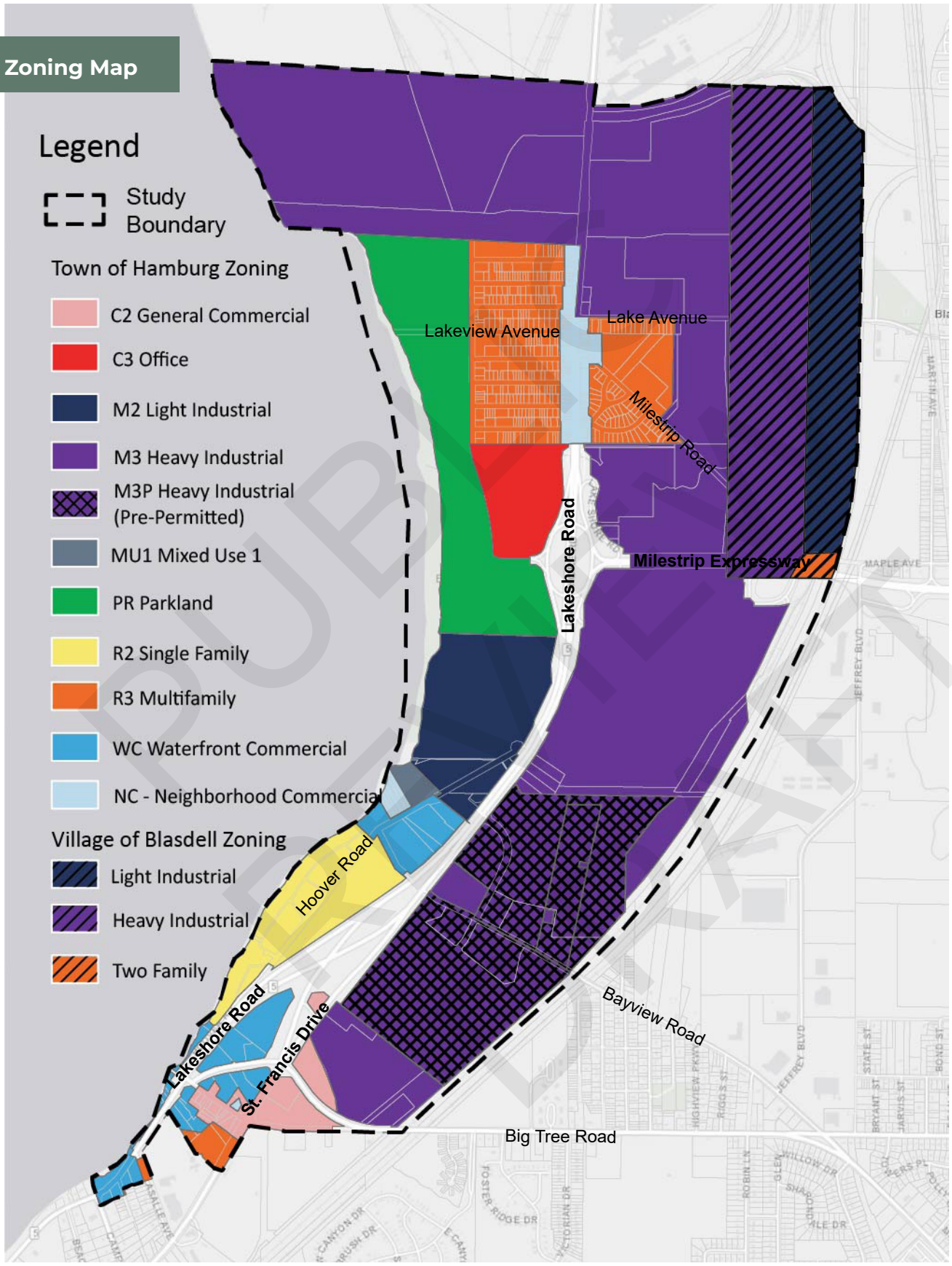


Figure 3.50: Zoning Map

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R2 District - Hoover Beach

R2 Single Family Residence, Attached District

The R2 Single Family Residence, Attached District corresponds to Hoover Beach. This zoning district provides for a mix of housing choices, including single-family residential and two-family residential, allowing for more dense development than the R1 district. The intent of the R2 District requirements is to protect and strengthen this unique residential neighborhood, which is nearly completely built-out, with limited opportunities for infill.

In addition to single family homes, R2 zoning allows two-family dwellings, including two attached single-family dwellings. The minimum lot size is approximately a quarter of an acre for single family homes served by sewer and three quarters of an acre for lots not served by sewer. For two-family dwellings, the minimum lot size is 14,000 SF for home served by sewer and one acre for lots not served by sewer.



R3 District - Woodlawn

R3 Multifamily District

The R3 Multifamily District corresponds to the Woodlawn neighborhoods at the north end of the BOA, which includes an eight-block neighborhood in a traditional grid pattern on the west side of Lakeshore Road between 1st St and 7th St; a strip of homes along the south side of Lake Avenue, and a small neighborhood comprised of curvilinear streets between Lake Short Road and Milestrip Road. The intent of the R3 Multifamily District requirements is to protect and strengthen this neighborhood, particularly as it abuts a manufacturing district. This neighborhood includes a school and limited opportunities for infill. R3 neighborhoods are comprised of primarily single-family housing, with higher intensity residential development near major thoroughfares and where existing infrastructure can support the traffic and utility needs of such development.

The R3 District allows for the types of dwellings in the R1 and R2, as well as multifamily buildings and some other uses such as nursing homes, hospitals, and dormitories. Minimum lot sizes for single and two-family dwellings are smaller than in the R2 district, allowing for denser development. Multifamily dwellings have no specified lots size and are determined by parking and various bulk dimensional requirements. In addition, the Town has an affordable housing requirement for rental dwellings of eight or more units.

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NC District - Lakeshore Road, Woodlawn

NC Neighborhood Commercial General District

The NC Neighborhood Commercial General District corresponds to lots with frontage on Lakeshore Road between Lake Avenue and 7th St/Hawley Road, and several lots fronting on Hoover Road at the end of Bayview Road. Commercial uses in these two areas include restaurants, gas stations, and small-scale retail. The intent of the NC Neighborhood Commercial General Residence District is to provide a commercial zoning district which meets the needs of residential neighborhoods without affecting the character of the residential area it is located within. Pedestrian access is a high priority, and neighborhood character is preserved through aesthetics, public safety, and welfare.

This district's regulations allow for minor commercial uses and structures which complement surrounding neighborhoods. Typically, these commercial uses are in existing residential-type structures, or in new commercial structures of less than 2,000 square feet (first floor dimension) and limited to the height of two-story residential structures.



C3 District - Gateway Building

C3 Office District

The C3 Office District corresponds to the Gateway Center of Commerce and several smaller parcels at the intersection of Camp Road and NYS Rt 75. The Gateway Center includes a multi-tenant high-rise office building with a significant amount of surface parking, while the smaller parcels include single-use professional offices at a scale compatible to the adjacent residential uses. The intent of the C3 Office District is to support a variety of office uses while incorporating a small amount of ancillary non-office commercial uses including retail. The C3 District areas within the BOA boundary include underutilized parcels and several opportunities for infill.

The C3 Office District allows office buildings, various fitness facilities, hospitals, and other related uses. The minimum lot area is one acre, and buildings can rise as high as 85 feet. Where a lot abuts an R district lot, the rear yard must be a minimum of 25 feet, which is greater than the minimum 20 feet distance otherwise.

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WC District - Hoak's, Athol Springs

WC Waterfront Commercial District

The WC Waterfront Commercial District corresponds to the commercial areas along Lakeshore Road at the end of Big Tree Road, and Hoover Road at Bayview Road. In this District is intended to restrict some areas of the waterfront region of Town to mostly water-related uses, provide areas for uses that can take advantage of the waterfront assets, and allow only certain non-water dependent uses by special permit. This aligns with the Town's goal of supporting waterfront access and preserving recreational activities along Lake Erie. Commercial uses in these areas include waterfront restaurants, recreational uses, and a significant amount of surface parking. The WC District areas within the BOA boundary include underutilized parcels and several opportunities for infill.

Allowed uses include marinas, docks, boatyards, tourist facilities, hotels, restaurants, etc. Special permit uses include mixed-use development, uses allowed in the Neighborhood Commercial General District, business and professional offices, and water-dependent light industrial uses.



M2 - Southtowns Advanced Water Treatment Facility

M2 Light Industrial District

The M2 Light Industrial District corresponds to the Erie County Division of Sewerage Management's Southtowns AWT Facility on Lakeshore Road. The intent of this district is to expand on the uses allowed in the M1 Industrial Park – Research and Development District, accommodating manufacturing, research and development, warehousing, etc.

The light industrial district allows for a number of uses, including manufacturing of products, research and development activities, warehousing, etc., which expands upon those allowed in the M1 District. There is no minimum lot size or maximum height. Where a lot abuts an R district boundary, the yard setbacks are increased to provide additional buffer.

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NC District - Lakeshore Road, Woodlawn

M3 General Industrial District

The M3 General Industrial District comprises most of the land area in the BOA boundary, including large parcels between Lakeshore Road and the railroad tracks along the eastern edge of the BOA boundary, and additional parcels at the north end of the boundary. The intent of the M3 District is to support the vibrant industrial uses that characterize Woodlawn, allowing for more heavy industrial uses than the M2 Light Industrial District.

The M3 District relaxes some of the requirements present in the M2, such as certain uses taking place in an entirely enclosed building. It also allows for the manufacture of heavy machinery and concrete products, lumberyards, coal yards, railroad freight yards, automobile fabrication, etc. To reduce conflicts with R districts, all side and rear lot lines abutting any lot in any R District or a C-1 District must be fenced or screened in the same manner as prescribed in the M-2 District. All open storage yards must be fenced to screen such storage from an adjacent view.

Overlay and other Districts

P - Pre-Permitted Designation

The Pre-Permitted Designation is intended to allow industrial development in appropriate areas in the Town of Hamburg by reducing zoning approval timelines for key projects. All manufacturing zones (M1, M2, and M3) can achieve the designation after review by the Town of Hamburg and Hamburg IDA. Sites with this designation in the BOA include the Amazon and Fed-Ex distribution Centers located on Lake Erie Boulevard.

Route 5 Overlay District

Following the recommendations of the LWRP, the Route 5 Overlay District was created to create a more pedestrian friendly environment along the Town's lakefront. This is accomplished through specialized design requirements for the building sitting, lighting, parking areas, and access driveways. The Overlay includes properties fronting Route 5 in the BOA, including some properties located between Route 5 and Hoover Road.

PUD - Planned Unit Development + PRD - Planned Residential Development

The Town of Hamburg created the PUD and PRD designations as a tool to create a variety of housing and development types that may not be allowed in other districts. These districts are "floating," and can be assigned during the site plan review process if projects meet the goals of the Town's Comprehensive Plan. As of 2025, no PUD or PRD zoning district are present within the BOA, though the Gateway Building is under review to be designated as a PUD.

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3.5 Land Ownership

An understanding of the amount of land publicly and privately owned, and the spatial distribution of that ownership within the BOA study area, provides a more detailed understanding of the potential for future development. In connection with other inventory and analysis sections, an understanding of existing land ownership will support discussions of potential development partnerships and parcel consolidations.

The inventory and analysis of land ownership was conducted utilizing geographic data sourced from geographic tax parcel data from Erie County. It is worth noting that the primary focus of this analysis was on larger parcels and contiguous land ownership, as these properties typically undergo fewer ownership transactions. The analysis encompassed a total BOA study area of approximately 1,380 acres, comprising 60 acres of right-of-way and 1,280 acres of land across 641 parcels.

Public Ownership

Town of Hamburg owns approximately 22 acres of land, distributed across five parcels within the BOA study area. This property includes a municipal park consisting of two parcels located on Woodlawn Avenue within a residential neighborhood, two plots of residential vacant land at 3640 Milestrip Road, and a waste disposal site situated at 3849 Hoover Road.

The County of Erie owns three small vacant residential parcels located on Milestrip Road in the Village of Blasdell, as well as one on First Street. Additionally, the county owns the South towns AWT covering approximately 43 acres located at 3690 Lakeshore Road.

Hamburg Industrial Development Agency (IDA) owns a property north of Milestrip Expressway through the Hamburg New York Land Development Corporation and holds title (but does not own) a property at 3925 Bayview Road. The Hamburg IDA works with the town, village, and both school districts in Hamburg to provide financial incentives for new facility construction and existing business expansion.

New York State owns 1.8 acres of vacant land in a commercial area at 3794 Lakeshore Road. This parcel is used for the recently developed access from Lakeshore Road to Hoover Road, Additionally, New York State possesses 84 acres of Woodlawn Beach State Park, located at 3580 Lakeshore Road. The park offers a beautiful scenic view with a one-mile-long natural sand beach. It is home to various wildlife habitats, including freshwater sand dune areas on Lake Erie. The park also provides recreational opportunities such as picnicking and nature trails. It is worth noting that all properties in the Woodlawn neighborhood west of Lakeshore Road have an easement that grants access to Lake Erie through the northern portion of Woodlawn Beach State Park, between 1st and 7th Street.

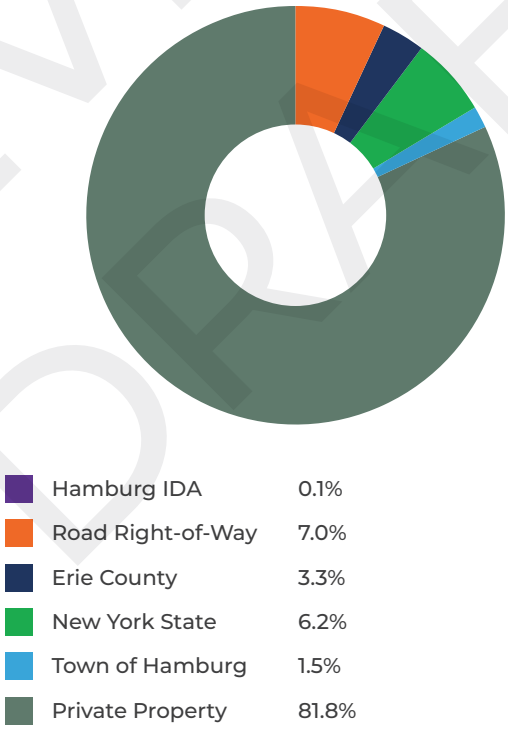


Figure 3.51: Land Ownership

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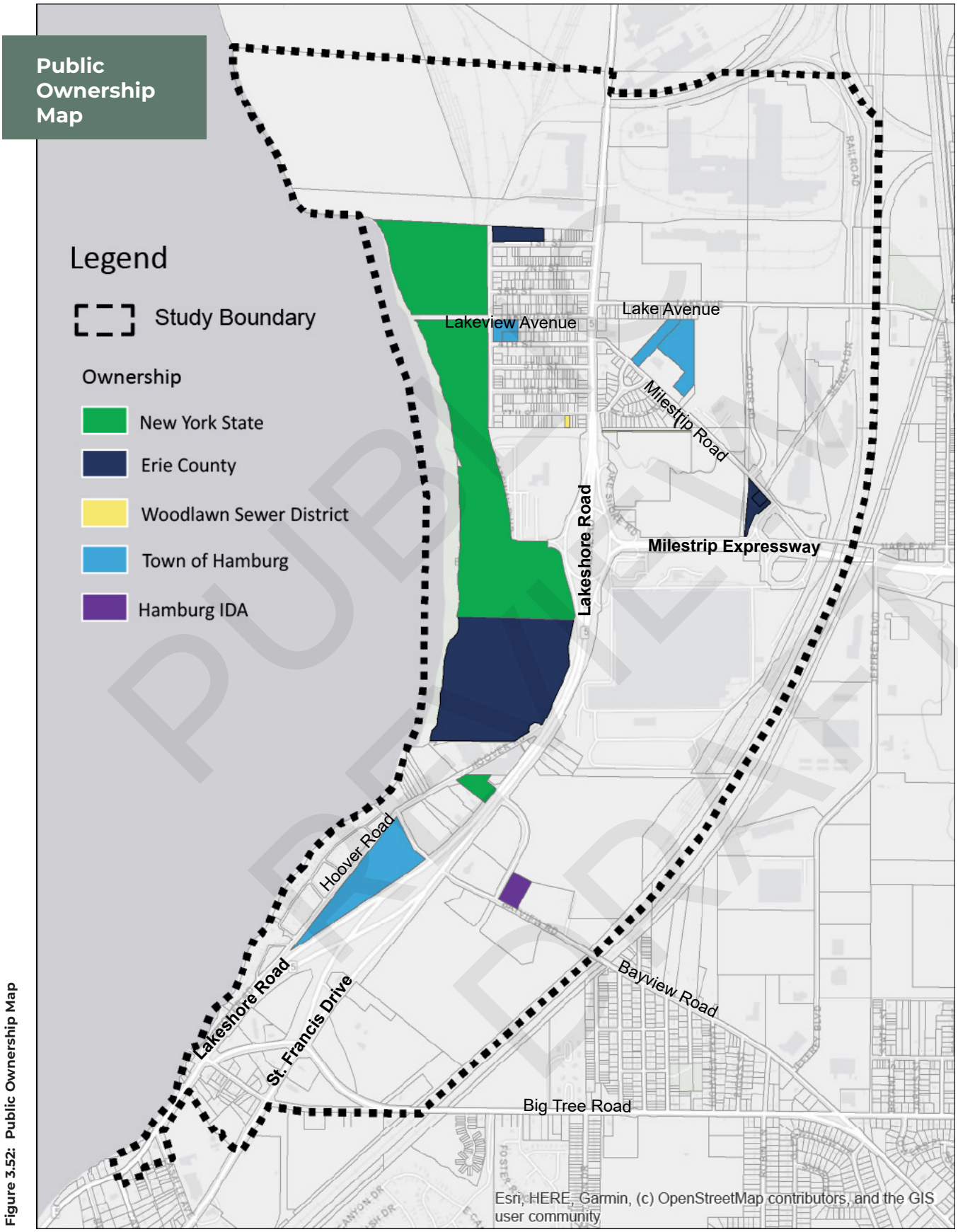


Figure 3.52: Public Ownership Map

Private Land

Privately owned land accounts for approximately 82% or 1,129 acres within the BOA totaling nearly 630 individual properties. Parcel size ranges from less than 0.1 acres to 113 acres. Additional details regarding the largest properties, both private and public, are provided below.

Large Properties

Development or redevelopment of larger properties will have a greater impact on revitalization of the BOA study area than isolated smaller properties and would provide a catalyst for additional development and redevelopment. While several smaller properties in targeted areas can provide localized stimulus/catalyst, the identification of larger properties under one owner is a factor in the designation of strategic sites and the targeting of redevelopment funds.

As shown on the map on the following page, there are 10 parcel clusters under common ownership measuring greater than 24 acres. The 10 largest parcels in the BOA study area occupy about 560 acres, which is 51% of the total area. The largest parcel is privately owned by the Ford Stamping plant, covering 113 acres and located at 3663 Lakeshore Road. The largest publicly owned parcel is Woodlawn Beach, owned by New York State. Tecumseh Redevelopment Inc. (Tecumseh) owns significant acreage along NYS Route 5, adjacent to Lake Erie, in Lackawanna. This property comprises a sizable portion of the former Bethlehem Steel Corporation's Lackawanna facility, with 80 acres of the property within the BOA. Additional details regarding environmental concerns for this property are included in **"3.12 Vacant Land + Unoccupied Buildings"**.

Bayview Road Associates, LLC, acting on behalf of Amazon.com, has recently developed a 181,500 square-foot "last-mile" warehouse on approximately 58 acres situated at the junction of Lakeshore Road and Bayview Road. Last-mile facilities like this warehouse are strategically located close to communities and neighborhoods to facilitate efficient and timely delivery of goods, catering to local distribution needs.

Meric Buffalo NY LLC owns and operates a 51-acre parcel located at 3779 Lakeshore Road in the BOA. This property is currently designated for manufacturing use and is actively utilized by FedEx. It plays a pivotal role in supporting regional manufacturing and distribution operations, leveraging its proximity to major transportation routes for efficient logistics.

Adjacent to the Bethlehem Plant in Hamburg, South Buffalo Railway (South Buffalo RR Co) possesses a 44-acre parcel. This site is classified as a ceiling railroad property, with its maximum taxable assessed value established by the State Board. The South Buffalo Railway's infrastructure is integral to the region's industrial transport network, facilitating the movement of goods and materials essential for local industry.

Republic Engineered Products owns two parcels at 0 Lakeshore Road and 3049 Lakeshore Road in the BOA, both dedicated to manufacturing operations.

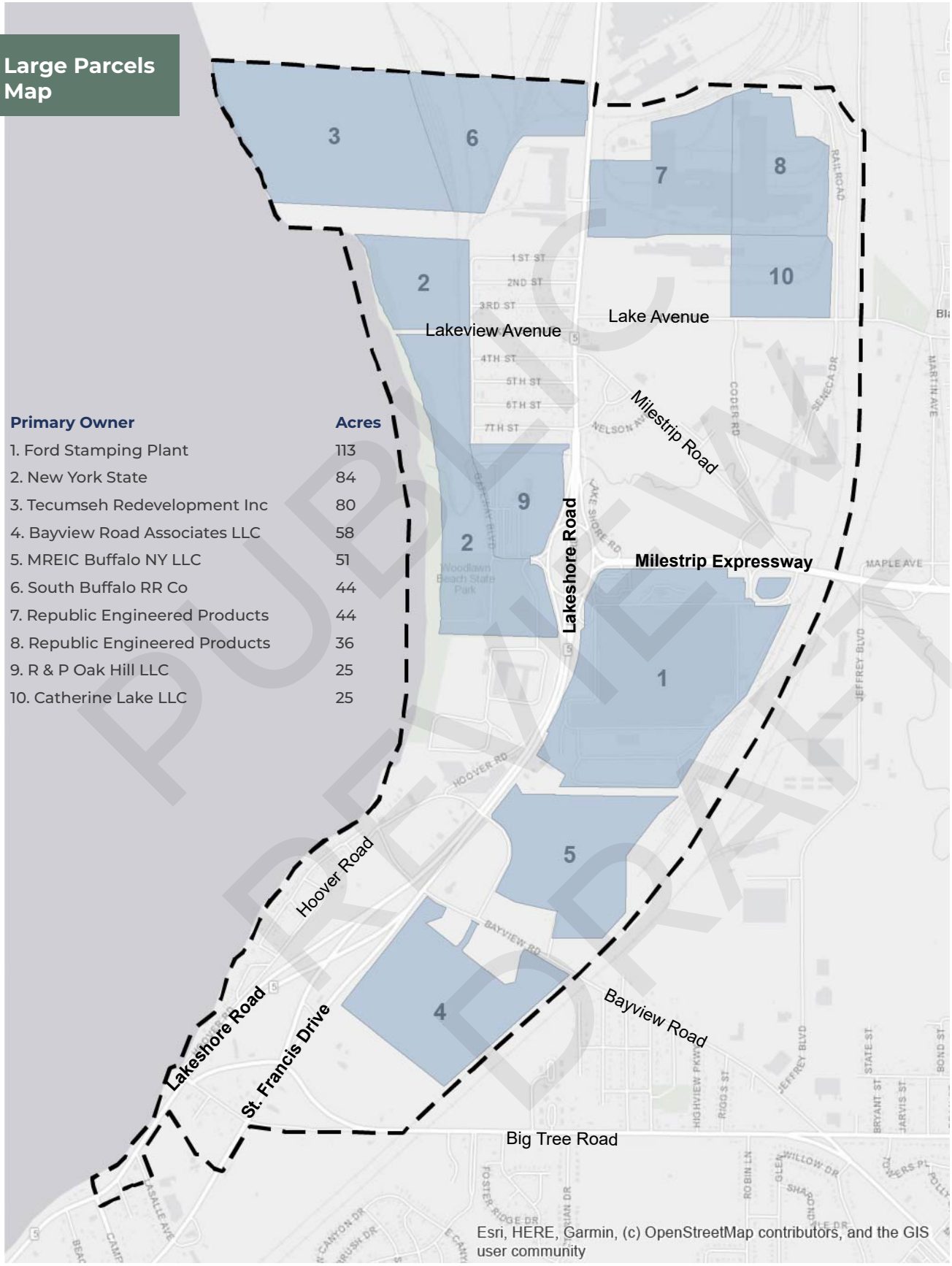
R & P Oak Hill LLC owns a 25-acre property located at 3556 Lakeshore Road, currently utilized as an office building.

Similarly, Catherine Lake LLC holds a 25-acre tract at 3175 Lake Avenue, designated for manufacturing purposes. However, the site appears vacant on aerial maps.

These properties collectively represent a diverse range of industrial, commercial, and logistical activities within the Town of Hamburg and the BOA. Their strategic locations, coupled with their specific uses and operations, underscore their importance in supporting local economic development and employment opportunities in the region.

PUBLIC REVIEW DRAFT

Large Parcels Map



Primary Owner	Acres
1. Ford Stamping Plant	113
2. New York State	84
3. Tecumseh Redevelopment Inc	80
4. Bayview Road Associates LLC	58
5. MREIC Buffalo NY LLC	51
6. South Buffalo RR Co	44
7. Republic Engineered Products	44
8. Republic Engineered Products	36
9. R & P Oak Hill LLC	25
10. Catherine Lake LLC	25

Figure 3.53: Large Parcels Map

PUBLIC REVIEW DRAFT

3.6 Parks + Open Space

There are over 400 acres of dedicated parkland and open space within and adjacent to the BOA. These parks have amenities ranging from beaches to skate parks, passive recreation to sports fields. The parks also range in size from the 0.65 acre Blasdell Splash Pad to the 84 acre Woodlawn Beach State Park. The methodology of selecting parks and open spaces in this analysis is based on NYS Property Classification criteria.

PUBLIC REVIEW DRAFT

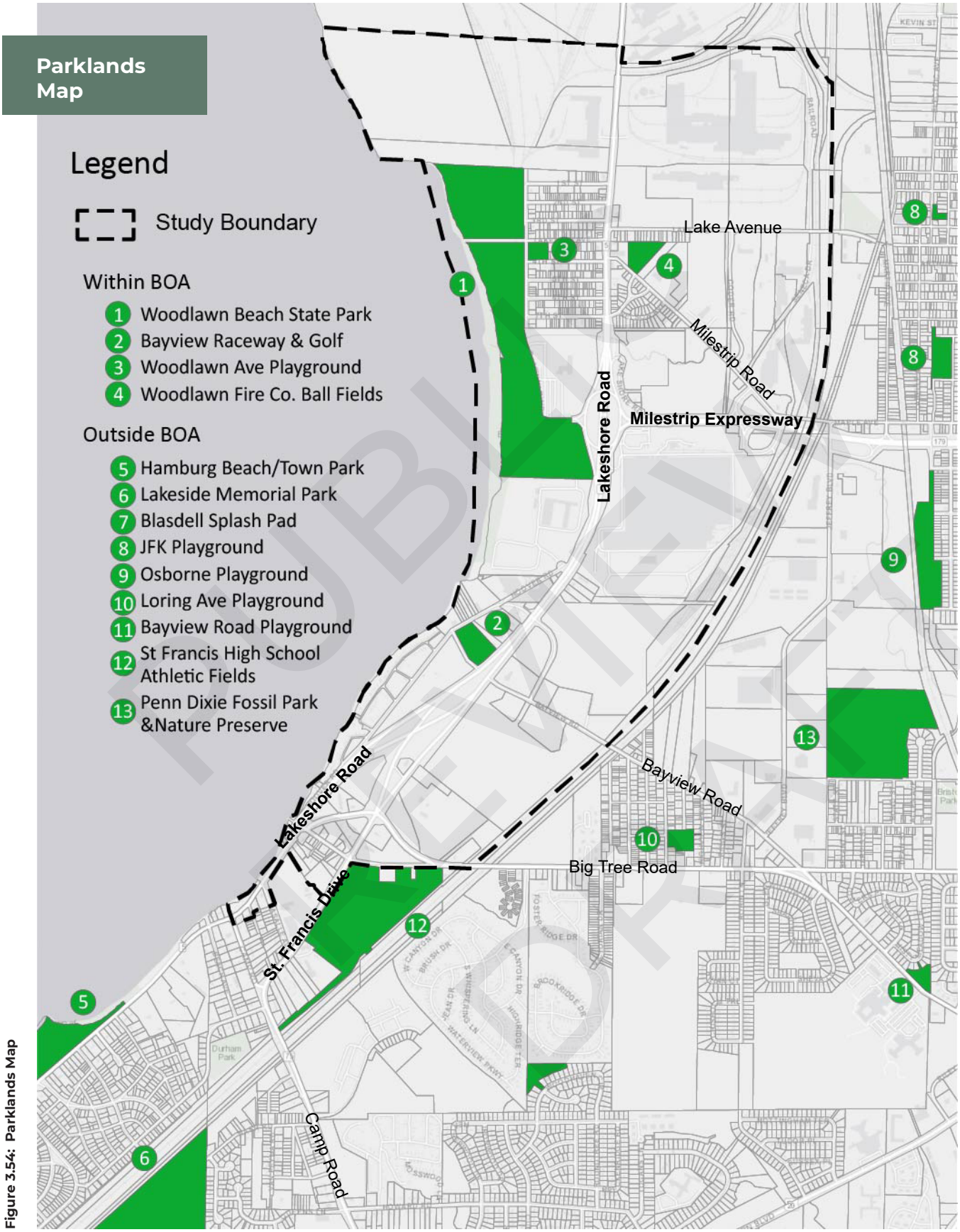
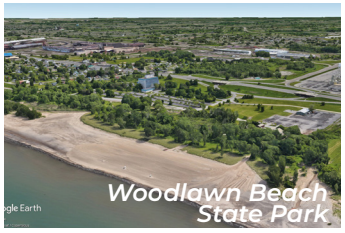


Figure 3.54: Parklands Map

Within BOA

The BOA encompasses Woodlawn Beach State Park just south of the Hamlet of Woodlawn, a community playground along Woodlawn Avenue, a baseball diamond behind the Woodlawn Fire Company, and the Bayview Raceway & Golf.

Woodlawn Beach State Park



Woodlawn Beach State Park is situated at the eastern end of Lake Erie. The park is owned and maintained by the New York State Office of Parks, Recreation, and Historic Preservation. Woodlawn Beach is located to the south and west of the Hamlet of Woodlawn, between Woodlawn Avenue, Lakeshore Road, and the Lake Erie shoreline. Spanning approximately one mile from end to end, the park features an expansive natural sand beach, providing stunning views and remarkable sunset vistas over the lake. The park is known for its diverse ecosystems, particularly its exceptional freshwater sand dunes, some of the best preserved on Lake Erie. The park offers a variety of activities, such as picnicking, beach volleyball, and exploring nature trails.

Bayview Raceway & Golf



Located in the Hamlet of Woodlawn, the Woodlawn Avenue Playground offers a range of amenities, including a basketball court, a children's playground, swings, and a spacious lawn, making it a spot for family outings and recreational activities. The park is owned and maintained by the Town of Hamburg.

Woodlawn Fire Co. Ball Fields



Located between Milestrip Road and Lake Avenue in the Hamlet of Woodlawn, the Woodlawn Fire Co. Ball Fields is owned and maintained by the neighboring Woodlawn Volunteer Fire Company. The area features a baseball diamond, bleachers, and a parking area. Adjacent to the ball field is a mowed grassland that is often used as recreation space. This area is part of the former Woodlawn Elementary School and is owned by the Town of Hamburg.

PUBLIC REVIEW DRAFT

Outside BOA

Beyond the BOA study area boundary, additional recreational facilities contribute to the community's vibrancy. Hamburg Beach, situated along North Shore Drive, and Lake Memorial Park, located on Rogers Road, serve as key recreational assets. The neighborhood is also home to several playgrounds, including the Osborne playground, JFK playground, and the Blasdell Splash Pad, enhancing the area's family-friendly appeal.

Hamburg Town Park


Hamburg Town Park

Hamburg Town Park is situated along Lake Erie's shoreline which offers a range of amenities including a swimming beach, boat launch facilities, and a fitness center that is open all year and fully equipped. The designated swimming area on the sandy beach is monitored by trained lifeguards for safety. Visitors also have access to a snack bar, changing facilities, and restrooms.

Lakeside Memorial Park


Lakeside Memorial Park

Lakeside Memorial Park is a 200-plus acre cemetery situated in a peaceful place surrounded by woods. Visitors will find historical monuments dating back to the 1800s, as well as modern lawn-level upright markers.

Blasdell Splash Pad


Blasdell Splash Pad

Blasdell Splash Pad serves as a children's playground in the neighborhood. It features a seasonal splash pad, swings, and picnic tables, providing a fun and refreshing escape for families during warmer months.

JFK Playground


JFK Playground

JFK Playground is situated in a residential neighborhood, about one block from the BOA study area. The playground is open to the public and includes one baseball field, two basketball courts, two tennis courts, and two pickleball fields.

PUBLIC REVIEW DRAFT

Outside BOA

Osborne Playground



Osborne Playground currently includes a vacant lawn and a modest playground area. Owned by the Town of Hamburg, this site has potential for future improvements, given its prime location in a residential neighborhood.

Loring Avenue Playground



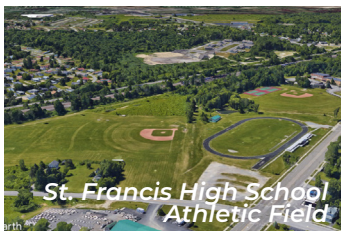
Loring Avenue Playground is a community park nestled in a neighborhood setting. It features a basketball court, a children's playground, and green spaces with trees and lawns

Bayview Road Playground



Situated in a mixed-use neighborhood, Bayview Road Playground occupies a triangular parcel of land. It includes a small playground and a large area of open lawn, which presents opportunities for community development.

St. Francis High School Athletic Field



The high school field is located along New York State Route 75. The Athletic Field includes a football field with tracks, baseball fields, and tennis courts.

PUBLIC REVIEW DRAFT

Outside BOA

Penn Dixie Fossil Park & Nature Reserve



Penn Dixie Fossil Park & Nature Reserve spans 54 acres and is situated on the grounds of a former cement quarry in Hamburg. Visitors can collect and retain fossils while enjoying engaging educational activities at the site.

The Town Parks Amenities Matrix below provides an overview of the amenities available across twelve parks. While parks around the BOA study area vary in size and currently feature a range of diverse types, including sports facilities and nature preserves, most of the parks only have two features. Many of them consist primarily of open lawn areas, which highlights the potential for future recreational improvements.

			Playground	Basketball	Baseball	Tennis	Track	Football	Open Lawn	Forest
1	Woodlawn Beach State Park	84.1							■	■
2	Bayview Raceway & Golf	4.5							■	
3	Woodlawn Ave Playground	1.2	■	■					■	
4	Woodlawn Fire Co. Ball Fields	3.6			■					
5	Hamburg Town Park	13.3	■						■	
6	Lakeside Memorial Park	211.5							■	■
7	Blasdell Splash Pad	0.65	■							
8	JFK Playground	4.2	■	■	■	■				
9	Osborne Playground	11.2	■						■	
10	Loring Ave Playground	2.5		■					■	
11	Bayview Rd Playground	1.8	■						■	
12	St. Francis High School Athletic Field	45.6			■	■	■	■	■	
13	Penn Dixie Fossil Park & Nature Reserve	39.5								■

Figure 3.55: Town Parks Amenities Matrix

PUBLIC REVIEW DRAFT

3.7 Key Buildings

The key building inventory identifies key neighborhood assets that contribute to the BOA and may aid in redevelopment through strategic partnerships or adaptive reuse.

Identification Method

The identification of key buildings included the categorization of buildings based on four criteria: cultural, economic, historical, and access to Lake Erie. Culturally significant buildings include churches and other community spaces. Economically significant buildings include major employers, including former employment centers. Historically significant buildings include those buildings either designated by NYS as historic or those buildings older than 50 years old with notable exterior features. Lakefront buildings are commercial or industrial buildings with key access or views to the waterfront.

Results

A total of 29 buildings were identified to have met at least one of the four criteria. Key buildings are found throughout the BOA study area with a concentration along major corridors including Lakeshore Road, Hoover Road, and Lake Avenue (see **"Figure 3.57: Key Building List"**). The table includes building name, address, owner, current use, building's square feet, and lot size in acres.

According to Town databases, these 26 key buildings cover over 4.3 million gross square feet across 525 acres of land. The largest building on the Key Building List is the Ford Motor Stamping Plant, which is categorized under Economic. This 2,231,600-square-foot facility, owned by Ford Stamping Plant (a subsidiary of Ford Motor Company), is situated on 114 acres and is used for manufacturing sheet metal stampings and welded sub-assemblies for Ford Motor Company's automotive assembly plants. The next largest key building in this category is Republic Steel, owned by Republic Engineered Products. It has a total of 1,072,128 gross square feet and occupies two parcels totaling 81 acres. Republic Steel, which was used for steelmaking, was idled in August 2023. Two additional light-industrial buildings, the Amazon and Federal Express distribution centers, encompass a combined 500,000+ square feet of warehouse space and act as major employers for the BOA, Town of Hamburg, and the region.

In the Cultural category, the largest building is the Woodlawn Volunteer Fire Hall, owned by the Woodlawn Fire Department. This building spans 14,154 gross square feet and is located at 3281 Lakeshore Road on 1.25 acres of land. Additional buildings include churches and the Lodge at Woodlawn Beach.

The largest building in the Historical category is Woodlawn High School, owned by the Thomas J Mosey Rec. Liv. Trust. Woodlawn High School, which is currently vacant, has 32,412 gross square feet and is situated at 3656 Milestrip Road on 3.26 acres of land.

For the Lakefront category, the largest building is the Bayview Hotel, owned by 3800 Hoover Road LLC Ten IN. This building has 13,692 gross square feet and is located on 1.6 acres of land, currently functioning as a restaurant and event space.

The BOA study area also includes smaller key buildings that are equally important. These smaller buildings serve various functions, including religious churches, restaurants, apartments, bars, gas stations, manufacturing facilities, sewage facilities, and offices.

KEY BUILDING CRITERIA

Cultural	**Churches and other community spaces**
Economic	**Major employers, including former employment center**
Historical	**Either designated by SHPO or with notable exterior features**
Lakefront	**Either commercial or industrial with key water access or views**

Figure 3.56: Key Building Criteria

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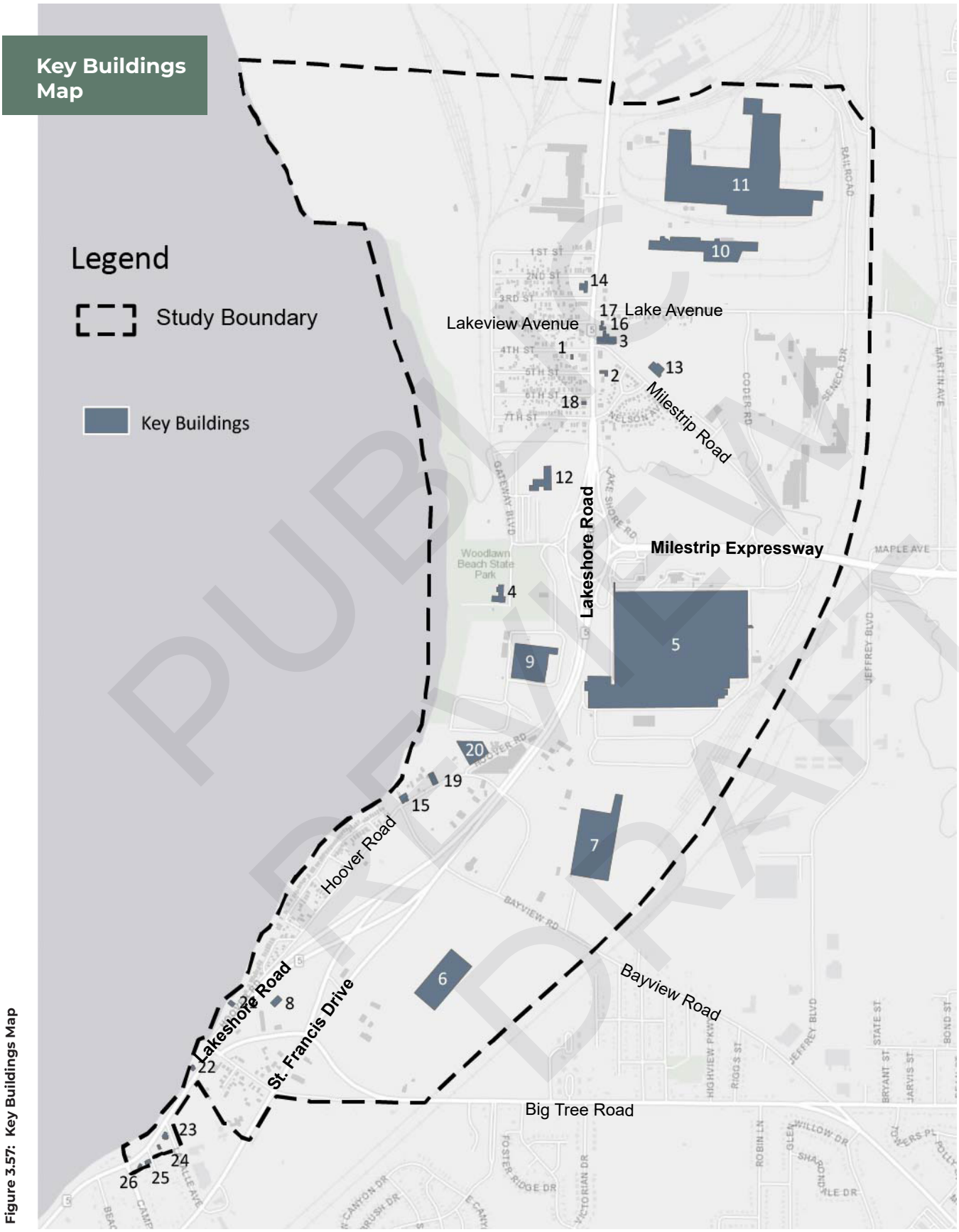


Figure 3.57: Key Buildings Map

PUBLIC REVIEW DRAFT

Key Buildings - Cultural

	Name	Address	Owner	Current Use	Building Size (sq. ft.)	Lot Size (acres)
1	Woodlawn Church of Christ	3691 4th Street	Woodlawn Church of Christ	Religious	1,350	0.14
2	Holy Trinity National Catholic Church	3319 Lakeshore Road	Holy Trinity Parish Polish	Religious	3,712	1.39
3	Woodlawn Volunteer Fire Hall	3281 Lakeshore Rd	Woodlawn Fire Department	Police/Fire Protection	15,154	1.25
4	The Lodge at Woodlawn Beach State Park	3580 Lakeshore Road	People of the State of New York	Improved Beach	5,600	84.1



















PUBLIC REVIEW DRAFT

Key Buildings - Economic

	Name	Address	Owner	Current Use	Building Size (sq. ft.)	Lot Size (acres)
5	Ford Stamping Plant	3663 Lakeshore Road	Ford Stamping Plant	Manufacturing	2,231,600	114.12
6	Amazon Distribution Center (DBU7)	3920 Bayview Road	Bayview Road Associated LLC	Manufacturing	181,500	58
7	Fed Ex Ground	3779 Lakeshore Road	Meric Buffalo NY LLC	Manufacturing	337,198	51.05
8	Johnsons Landing	4046 Lakeshore Road	RPJ Holdings Inc.	Restaurant	12,368	5.4
9	Southtowns Advanced Wastewater Treatment Facility	3690 Lakeshore Road	County of Erie	Sewage	-	42.9
10	Metalico of Buffalo	3175 Lakeshore Road	Catherine Lake LLC	Manufacturing	198,300	19.22
		3175 Lake Avenue	Catherine Lake LLC	Manufacturing	16,000	24.8
11	Republic Steel	3049 Lakeshore Road	Republic Engineered Products	Manufacturing	472,128	44.43
		0 Lake Avenue	Republic Engineered Products	Manufacturing	600,000	36.49
12	Gateway Building	3556 Lakeshore Road	R&P Oak Hill	Office	140,912	25.36

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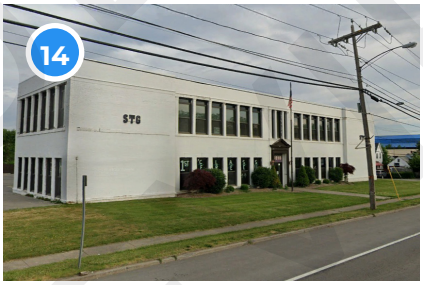




Key Buildings - Historical

	Name	Address	Owner	Current Use	Building Size (sq. ft.)	Lot Size (acres)
13	Woodlawn High School	3656 Milestrip Road	Thomas J Mosey Rec. Liv. Trust	Office	32412	3.26
14	Woodlawn School No. 19	3218 Lakeshore Road	1159 Abbott Road LLC	Office	16004	0.94
15	Bay View Hotel	3800 Hoover Road	3800 Hoover Road LLC	Restaurant	13692	1.6
16	3271 Lakeshore Road	3271 Lakeshore Road	Jordan Perry	Bar	10420	0.32
17	Lake Shore Café	3255 Lakeshore Road	Jordan Perry	Bar	4232	0.24
18	3354 Lakeshore Road	3354 Lakeshore Road	James Allen Crone	Apartment	3500	0.14



















PUBLIC REVIEW DRAFT

Key Buildings - Lakefront

	Name	Address	Owner	Current Use	Building Size (sq. ft.)	Lot Size (acres)
19	The Alchemy Shore House	3780 Hoover Road	Alchemy Shores LLC	Distribution Facility	4200	2.72
20	Carbon Activated Corporation	3774 Hoover Road	Allen-Perera LLC	Manufacturing	3600	4.7
21	Juicy Burger Bar	4038 Hoover Road	Sotaleta LLC	Restaurant	1380	0.59
22	Hoak's	4100 Lakeshore Road	Hoak Edward J H/W	Restaurant	5410	0.1
23	Lucia's on the Lake	4151 Lakeshore Road	909 Hertel Ave Inc	Restaurant	2999	0.77
24	Lake Shore Tire and Auto	4165 Lakeshore Road	Karl A Horvath	Gas Station	1537	0.37
	Rodney's	4179 Lakeshore Road	Estate of Mark Hanna	Restaurant	2050	0.38
25	Former BP Station	4187 Lakeshore Road	GO Enterprises LLC	Gas Station	1421	0.3
		0 Lake Avenue	Republic Engineered Products	Manufacturing	600,000	36.49
26	Gateway Building	3556 Lakeshore Road	R&P Oak Hill	Office	140,912	25.36

Figure 3.58: Key Building List











PUBLIC REVIEW DRAFT

The Hamburg Woodlawn Gateway BOA study area played an important role in Hamburg's history, particularly its industrial history. While there are no officially designated resources, local preservation districts, or individual landmarks within the BOA, there are several buildings and public spaces deserving of recognition at a minimum, and preservation if possible. These "buildings of significance" are detailed below. These resources can be an integral part of the revitalization of the BOA, and future development can be sympathetic to the unique and multi-faceted history of the neighborhood.

Hamburg Historic Preservation Commission

The Town of Hamburg created a Historic Preservation Commission (HHPC) in 2021. The HHPC works to protect and enhance local landmarks representing Hamburg's historical, architectural, and cultural heritage. Though the creation of the HHPC demonstrates a commitment to historic preservation, the Town of Hamburg Comprehensive Plan (2022) does not contain specific observations or recommendations related to historic, architectural, or cultural resources.

Hamburg Historical Society & Museum

The Hamburg Historical Society & Museum is dedicated to the preservation and interpretation of the history of the Town of Hamburg, including the villages of Hamburg and Blasdell. The museum is located on the grounds of the pre-Civil War Boies-Lord House on South Park Avenue (outside the BOA study area).

State and National Historic Resources

The BOA study area does not include any individual properties or districts listed on the State or National Register of Historic Places, nor does it include any properties identified by the New York State Historic Preservation Office as eligible for listing in the State and National Registers. It is possible that some of the buildings discussed in the "Buildings of Significance" could be eligible for individual listing, or as part of a larger district.

A Resource Evaluation was conducted of the buildings at Woodlawn Beach State Park in 2016. The buildings were determined to be non-eligible for historic resource listing. A reconnaissance survey of the park was initiated in March 2024 by State Historic Preservation Office (SHPO) staff. It is unknown whether this survey was conducted. See below for more information about Woodlawn Beach State Park.

Historic Markers

The Hamburg Clock Tower is located on Lakeshore Road at the end of Big Tree Road on the shore of Lake Erie. It includes historic markers on three of its sides:

- A dedication to Aaron Salisbury, a local War of 1812 hero.
- One with information about Lightship LV82, which was stationed in the eastern basis of Lake Erie from 1912 until it sank in a storm the following year.
- One recognizing the former location of the Alhambra, a popular dining and entertainment venue in the first half of the 20th century. The building was destroyed by fire in 1954.

Farther down the Lake Erie shore there is a marker commemorating the Fresh Air Mission, a hospital for infants afflicted with cholera built in 1894. The building became home to a YWCA in 1910, the Lakeshore Manor Hotel in 1931, and a popular restaurant, Foit's Lakeside Restaurant in 1935. It was demolished in 2007.

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Buildings and Places of Historic and/or Cultural Significance



Woodlawn High School Historical Marker

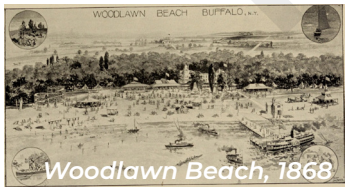
Former Woodlawn High School (vacant)
3656 Milestrip Road

According to The Frontier School District (James D. Baker, Hamburg Town Historian, October 4, 2002) the building was constructed between 1935 and 1937 to accommodate a growing population. The school was closed in 1993 as newer schools were constructed and populations shifted. A historic marker was donated by Woodlawn High School graduates and friends to mark its location. Woodlawn High School is a two-story brick building with distinctive Art Deco detailing. The site is located on approximately 3.5 acres, though an additional 10 acres located adjacent to the school were used as the school's playing fields. The school and playing field present the opportunity for redevelopment.


Gateway Building

Gateway Building
3556 Lakeshore Road

The International-style Gateway Building was built circa 1960 to house the administrative offices of the Bethlehem Steel Company, which relocated from their Beaux-Arts structure a few miles north in Lackawanna. The 7-story building has over 160,000 square feet and sits on a 25 acre site. At the time of its construction, it had an innovative air conditioning system using water pumped in from Lake Erie. Bethlehem Steel vacated the building in 1980 and it is now used by various tenants. The property is the only mid-rise building in the BOA, with excellent views of Lake Erie and the BOA. The property, however, is mostly vacant with redevelopment plans under consideration.



Woodlawn Beach, 1868

Source: Paul's Dictionary of Buffalo, Niagara Falls, Tonawanda, and Vicinity

Woodlawn Beach State Park
S-3580 Lakeshore Road

Woodlawn Beach is one of the BOA's most significant historic and cultural resources, drawing residents and visitors for over 100 years. In the late 19th and early 20th centuries, it was a popular swimming area that could be accessed by foot, vehicle, train, or boat. At one time, the beach included a hotel, restaurant, dance hall, bowling area, and more. The beach property was closed to the public from the 1950s until the State of New York purchased the property in 1996 with the assistance of the Trust for Public Land. Shortly thereafter the property was designated as Woodlawn Beach State Park.

Woodlawn Beach State Park is a one-mile-long sand beach and a freshwater dune area. Recreational activities include an interpretive nature boardwalk, play and picnic areas. Though there is a swimming beach, swimming is dependent on water quality. The park is operated by the New York State Office of Parks, Recreation, and Historic Preservation. A contracted concessionaire operates a rental space in the park and hosts indoor and outdoor events including weddings, live music, and sporting/fitness events.

PUBLIC REVIEW DRAFT

Historic Commercial Buildings

The BOA includes several historic commercial buildings, including restaurants and retail establishments along Lakeshore Road in the Woodlawn neighborhood and on Hoover Road in the Hoover Beach neighborhood.



3255 Lakeshore Road


3271 Lakeshore Road


3354 Lakeshore Road

3255 and 3271 Lakeshore Road (Woodlawn)

Built circa 1900, 3271 and 3255 Lakeshore Road were built to serve the beach community of Woodlawn and the travelers along Lakeshore Road. 3271 Lakeshore Road was once known as the Gillis Hotel is a longstanding landmark at the intersection of Lake View Avenue and Lakeshore Road. Both buildings were relocated to the rear portion during the expansion of NYS Route 5.

3354 Lakeshore Road (Woodlawn)

Built in the 1930s, 3354 Lakeshore Road is a two story brick structure characteristic of buildings of the time period. The building is unique in the BOA as typical two story brick structure seen throughout Western New York, including various location along Lakeshore Road and in the nearby Village of Hamburg. It is unclear if other structures of this type were present in the BOA at one point.

3800 Hoover Road (Hoover Beach)

Though it is not officially designated as a local, state, or federal historic resource, 3800 Hoover Road, known as the Bay View Hotel, has significant historical value. The site was developed in 1808 as a tavern and hotel for settlers traveling west along the beaches of Lake Erie and is believed to be one of the oldest buildings in the town. Between 1816 and 1822, the building also hosted the Bakersville Post Office. In the late 1800s, the building was significantly expanded into the Bay View House, with its classic beach style Victorian architecture that characterizes the front of the building today. The Bay View House served leisure travelers from Buffalo looking to escape the city on a summer's day with boats bringing visitors from Buffalo directly to the site. Since then, the building has seen significant expansion to the west towards Lake Erie and has hosted a variety of businesses, including

PUBLIC REVIEW DRAFT

Historic Commercial Buildings



Historic Photo of the Lake Shore House / Willink Hotel (3800 Hoover Road)

Source: The Buffalo News.



3800 Hoover Road



3800 Milestrip Road

the Dock at the Bay, Dos Amigos on the Lake, and Cowboy on the Lake.

There are a variety of historic industrial buildings from the Seneca Steel, Lackawanna Steel, and Bethlehem Steel complexes located within the BOA. These buildings are some of the only remaining structures from these complexes, as many have been demolished or fallen into disrepair and disuse. This includes the former Seneca Steel Administration building, located at 3800 Milestrip Road. Built in at least 1928, the building was the main office for the former Seneca Iron and Steel company and is one of the two original buildings still intact, including one of the two steel mills.

State & National Register Listing

Listing on State and National Registers has several benefits. Properties listed on or determined eligible for the State and National Registers receive a measure of protection from the effects of federal and/or state agency sponsored, licensed or assisted projects through a notice, review, and consultation process. For owners of depreciable, certified historic properties, a 20% federal income tax credit is available for the costs of substantial rehabilitation. Municipal and not-for-profit owners of listed historic properties may also apply for matching state historic preservation grants. There are no restrictions placed on private owners of properties listed on or eligible for listing on the State and National Registers: private property owners may sell, alter or dispose of their property as they wish. This differs from local historic districts which would include review and approval procedures administered by the Historic Preservation Commission.

PREVIEW DRAFT

Archaeological Resources

According to information from the State Historic Preservation Office, a large portion of the BOA, excluding portions of the Lake Erie shoreline, are located in an archaeological "buffer area." These areas are created around recorded archaeological resources and may or may not be archaeologically sensitive. Land disturbance activities in these areas may require additional research, review, and investigation due to the potential presence of cultural resources.

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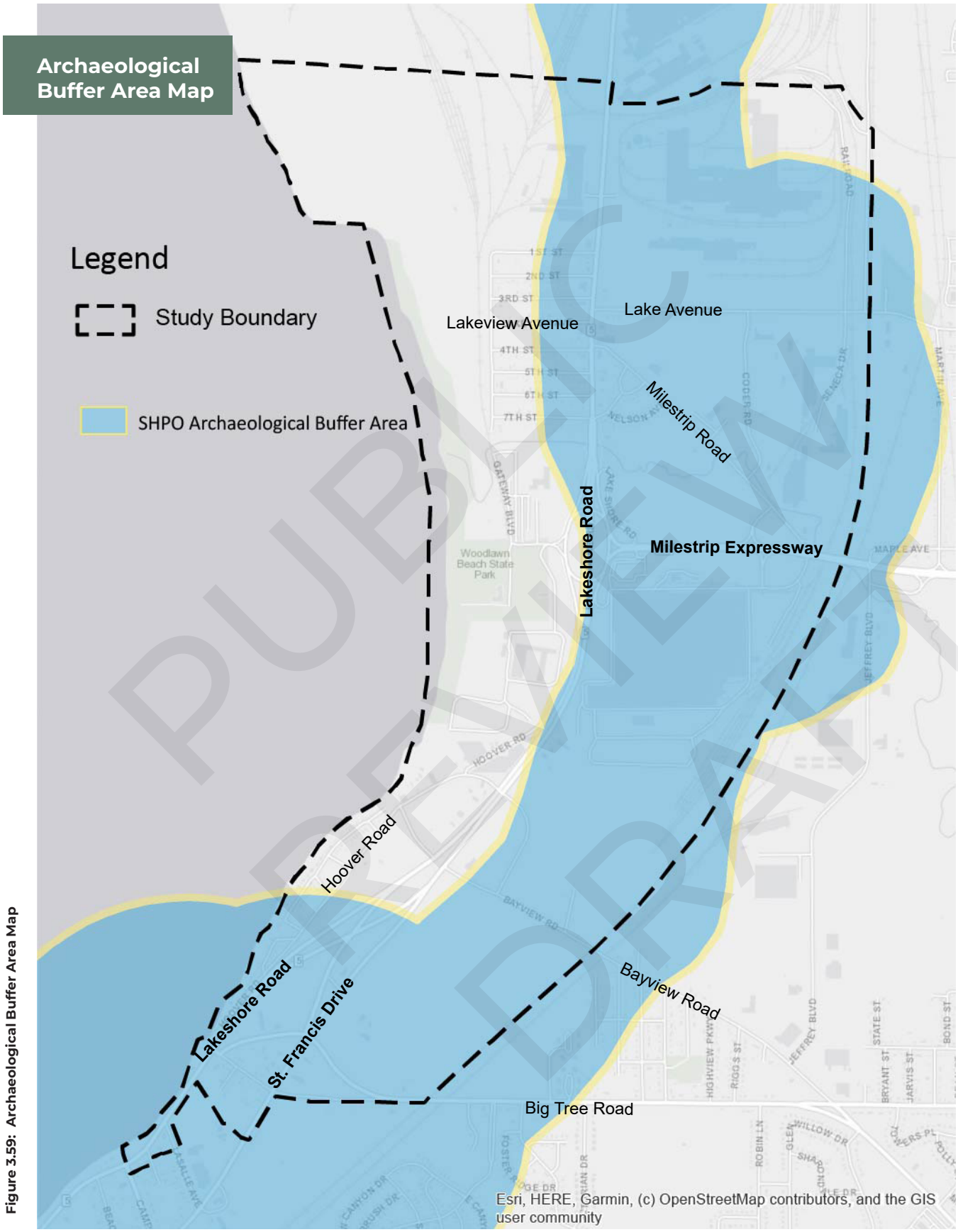


Figure 3.59: Archaeological Buffer Area Map

PUBLIC REVIEW DRAFT

The BOA contains multiple important transportation routes for both the Town of Hamburg and the region. These transportation routes allowed the BOA to grow and develop as a major industrial center for Western New York and the Great Lakes. As these industries have relocated from the BOA, the transportation networks have remained, resulting in complex, and potentially overbuilt, transportation infrastructure in the BOA located substantially contiguous to residential communities. These transportation networks are detailed below.

Regional Connections

The major arterials in the BOA study area allow for easy connections from the BOA to the surrounding roadway network, including Interstate 90 and NYS Route 5, major connections for both residential and commercial vehicle traffic. While no major transportation hubs are located within the BOA, a variety of networks serve the BOA and the surrounding community. Located approximately seven miles to the north of the BOA, Amtrak's Buffalo-Exchange Street Station provides access to intercity and international rail and bus routes. Approximately nine miles to the northeast, the Buffalo-Depew Amtrak Station provides access to intercity, interstate, and international passenger rail and bus transportation. The BOA is served by two airports, the Buffalo-Niagara International Airport and the Niagara Falls International Airport, both operated by the Niagara Frontier Transportation Authority (NFTA).

Vehicle Network

The BOA street network includes major roadways connecting small pockets of development, many of which rely solely on these major roadways for connections outside of their neighborhood. These corridors include Lakeshore Road (NYS Route 5), NYS Route 75, and Milestrip Expressway (NYS Route 179). These roadways accommodate significant through traffic, as communities and industrial to the south and east of the BOA study area utilize the roadways to continue north toward the City of Buffalo.

Lakeshore Road (NYS Route 5)

Within the Town of Hamburg and the BOA study area, Lakeshore Road travels closely along the shoreline with Lake Erie. Lakeshore Road is a north-south route, connecting the BOA study area with the cities of Lackawanna and Buffalo to the north and the Lake Erie shoreline towns and villages to the south. The roadway is owned and maintained by the NYSDOT. Within the BOA study area, the roadway passes through the Hamlets of Woodlawn and Athol Springs. Lakeshore Road is classified as an urban principal arterial roadway.

In the Hamlet of Woodlawn, Lakeshore Road contains seven travels lanes (three lanes in each direction and one turning lane) and a parking lane on each side of the roadway for a right of way of approximately 120 feet. According to NYSDOT 2021 estimates, 37,681 cars travel through this section each day, known as Annual Average Daily Traffic (AADT). Traveling south leaving Woodlawn, Lakeshore Road is a partially controlled access highway, with interchanges at Milestrip Expressway/ State Route 179 and St Francis Drive/State Route 75, though driveways and intersections controlled by traffic lights exist between the two interchanges. Between the hamlets, from the interchange with Milestrip Expressway to the interchange with NYS Route 75, 41,746 vehicles travel on the roadway each day, making it the busiest stretch of Lakeshore Road within the BOA study area. Lakeshore Road then enters the Hamlet of Athol Springs, where that roadway has four travel lanes (two lanes in each direction), a configuration which continues roughly unchanged until the Erie County border. Within the hamlet, 21,750 vehicles utilize the roadway each day.

Milestrip Expressway (NYS Route 179)

Within the BOA study area, New York State Route 179 is known as Milestrip Expressway. Milestrip Expressway is a 1-mile-long east-west controlled access highway, beginning approximately 0.6 miles to the east of the BOA study area. The expressway is owned and

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maintained by NYSDOT. Milestrip Expressway is classified as an urban arterial roadway and connects the BOA study area with the New York State Thruway/I-90 and State Route 219. Within the BOA study area, the expressway is a divided highway with two lanes in each direction. The westbound lanes merge into a single lane at the interchange with Lakeshore Road. Milestrip Expressway had an AADT of 23,360 according to 2021 NYSDOT estimates.

Milestrip Expressway is an important connection between the BOA study area and Interstate 90, also known as the New York State Thruway. This allows for connections for truck traffic between the BOA study area's industrial properties, including the Ford Stamping Plant, Amazon and Federal Express warehouses, and a variety of other industrial users and commercial traffic.

NYS Route 75

Within the BOA study area, State Route 75 follows two roadways, St Francis Drive southwest until it veers southeast and follows Camp Road. Both roadways are owned and maintained by NYSDOT.

St Francis Drive - St Francis Drive is classified as an Urban Principal Arterial Roadway. The roadway contains four travel lanes (two in each direction) and a center turn lane. Parking is not allowed on the roadway. According to NYSDOT 2021 estimates, St Francis Drive has an AADT of 20,921. The roadway then turns right, where it continues as Camp Road.

Camp Road - Between Lakeshore Road/State Route 5 and St Francis Drive, Camp Road is a local street. At the intersection with St Francis Drive, Camp Road becomes an Urban Principal Arterial Roadway and connects the BOA study area with the Village of Hamburg and Interstate 90 to the east. Camp Road contains four travel lanes (two in each direction) and a center turn lane. Parking is not allowed on the roadway. According to NYSDOT 2021 estimates, Camp Road has an AADT of 20,367.

Big Tree Road (County Road 576)

Big Tree Road is an east-west route connecting the BOA study area with the Town and Village of Orchard Park. The roadway is classified as an Urban Minor Arterial owned and maintained by Erie County. Big Tree Road connects the BOA study area with the Hamlet of Big Tree, adjacent to Highmark Stadium, and continues to the Village of Orchard Park. Before reaching the Hamlet of Athol Springs, the roadway splits into two sections, one connecting with Lakeshore Road Extension and the other traveling through the hamlet. According to NYSDOT 2021 estimates, the roadway has an AADT of 7,180.

Lake Avenue (County Road 200)

Lake Avenue is owned and maintained by Erie County. Lake Avenue extends to the Town of Orchard Park to the BOA study area, passing through the Village of Blasdell. According to NYSDOT 2021 estimates, the roadway has an AADT of 5,387.

Bayview Road

Bayview Road is owned and maintained by the Town of Hamburg. According to NYSDOT 2021 estimates, the roadway has an AADT of 1,959, though it is important to note that these counts were taken before the opening of the Amazon Last Mile Facility located at 3920 Bay View Road.

Interstate 90/New York State Thruway

While outside of the BOA study area, the New York State Thruway has a significant impact on the movement of people through the BOA study area. Located just one mile east of the BOA study area, the New York State Thruway provides regional and interstate connection, including significant commercial connections for trucking. The Thruway was developed in the 1950s and was built to replace much of the interstate traffic that was utilizing NYS Routes 5 and 20, including Lakeshore Road in the BOA study area.

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2021 Average Annual Daily Traffic Map

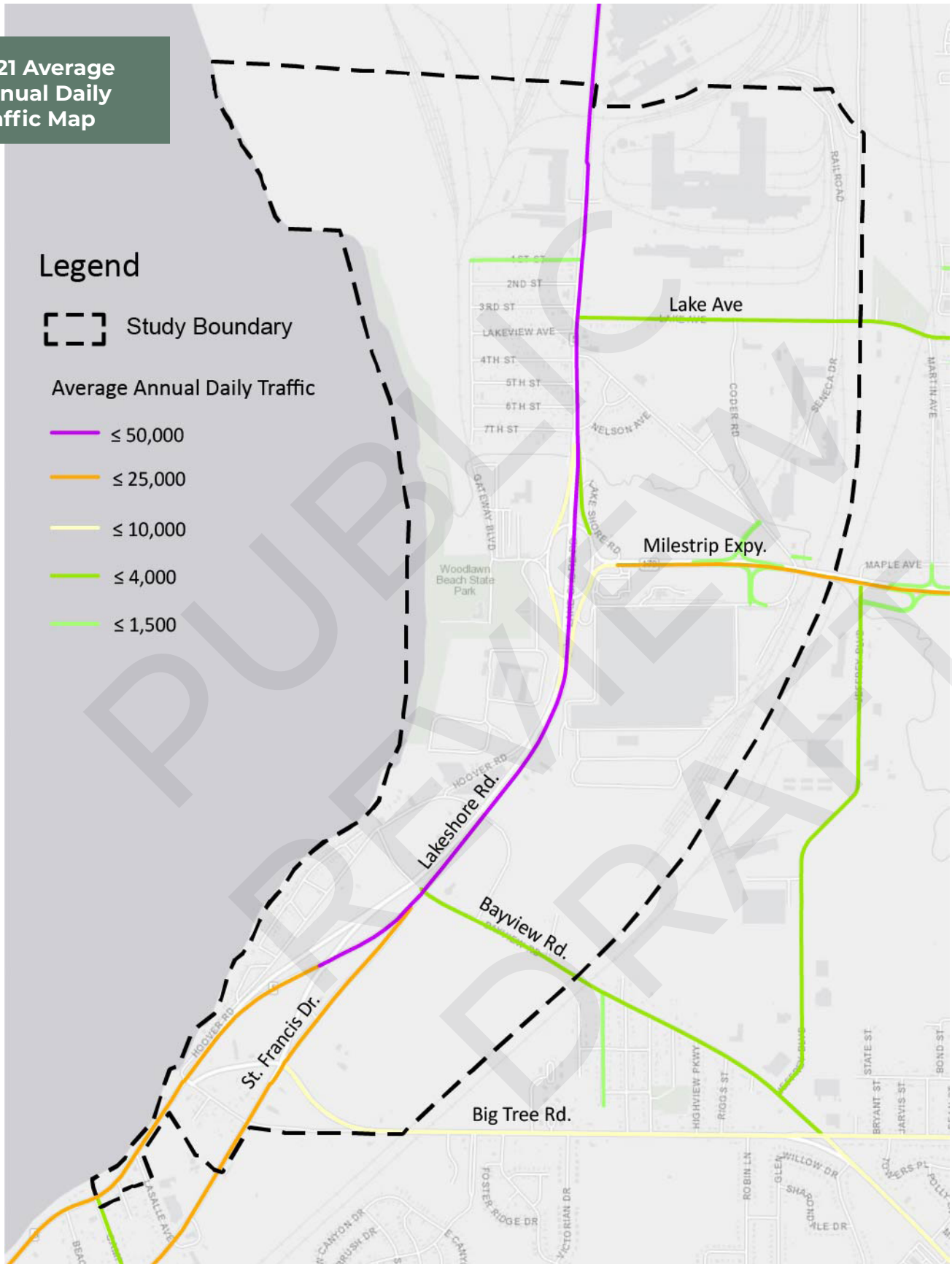


Figure 3.60: 2021 Average Annual Daily Traffic Map

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Arterial Classification Map

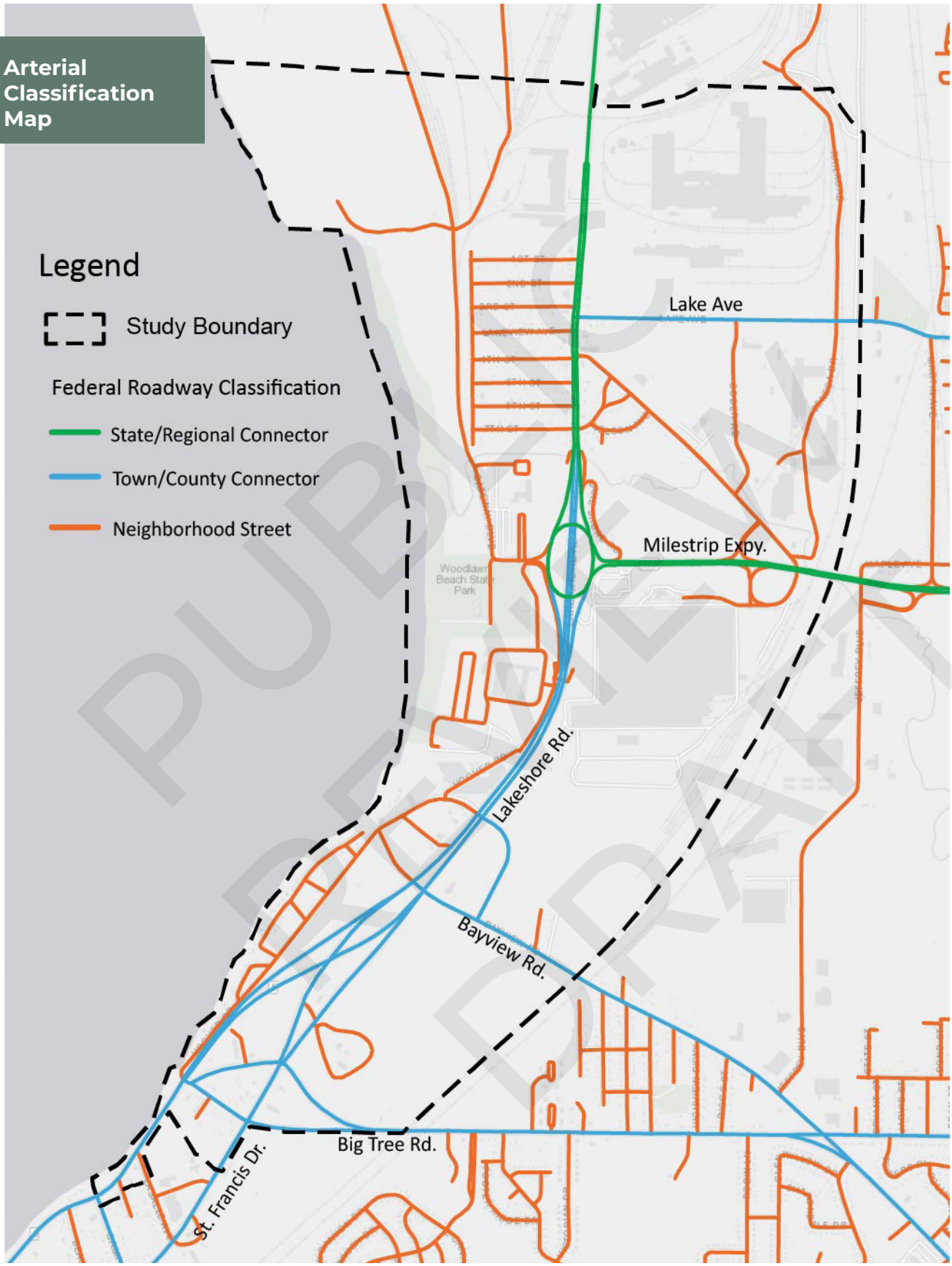


Figure 3.61: Arterial Classification Map

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Roadway Jurisdiction Map

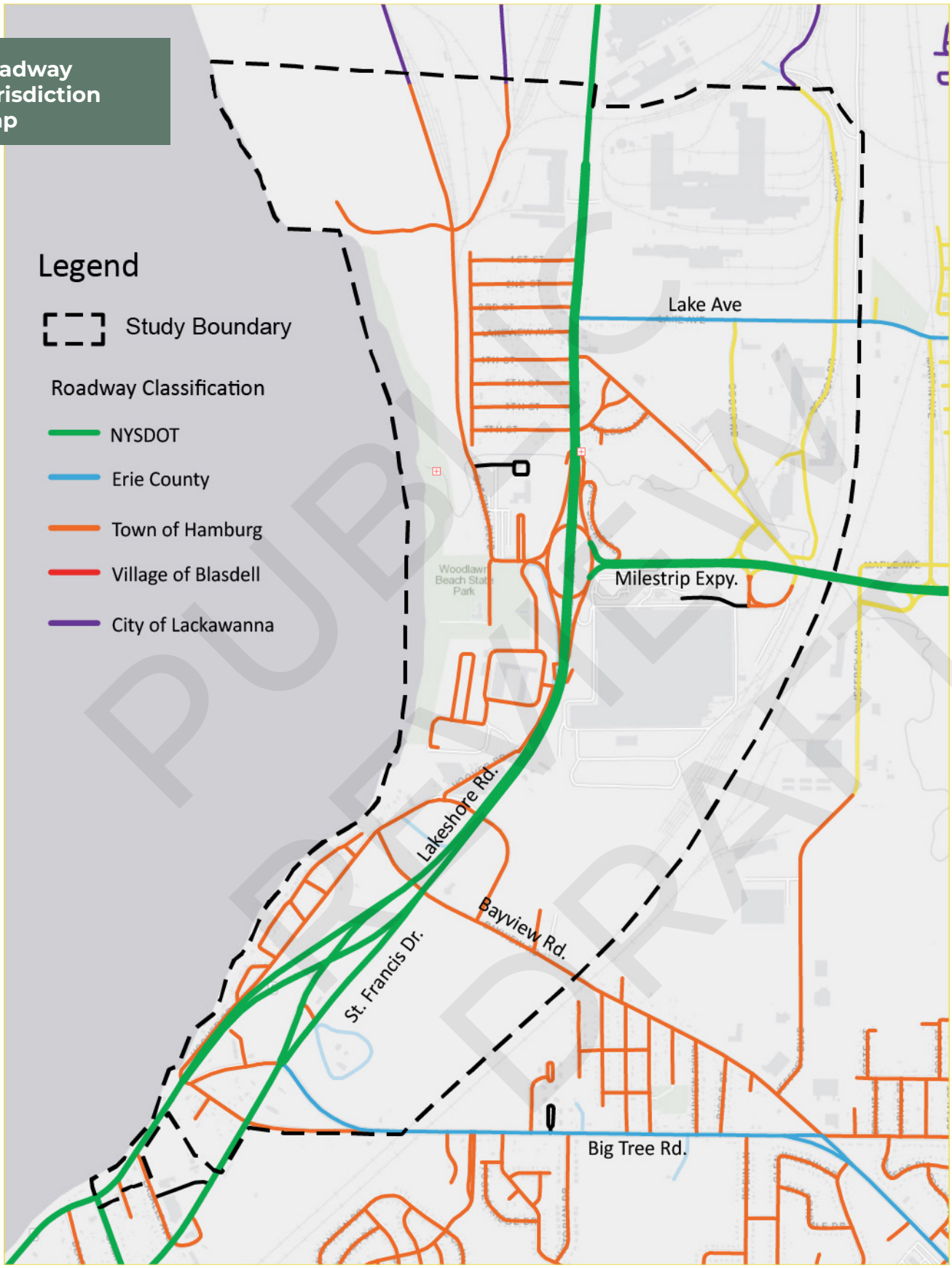


Figure 3.62: Roadway Jurisdiction Map

Traffic Analysis

A preliminary traffic analysis of Lakeshore Road (NYS Route 5) was completed to help understand the potential for the reconfiguration of Lakeshore Road and its associated interchanges in the BOA. Lakeshore Road was studied from the Skyway to the north and continues to the junction of Lakeshore Road and St Francis Drive ramps to the south. The roadway changes in number of lanes, speed, and character throughout the BOA, as detailed above. The complete traffic report, including methodology, is included in **Appendix C - Transportation Analysis Report**.

The analysis concluded that reconfiguration of the roadway may be feasible, but a future detailed transportation study in partnership with NYSDOT Region 5 should be completed. Future studies should assess making the entire roadway within the study area an at-grade Urban Street with a center turn lane and opportunities for a reduced speed limit, especially within hamlet areas, and reduced lanes.

The analysis also indicated that a redistribution of traffic may occur with any roadway project. Traffic from NYS Route 75, may benefit from utilizing the NYS Thruway in order to access Downtown Buffalo and locations further northeast. The use of volume development utilizing a Regional Travel Demand model and a detailed capacity analysis in future studies are recommended.

Public Transportation

Public Transportation within the BOA study area is operated by NFTA. The NFTA operates three bus routes, Route 74 – Hamburg Express, Route 76 – Lakeshore Express, and Route 106 – South-Suburban. These routes connect at the Athol Spring Park and Ride, which is operated by the NFTA and is included to capture drivers of the Route 5 corridor.

Route 74 – Hamburg Express - The Hamburg Express runs from the NFTA Downtown Transit Center to the Village of Hamburg along State Route 5, St Francis Drive, and Camp Road. The route contains 10 stops in the BOA study area. The route runs three buses towards the City of Buffalo during the morning and three buses returning from the city in the evening. The Hamburg Express has seen decreasing ridership since 2020 and has not regained ridership since the Covid-19 Pandemic.

Route 76 – Lakeshore Express - The Lakeshore Express runs from the NFTA Downtown Transit Center to the Seneca Nation, north of the Village of Silver Creek, along State Route 5. The route runs one bus towards the City of Buffalo during the morning and one returning from the city in the evening. The Lakeshore Express has seen decreasing ridership since 2020 and has not regained ridership since the Covid-19 Pandemic.

Route 106 – South-Suburban - The South-Suburban runs from the NFTA transit center to St Francis High School following a variety of roadways with stops in the City of Buffalo, Town of West Seneca, City of Lackawanna and Town of Hamburg within the BOA study area. The route runs one bus from the City of Buffalo in the morning and two buses towards the City of Buffalo in the afternoon, roughly following school schedules.

Stations

The majority of residential areas within the BOA study area are within 0.25 miles of a public transportation stop, with the exception of some portions of Hoover Beach. These stops, however, lack the necessary amenities to ensure rider comfort and safety. Three stops, the Athol Springs Transit Center, Hamburg Turnpike (Lakeshore Road) Hawley Road North Far-Side, and Hamburg Turnpike (Lakeshore Road) Lake Avenue North Far-Side, have bus shelters. The remaining stops have no amenities, with some stops, such as Hamburg/ Turnpike Bayview Road, located on the side of a high-speed expressway with no curb protection, sidewalks, or designated waiting areas.

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Transit Lines Map

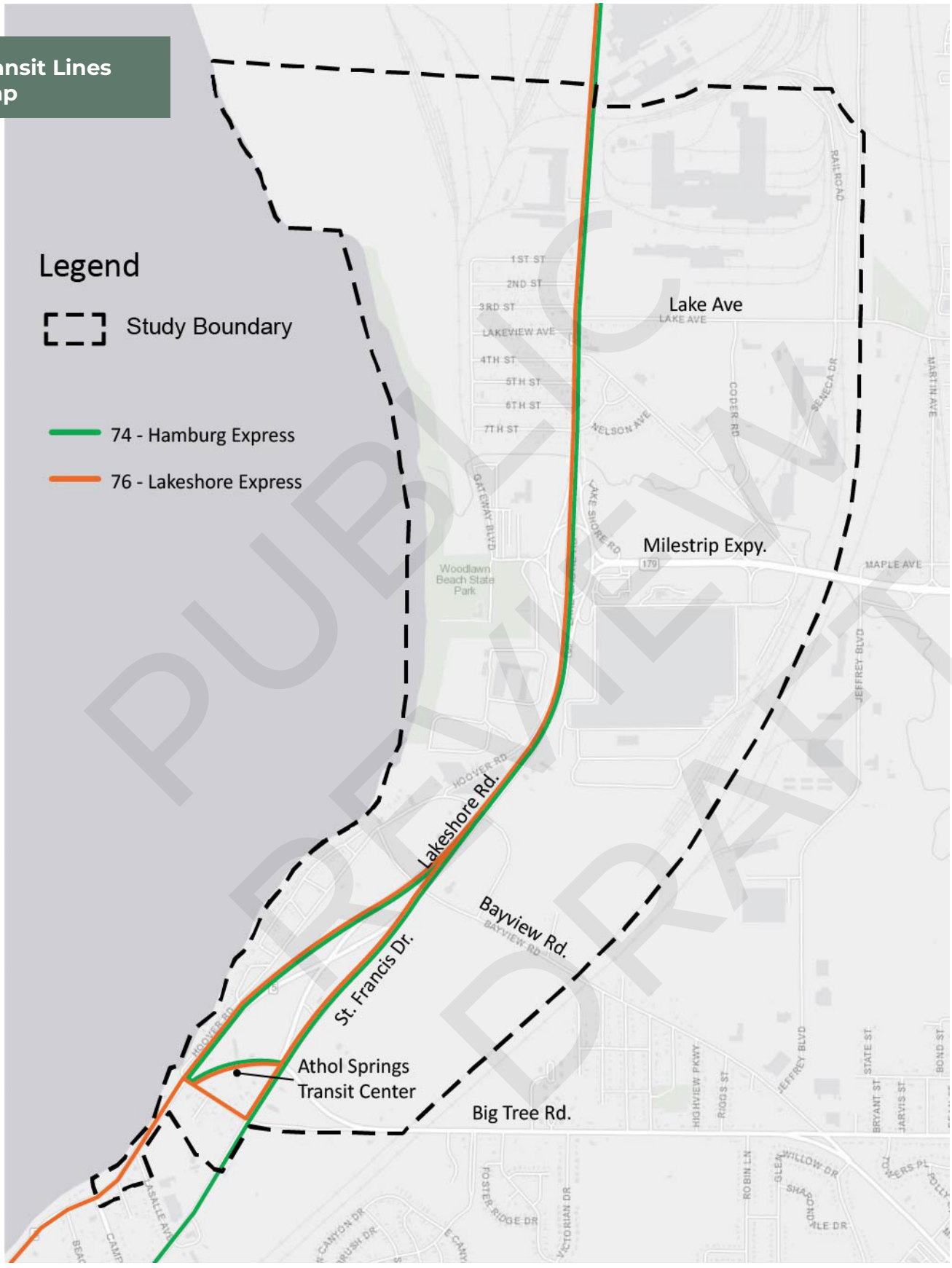


Figure 3.63: Transit Lines Map

Bicycle

An existing off-road bike route follows Lakeshore Road from the intersection with 7th Street in the Hamlet of Woodlawn to Hoover Road in the south. This route then continues onto Hoover Road as a bike path and ends at the intersection with Lake Erie Boulevard.

NYS Bike Route 517 follows Big Tree Road into the BOA study area and continues south along State Route 5 in the Hamlet of Athol Springs. While Bike Route 517 is a signed bike route, the route does not have any infrastructure accommodating cyclists.

Planned Improvements

The Town of Hamburg 2017 Hamburg Multimodal Trails Master Plan identified the BOA study area as an important corridor. The trail proposed in the plan would commence at the Town of Hamburg border between Hamburg and Evans south of the BOA study area and continue to the existing end of the existing shoreline trail to the boundary with the City of Lackawanna. The trail would follow Old Lakeshore Road and Lakeshore Road to the town border, utilizing a variety of newly constructed sidewalks and bike baths.

Pedestrian

Pedestrian infrastructure within the BOA study area varies widely by roadway, location, and surrounding context. Many of the roads within the BOA study area lack any pedestrian infrastructure, while other areas have incomplete networks. Roadways with “Minimal Pedestrian Infrastructure” have sidewalks along a portion of the roadway, though a pedestrian would likely not be able to complete a trip without having to walk along the shoulder or in travel lanes. Roadways with “Adequate Pedestrian Infrastructure” have more robust networks of sidewalks and most users would be able to avoid walking on the roadway shoulder, though there are still areas where the infrastructure is incomplete or in poor condition.

Woodlawn

The Hamlet of Woodlawn has the most developed pedestrian infrastructure in the BOA, though the network is incomplete and in poor condition. Where sidewalks are present, they are often old, cracking, and uneven, posing potential risks to pedestrians. In many places, large curb cuts and parking areas replace the sidewalk and create potential conflicts. Most roadways in Woodlawn only have sidewalks on one side or not at all, making it difficult to complete trips without having to enter the roadway.

One exception to this is Lakeshore Road. Within the Hamlet, Lakeshore Road has a mostly complete pedestrian network, curbs, marked crosswalks at most intersections as well as signalized crossings where traffic lights are in place. Additionally, a pedestrian bridge at the south end of the Hamlet can allow for crossing over the roadway, independent of traffic lights. Despite this infrastructure in place, Lakeshore Road is an unpleasant place to walk, with high-speed traffic and no shoulders or screening such as landscaping or trees.

Athol Springs

In the Hamlet of Athol Springs, outside of St Francis Drive, which has a well-developed pedestrian network, there is very little pedestrian infrastructure in the hamlet. A small section of Lakeshore Road has a shared use path on the west side of the roadway, along Lake Erie, but this path does not directly connect to any other pedestrian or bicycle infrastructure. The remaining local roadways do not have pedestrian networks.

State Routes (Outside of Hamlets)

Generally, outside of the Hamlets of Woodlawn and Athol Springs, the roadways owned by New York State have little to no pedestrian infrastructure. Along Lakeshore Road, north of Lake Erie Boulevard, sidewalks exist on both sides of the roadway. This sidewalk, however, ends at the interchange of NYS Route 75, forcing pedestrians to walk along the shoulder of the high-speed expressway. This is the same case for Milestrip Expressway and NYS Route 75.

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No pedestrian infrastructure



Woodlawn Avenue, Woodlawn



Big Tree Road, Athol Springs

Minimal pedestrian infrastructure



7th Street, Woodlawn



Lake Erie Blvd.

Adequate pedestrian infrastructure



Lakeshore Road, Woodlawn



St. Francis Drive, Athol Springs

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Pedestrian Infrastructure		
No Pedestrian Infrastructure	**Minimal Pedestrian Infrastructure**	**Adequate Pedestrian Infrastructure**
Woodlawn		
1st Street	2nd Street	3rd Street
Woodlawn Avenue	5th Street	Lake View Avenue
Hawley Road	7th Street	4th Street
Park Avenue	Milestrip Road	6th Street
Nelson Avenue	Lake Avenue	Lakeshore Road
Athol Springs		
Camp Road (north of St Francis Drive)	Lakeshore Road	St Francis Drive
Lesalle Avenue		
Big Tree Road		
Lakeshore Road Extension		
New York State Roadways (outside of Hamlets)		
Lakeshore Road (south of Lake Erie Boulevard)		Lakeshore Road (north of Lake Erie Boulevard)
NYS Route 75		
Milestrip Expressway		
Other Major Roadways (outside of Hamlets)		
Big Tree Road	Lake Erie Boulevard	
Bayview Road		
Hoover Road		

Figure 3.64: Pedestrian Infrastructure

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Freight and Rail Transportation

Railways

Due to the industrial nature of the BOA study area and the extensive use of rail by former industries, there is a well-developed and connected railway system within the BOA study area. Railways in the BOA study area are heavily used and provide connections for manufacturing and distribution facilities in the BOA. The railroads have the potential to facilitate new economic opportunities and are vital to existing industrial operations, but they also create barriers for the BOA's residential communities.

The eastern boundary of the BOA study area is comprised of three railways operated by CSX, Norfolk Southern (NS), and Buffalo Southern Railway, a locally owned Class 3 Railway. The CSX railway provides extensive connections to the region and beyond, including the City of Buffalo and Northern Erie County, Niagara County, and Canada to the north, Western Pennsylvania to the south, and the remainder of New York State to the west. The NS railway provides similar connection outside of the region, including the Finger Lakes and Southern Tier regions of New York, New York City, and Western and Central Pennsylvania. Buffalo Southern Railroad provides connection to southern Erie County to Gowanda, and further railways to the south.

A major commercial railyard owned and operated by South Buffalo Railway (a subsidiary of the Genesee & Wyoming Railroad) and RSI Leasing, extends into the BOA study area. This railyard primarily handles lumber, dry goods, liquid bulk goods, and petroleum. These products are used in local industrial processes or transported from the area. The yard provides transloading and reloading services as well as connections to four Class 1 Railways: Canadian Nation Railway, Canadian National Railway, Norfolk Southern Railway, and CSX Railway. The railyard is currently under a design process for reconfiguration of the yard in order to facilitate future development north of the BOA study area.

An additional railyard is located behind the Ford Stamping Plant. On the north side of the former Bethlehem Steel site, the Port of Buffalo provides international waterway access with opportunity for transloading from rail and truck.

There are a variety of railroad branch lines serving BOA parcels in the study area which connect to local industries. Major users include the Ford Motor Stamping Plant, Samuel, Son & Co., Metalico of Buffalo, and Ironclad Global Warehousing. Some of these branches have since been abandoned, including those that connect to the former Republic Steel facility and areas on the southern end of the BOA.



South Buffalo Railyard

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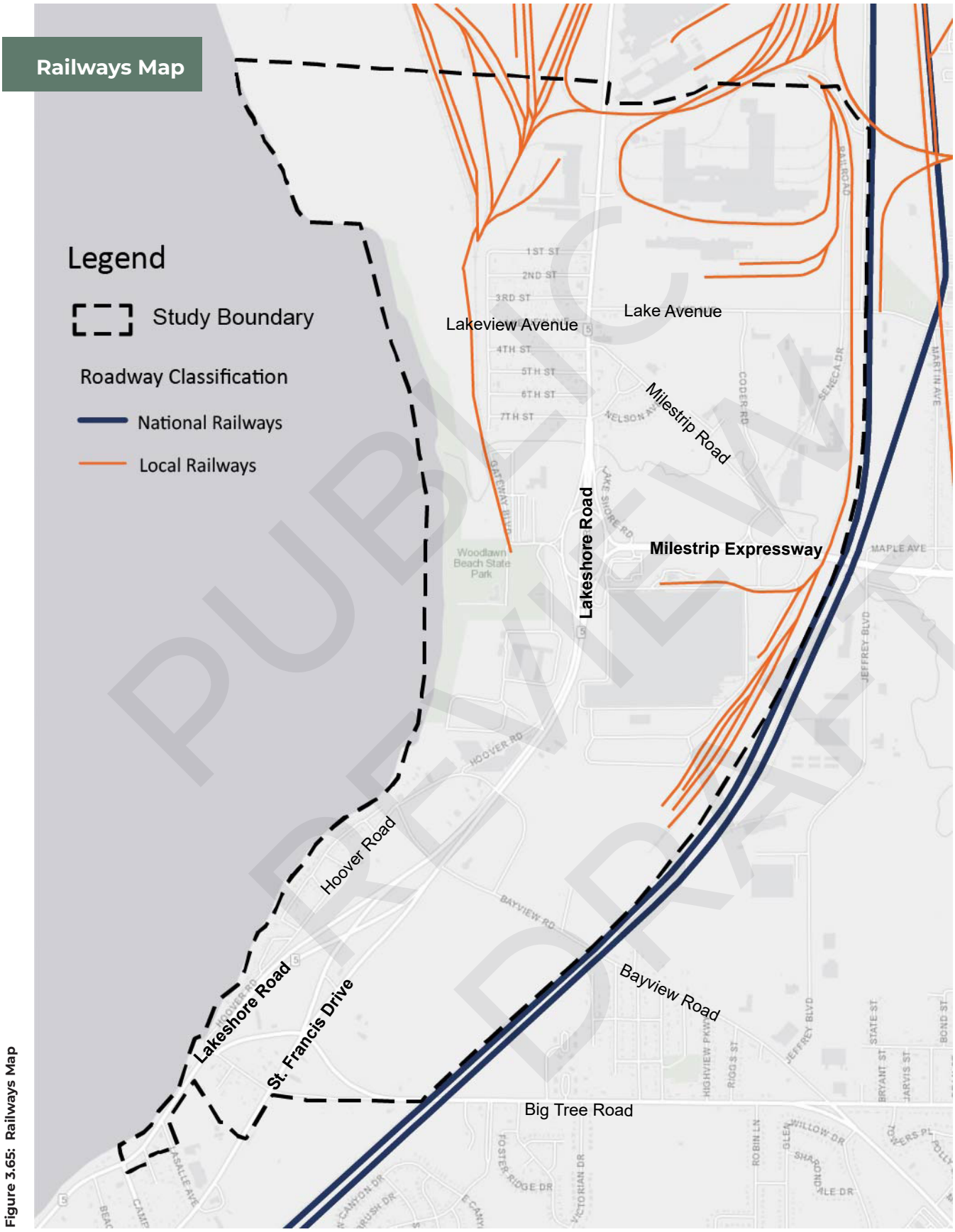


Figure 3.65: Railways Map

This section provides a general overview of infrastructure and utilities within the BOA study area. Insight into the existing infrastructure and utilities would serve as a guide to influence future development in the area.

Water

The Erie County Water Authority (ECWA) directly provides water to the entire Town of Hamburg, including the BOA study area. ECWA supplies water to this area from its Sturgeon Point Filtration Plant in the Town of Evans which draws water from Lake Erie. ECWA owns and operates the system and is responsible for all customer service, billing, maintenance and capital improvements. ECWA operates two transmission mains that transport water into the Town; a 42-inch main situated near the CSX and Norfolk Southern railroad corridor and a 48-inch main near Lakeshore Road. These mains traverse the Town through easterly and northeasterly routes. ECWA is one of the many systems in NYS that adds a low level of fluoride to drinking water to provide consumer dental health protection.

According to ECWA's 2023 performance measurement, based on quarterly usage of 14,000 gallons per quarter, the effective annual cost per household is less than 1% of the median annual household income in Erie County.

In 2022, the ECWA started construction to install 12,400 linear feet of new water mains on several streets throughout the Town of Hamburg. Some streets within the BOA study area that benefited from this development includes Lakeshore Road, Bayview Road, Woodlawn Avenue, and Big Tree Road. ECWA replaced old, smaller diameter water mains with new 8-inch water mains that will improve service delivery, fire protection, and provide more reliability for customers in these sections of the town. As part of part of ECWA's overall $321 million five-year infrastructure investment plan, this $3.9 million infrastructure investment in the Town of Hamburg was funded through the ECWA's 2022 budget, which included $76.2 million for system-wide infrastructure upgrades.

Sanitary Sewer

A sanitary sewer line is used specifically for transportation of sewage from buildings to a treatment facility. The BOA study area falls within the Erie County Sewer Districts 3 (**"Figure 3.65: Sewer Lines Map"**). The majority of the parcels in the study are have sanitary sewers available at the street, though some previously undeveloped properties may be lacking this service. The size and condition of existing infrastructure is unknown, but it can be assumed that sanitary sewer serving industrial properties is adequately sized for similarly scaled industrial operations.

The SAWTF, one of the two sewage treatment facilities which serves this District is located within the BOA study area. The facility is owned by Erie County, operated and maintained by the Erie County Department of Environment and Planning (ECDEP) Division of Sewerage Management (DSM), and became operational in December 1980. This facility is staffed 24 hours per day, 365 days per year. In February 2020, the NYSDEC issued an approval letter for the expansion of the Southtowns AWTF from a peak capacity of approximately 40 million gallons per day (MGD) maximum to a peak capacity of 55 MGD, along with other regulatory driven improvements.

Storm Sewer

A storm sewer (also called a storm drain or stormwater drain/sewer) is specifically for transportation of excess rain and ground water from impervious surfaces such as paved streets, driveways, parking lots, sidewalks, and roofs.

It's worth noting that the BOA study area falls within the Municipal Separate Storm Sewer System (MS4), therefore requires permittees to develop and implement a comprehensive Storm Water Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques,

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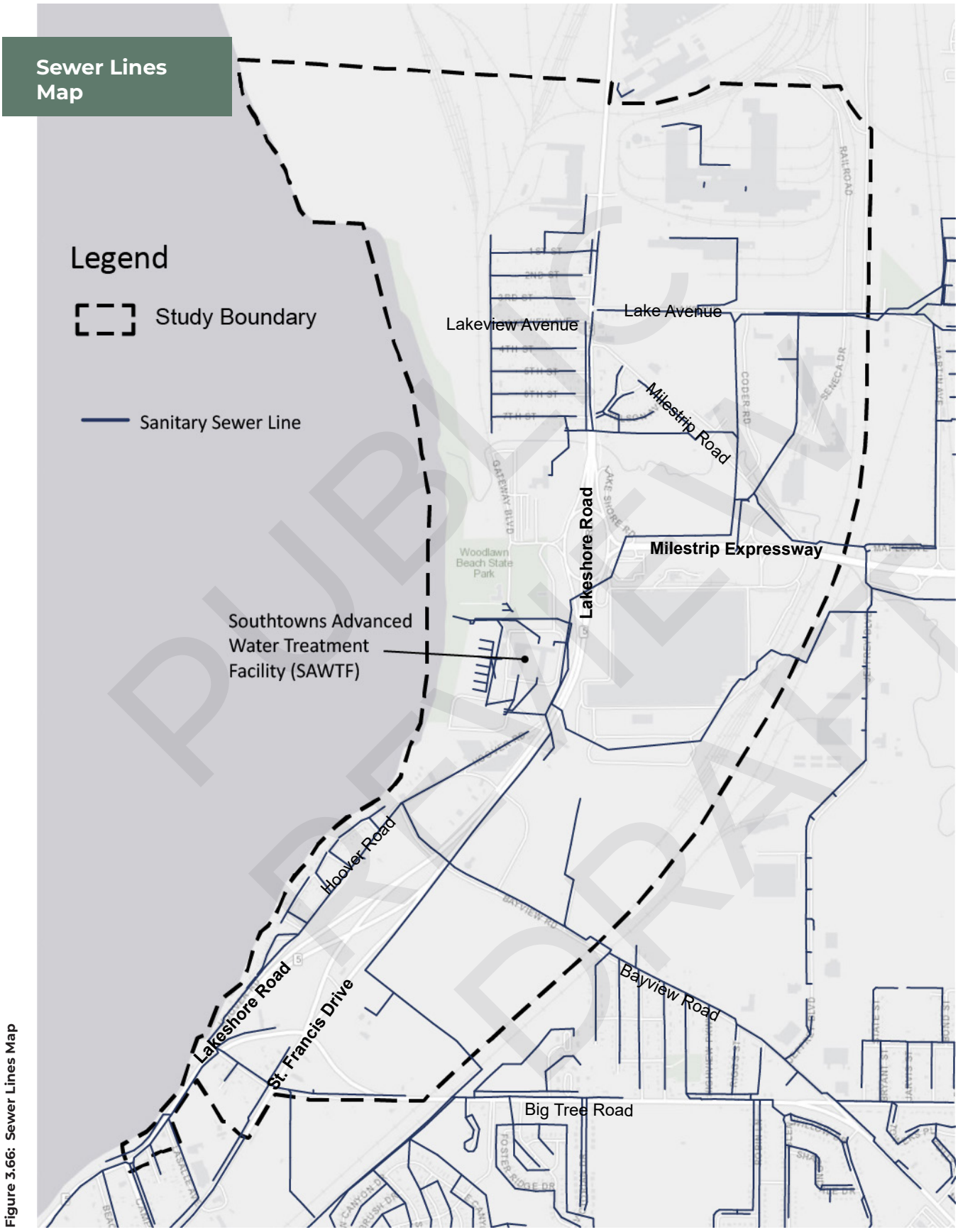


Figure 3.66: Sewer Lines Map

monitoring, and other appropriate measures to control the quality of storm water discharged to the storm drains.

Electric

The BOA study area, historically known for its heavy industrial use, is traversed by a significant electrical transmission line. This high-voltage line runs from the northeastern to the southeastern part of the site (**"Figure 3.66: Electric Infrastructure Map"**), providing a critical backbone for the region's electricity supply. The presence of this infrastructure offers a unique advantage for redevelopment, ensuring reliable access to power for future commercial and industrial activities.

The BOA study area's electricity is supplied by National Grid. In recent years, National Gird has made significant investment in the BOA to replace infrastructure reaching the end of its useful life, increase transfer capabilities, and enhance reliability for the entire region. Additionally, the BOA study area features a series of wind turbines that collectively generated 7,605 megawatts of power as of December 2022. Notably, four out of the five turbines in this series are located within the boundaries of the BOA study area. This renewable energy infrastructure highlights the region's potential for sustainable power generation and contributes significantly to the local energy supply. The integration of these wind turbines complements the existing transmission line, reinforcing the area's capability to support diverse and resilient energy sources for future development.

Natural Gas

The BOA study area receives its natural gas supply from National Fuel Gas Distribution. This energy source is essential for both residential and industrial purposes, including for heating, cooking, and various industrial processes. The established natural gas infrastructure ensures consistent and efficient energy delivery, which is vital for the ongoing development and attractiveness of the area for future investments.

Telecommunications

The BOA study area has excellent broadband coverage, ensuring robust Internet access for many of its residents and businesses. All residences in the BOA study area have access to broadband Internet provided by Charter Communications (Spectrum) and Verizon. Some industrial properties located between Lakeshore Road and the CSX rail line remain unserved by residential Internet services, though commercial Internet services may be available. Because of the nearby broadband connections, expansion into these properties would not be cost-prohibitive. This comprehensive connectivity supports a wide range of digital activities, making the area attractive for both residential and commercial development and enhancing its appeal for future investment and growth.



Wind Turbines as seen from Woodlawn Beach State Park

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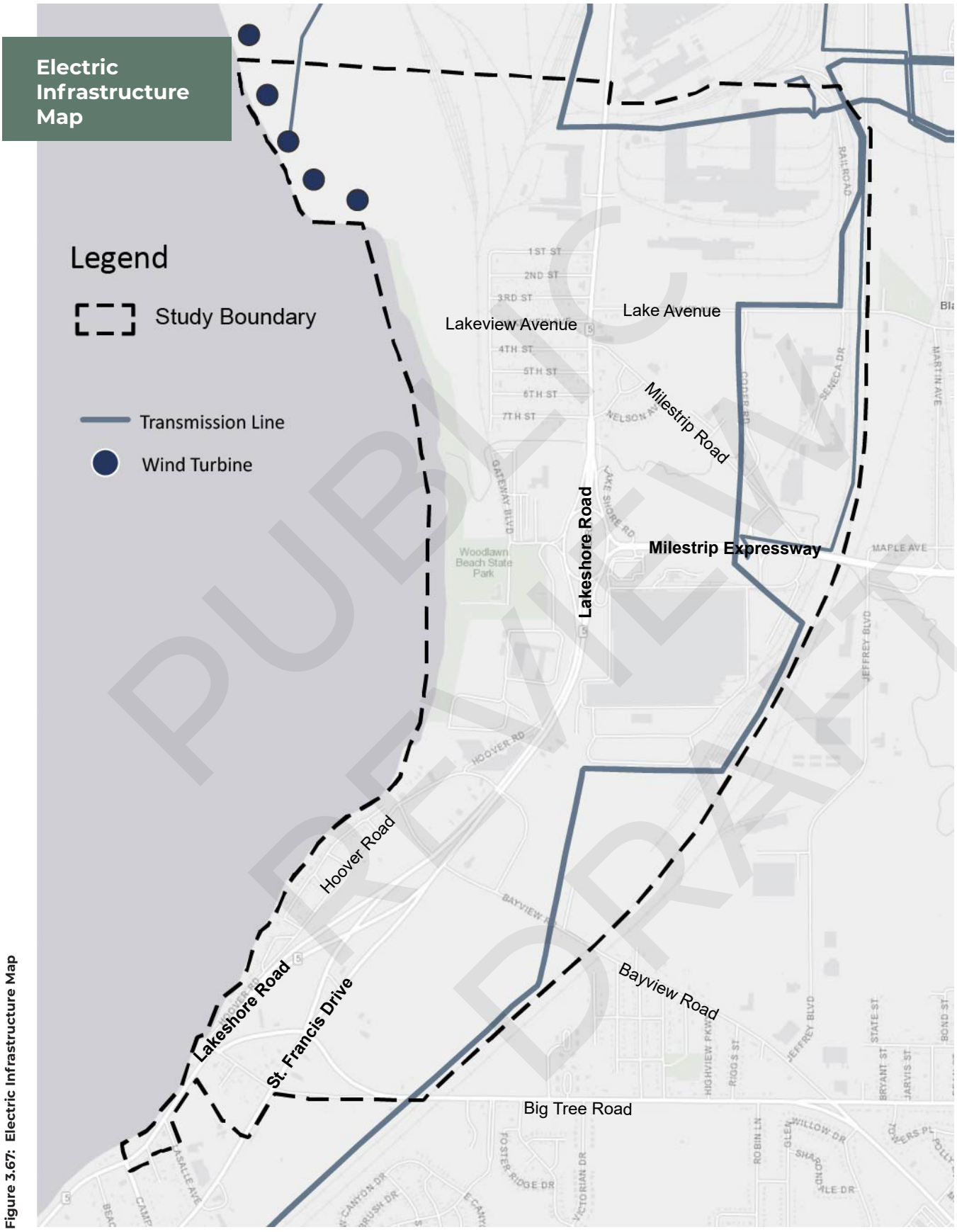


Figure 3.67: Electric Infrastructure Map

While the BOA study area has been substantially developed, there is a large variety of natural resources still present. These resources may be an asset to the neighborhood and future development, as well as provide opportunity for additional recreational space.

Topography/Soils

According to the topography information from Erie County, the BOA study area is approximately 600-feet above mean sea level (AMSL) with lower elevations along the Lake Erie shoreline. Hamburg's topography is relatively flat, having a slope gradient less than 8%.

In addition, according to soil information from the U.S. Department of Agriculture (USDA) the BOA study area has 16 different soil types totaling 1,238.3 acres. The majority of the soils are classified as Urban Land constituting 513.1 acres (41.4%) located primarily in the center and northeast portions of the BOA study area, and the least being Niagara Silt Loam, Till Substratum (Nh) constituting 0.3 acres (0.0%) located in the southeast corner.

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Be	Beaches	24.9	2.0%
BrA	Brockport silty clay loam, 0 to 3 percent slopes	98.2	7.9%
Cb	Canadice silt loam, channery till substratum	127.3	10.3%
Cc	Canandaigua silt loam	4.6	0.4%
CfB	Cayuga silt loam, 3 to 8 percent slopes	0.4	0.0%
CsB	Collamer silt loam, 3 to 8 percent slopes	10.1	0.8%
Fu	Fluvaquents and Udifluvents, frequently flooded	3.1	0.3%
NfA	Niagara silt loam, 0 to 3 percent slopes	34.2	2.8%
Nh	Niagara silt loam, till substratum	0.3	0.0%
Pt	Pits, borrow	63.9	5.2%
RfA	Remsen silty clay loam, 0 to 3 percent slopes	55.8	4.5%
RfB	Remsen silty clay loam, 3 to 8 percent slopes	46.7	3.8%
Uc	Udorthents, smoothed	160.1	12.9%
Ud	Urban land	513.1	41.4%
Us	Urban land-Niagara complex	14.2	1.1%
Wd	Wayland soils complex, 0 to 3 percent slopes, frequently flooded	76.1	6.1%
	Totals for Area of Interest	1,238.3	100%

Figure 3.68: Soils Table

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Soils Map

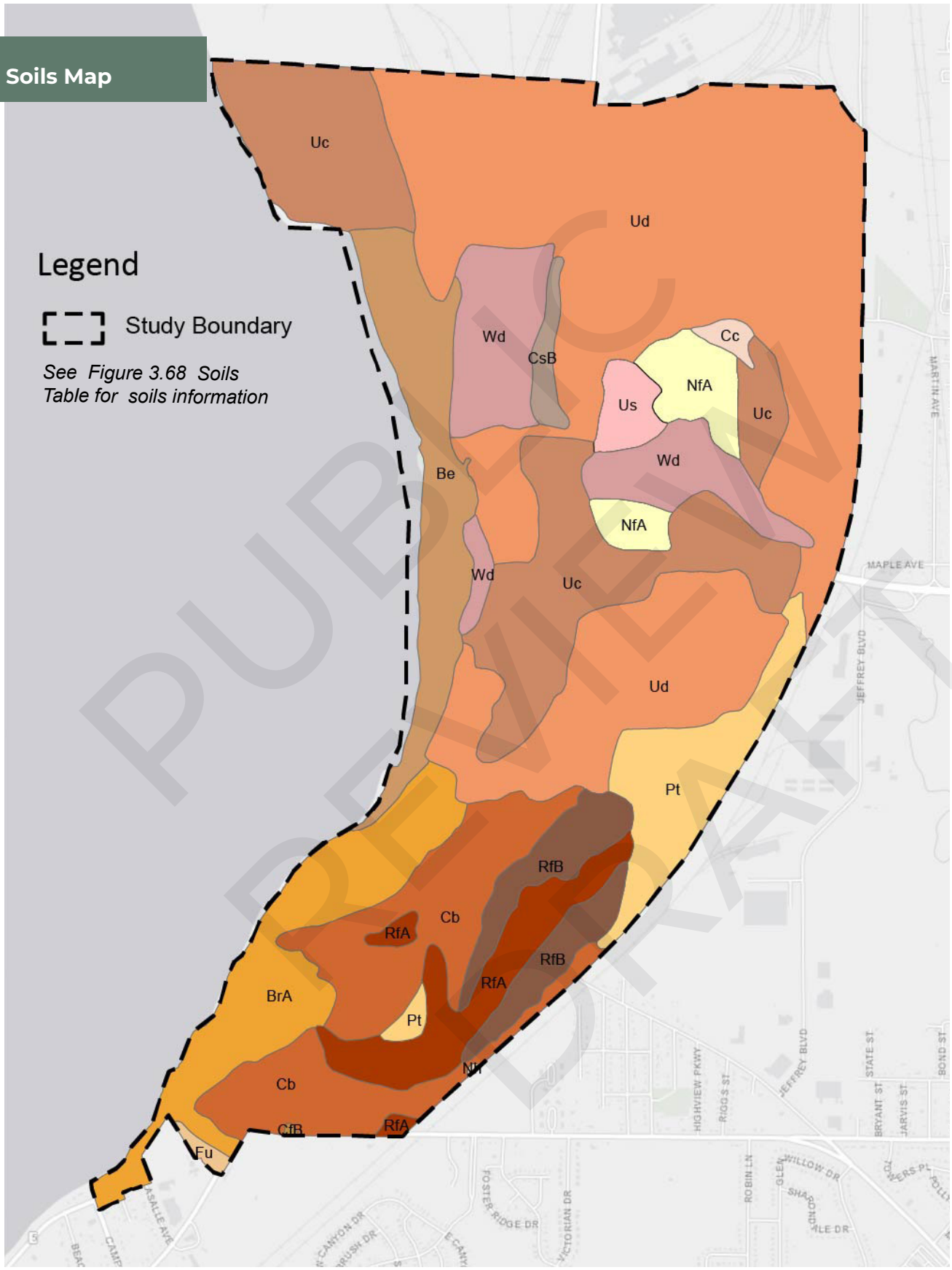


Figure 3.69: Soils Map

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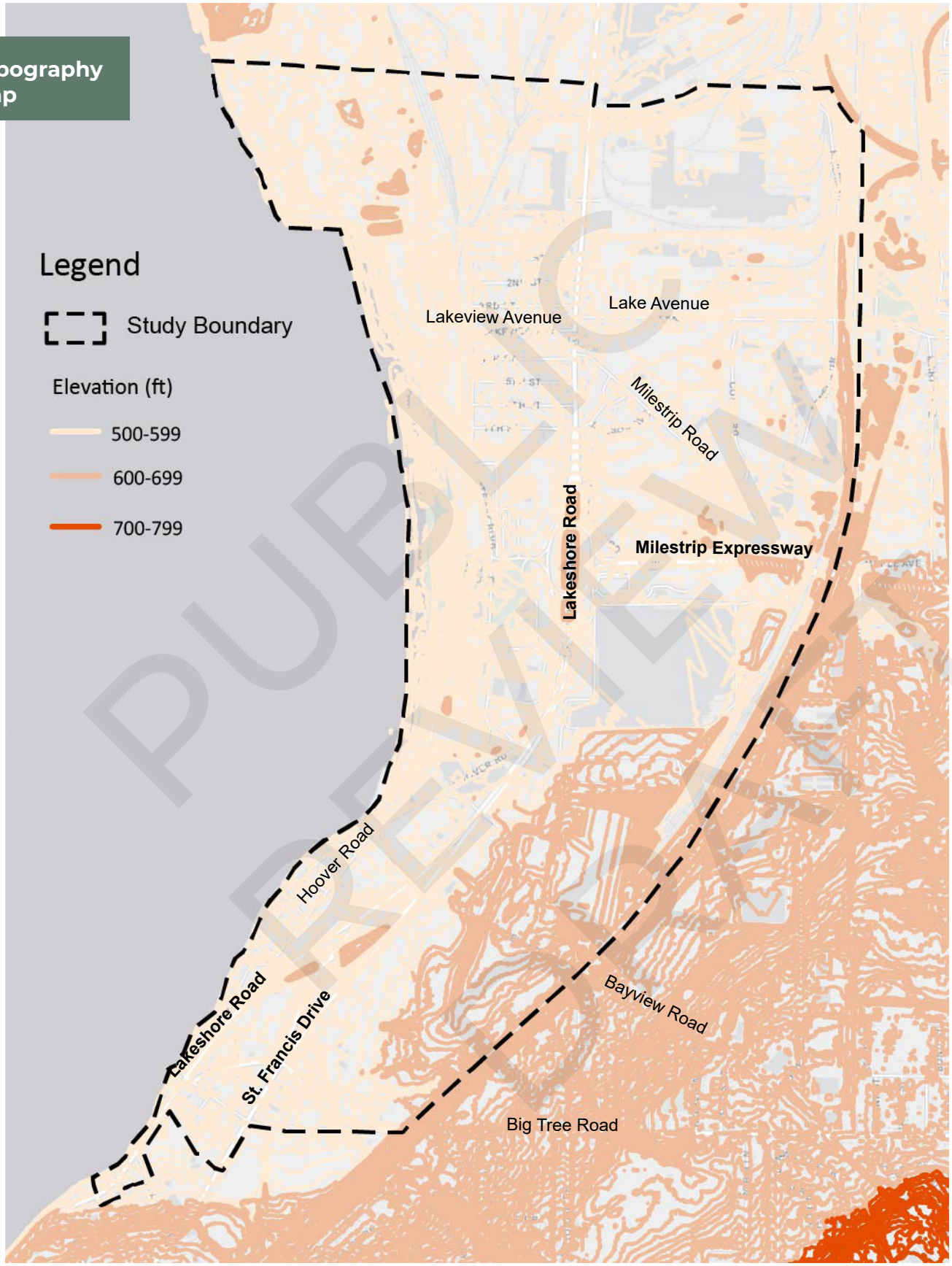


Figure 3.70: Topography Map

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Surface Water & Wetlands

Based on a review of information from the NYSDEC Environmental Resource Mapper, the BOA study area consists of multiple streams and waterbodies.

According to the NYSDEC, state mapped water bodies are assigned a "best use" classification. Best use classifications are:

- Class AA and A - drinking water
- Class B - public swimming and contact recreation activities
- Class C - fishing and non-contact activities
- Class D - does not support any of the uses listed above (this classification is rarely used)

Best use classifications help the NYSDEC Division of Water develop water quality standards that specify a maximum amount of a pollutant that can be present in a waterbody and still allow it to achieve its best use classification. Monitoring information and assessment reports are the basis for determining if individual waterbodies are meeting their best use classifications and if more or different protection or restoration efforts are needed for a particular waterbody or even an entire watershed.

Lake Erie is the most prominent surface water feature located along the western boundary of the BOA study area. Lake Erie is considered a Class B Waterbody along the shoreline (NYSDEC ID 837-133).

Additionally, there are multiple NYSDEC mapped streams/ tributaries within the BOA study area. The westernmost portion of Rush Creek, a NYSDEC Class B stream (NYSDEC ID 837-234), is located just north of the Gateway Building and extends west into Lake Erie. There are three NYSDEC Class C mapped streams within the BOA study area: the eastern portion of Rush Creek (NYSDEC ID 837-235) which is located just north of Transco Railway Products Inc on Mile Strip Road, and two Unnamed Tributaries of Lake Erie (NYSDEC ID 837-236). The northern unnamed tributary is located southwest of Hoelz Tire & Service Center. The southern unnamed tributary is located at the southern end of the BOA study area near Hoak's restaurant and flows west into Lake Erie.

Based on a review of information from the NYSDEC Environmental Resource Mapper, there are two state mapped wetland complexes along the northeast boundary of the BOA study area which slightly extend into the BOA study area. Specifically, these are NYSDEC Freshwater Wetland BU-14 (Class 1) within the northeastern/upper section of the BOA study area located near the CSX railroad, and NYSDEC Freshwater Wetland BU-4b (Class 2), located along the eastern edge of the BOA study area. NYSDEC Freshwater Wetland BU-4b is associated with a large wetland complex that consists of NYSDEC Freshwater Wetland BU-4a (Class 2), BU-4b (Class 2) and BU-4c (Class 2). The Town of Hamburg regulates wetland disturbances under Chapter 272 of the Town Code (Wetlands Protection). This law was enacted to help avoid, restrict and minimize damage or loss of wetlands in the town and ensure that wetland areas are properly identified, that State and Federal requirements are met and, where required, proper mitigation is employed.

According to a review of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) there are multiple federal mapped wetlands located throughout the BOA study area. These consist of riverine, forested/ shrub freshwater wetlands, and a freshwater pond north of the Ford Buffalo Stamping Plant.

Based on a review of information from the Federal Emergency Management Agency (FEMA), there are 100-year and 500-year floodplains located in the southern and northern portions of the BOA study area. The floodplains in the southern portion are associated with an Unnamed Tributary of Lake Erie, and those in the northern portion are associated with Rush Creek.

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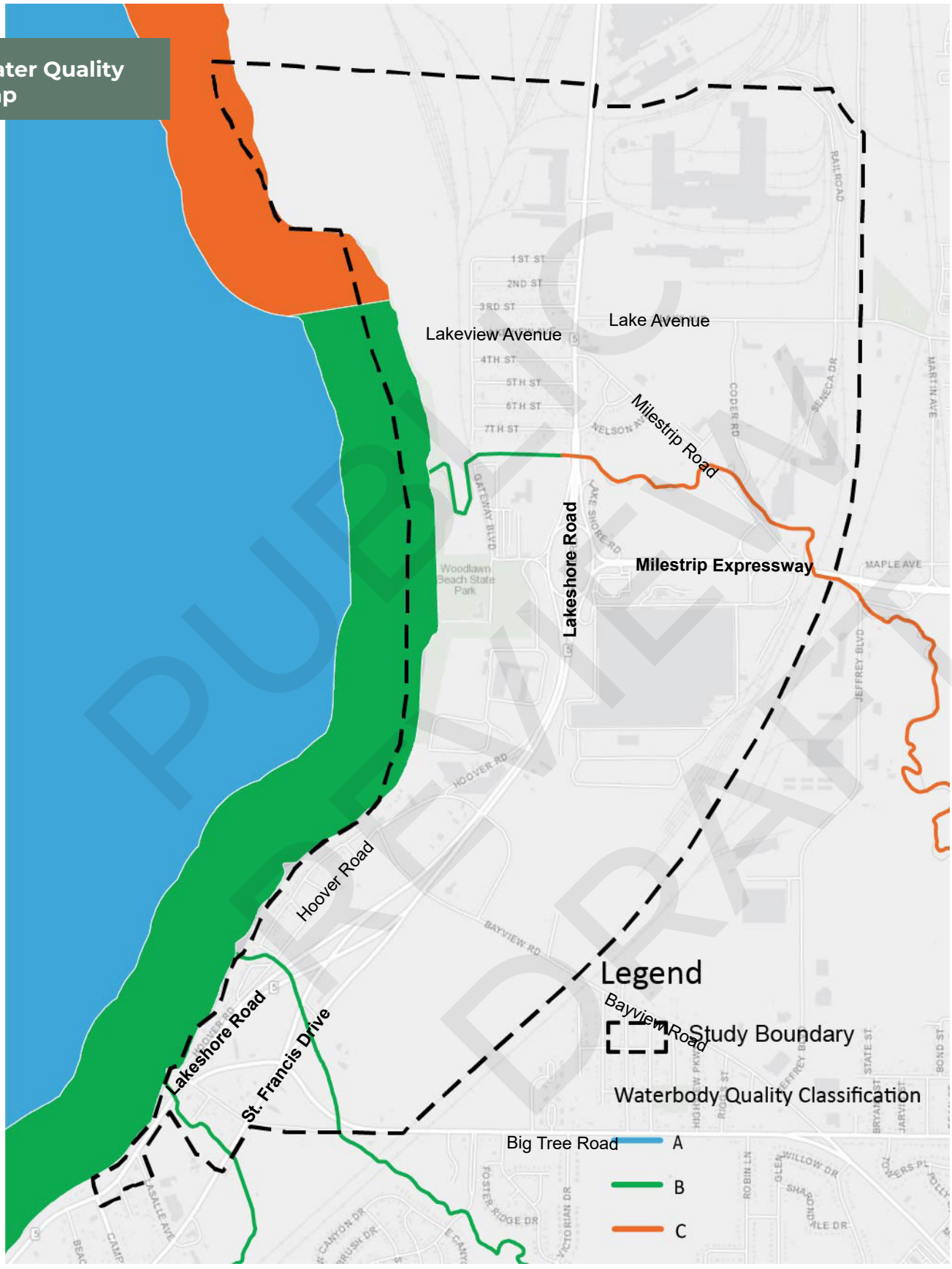


Figure 3.7I: Water Quality Map

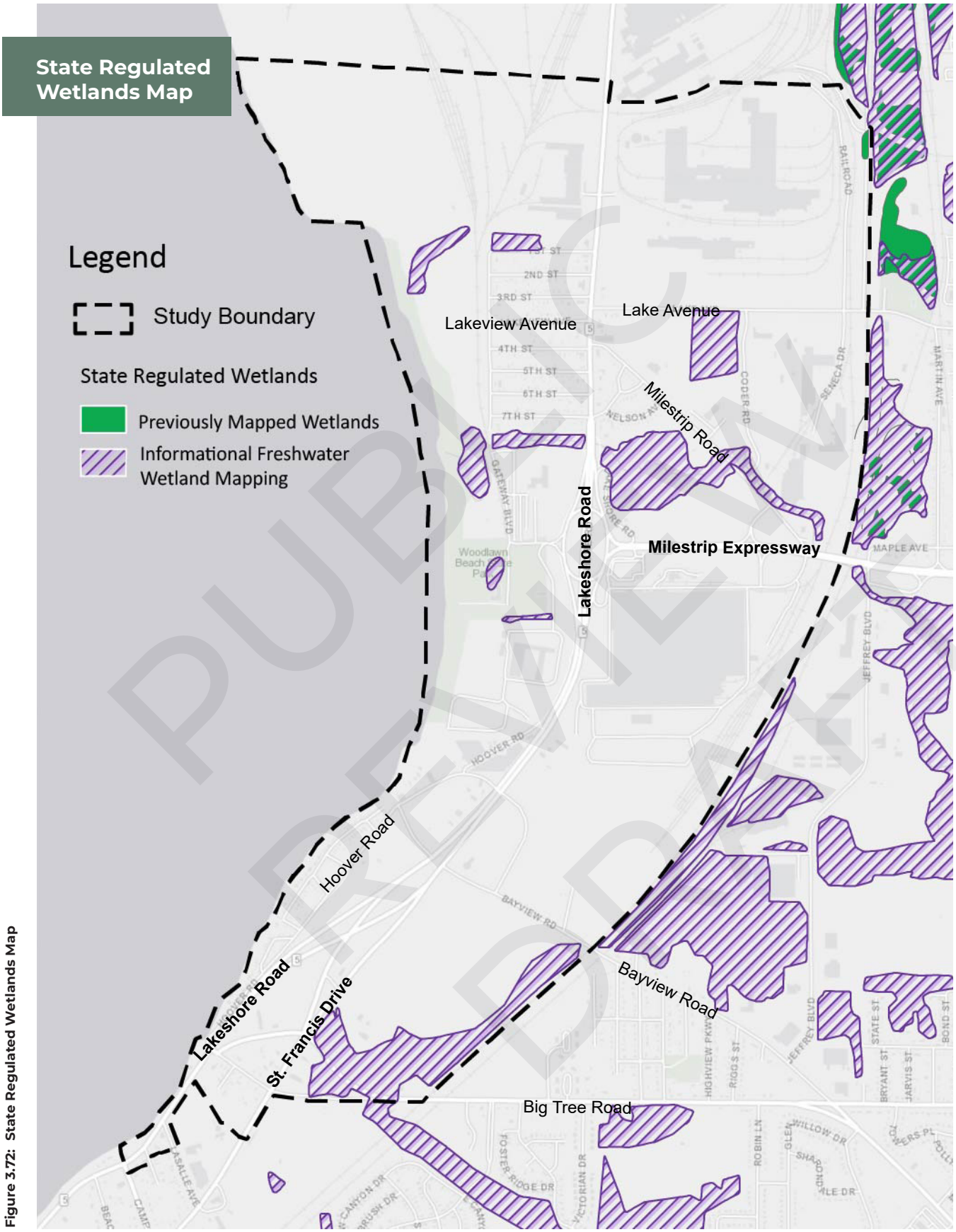


Figure 3.72: State Regulated Wetlands Map

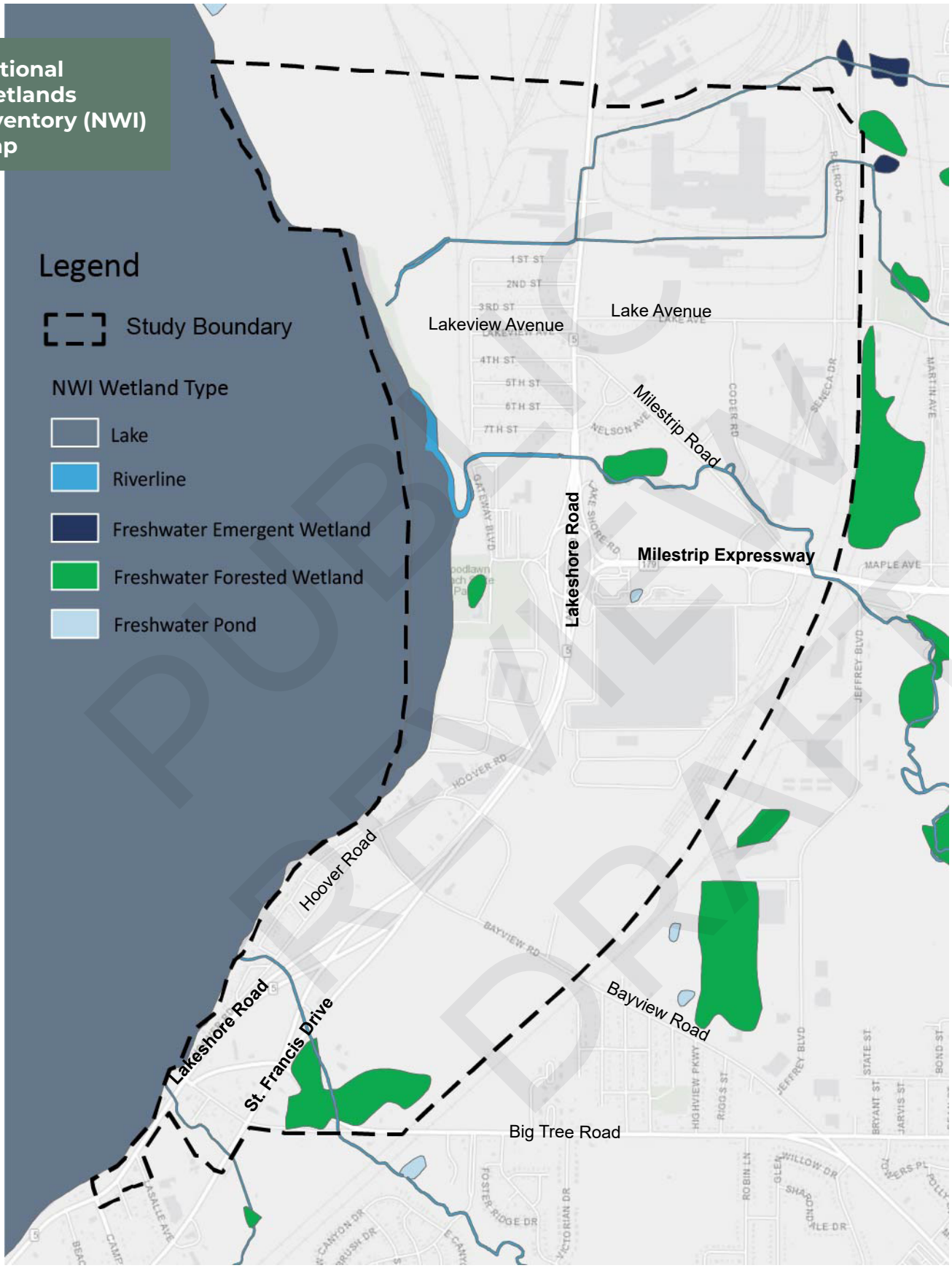


Figure 3.73: National Wetlands Inventory (NWI) Wetlands Map

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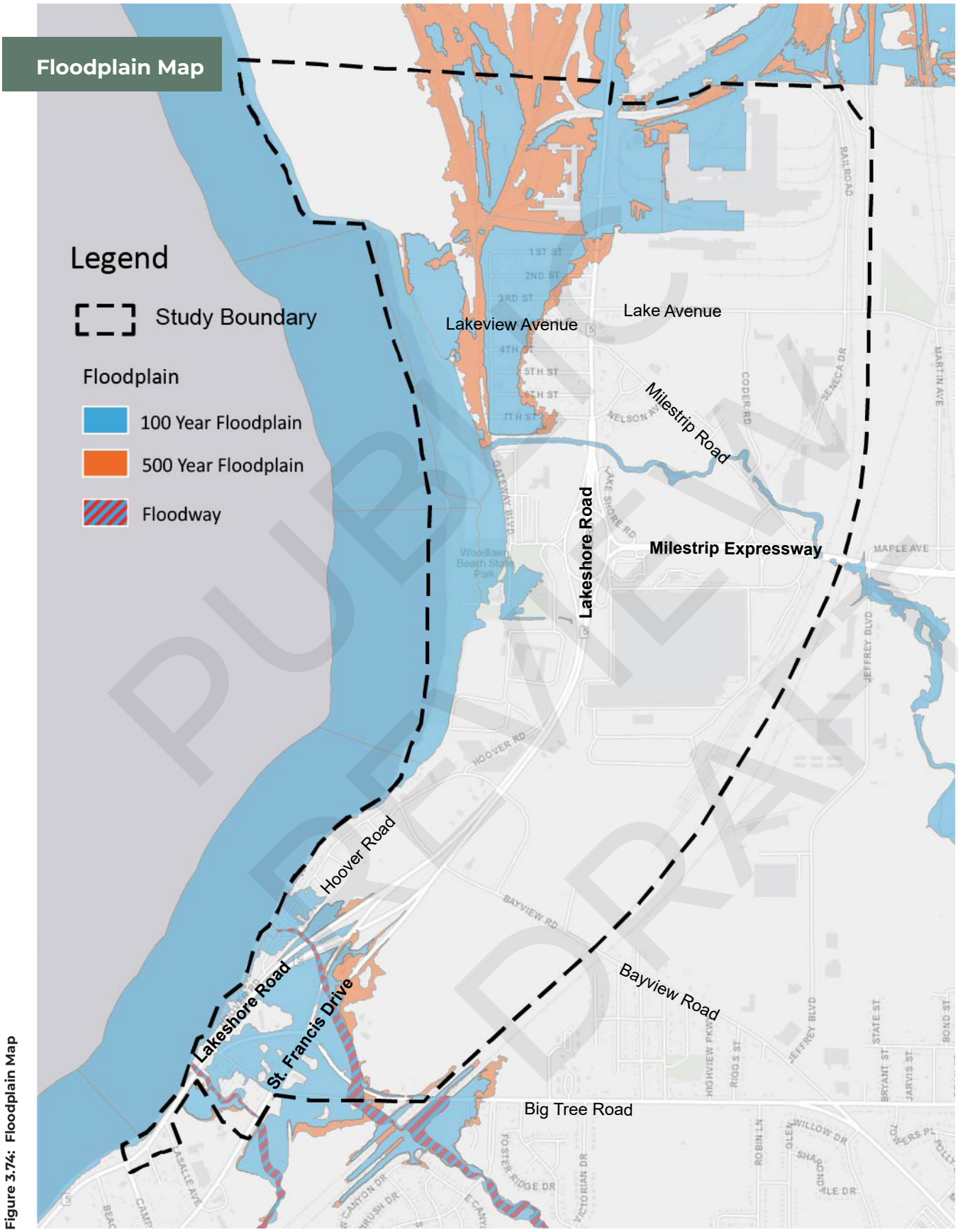


Figure 3.74: Floodplain Map

The New York State Coastal Management Program has established statewide boundaries in accordance with the requirements of the Coastal Zone Management Act of 1972, as amended, and its subsequently issued rules and regulations. Half of the BOA study area on the western side is a part of the Great Lakes Landward Coastal Boundary. The BOA study area is also a part of the Town of Hamburg Local Waterfront Revitalization Program. The City of Lackawanna Local Waterfront Revitalization Program is just north of the BOA study area. Additionally, the Great Lakes Seaway Trail crosses through the BOA study area, which follows along Route 5.

Groundwater

According to information from the U.S. Environmental Protection Agency (US EPA), no sole source aquifers or principal aquifers are located within the BOA study area. However, New York and New England Carbonate-rock Aquifers are located about 3-miles north of the BOA study area. Erie County Water Authority, Hamburg System, is currently obtaining its supply from two surface water sources: 1) the Sturgeon Point Treatment Plant in the Town of Evans, which draws water from Lake Erie; and 2) the Van de Water Treatment Plant in Tonawanda, which draws water from the Niagara River. There are no groundwater wells within the BOA study area, but there is one domestic well adjacent to the northeast corner, Southtowns Supply (a wholesale/landscaping company at 190 Lake Avenue) (Well Number E001307, 50-feet below grade).

There is an Inactive Solid Waste Landfill, Southtown Sewage Treatment Plant and Incinerator Ash Landfill (Solid Waste ID:15S64), located at 3960 Lakeshore Road, Hamburg. The Southtown Sewage Treatment Plant and Incinerator Ash Landfill is ranked 37 on the NYSDEC Inactive Landfill Initiative Solid Waste Site Investigation Priority List. Under Title 12, NYSDEC has focused on inactive solid waste disposal sites, and their potential impact on New York's drinking water supply with an emphasis on emerging contaminants, including per- and polyfluoroalkyl substances (PFAS) and 1,4-dioxane. Implementation and management of activities conducted under Title 12, referred to as the Inactive Landfill Initiative (ILI) Program, are being conducted by the NYSDEC Division of Materials Management (DMM). According to the NYS Inactive Landfill Initiative, Comprehensive Plan to Address Priority Solid Waste Sites for Potential Impacts on Drinking Water Quality (July 2022) the NYSDEC will initiate investigation at this landfill in 2025.

Fish & Wildlife Habitats

Based on a review of information from the NYSDEC Environmental Resource Mapper there is the potential for imperiled mussels and rare plants and animals to be located within the BOA study area along the shoreline of Lake Erie, as shown in **"Figure 3.76: Natural Heritage Communities Map"**.

Great Lakes Dunes Natural Community at Woodlawn Beach

Additionally, the Great Lakes Dune Natural Community at Woodlawn Beach is a well-preserved example of one of 20 Great Lakes Dunes remaining in New York State, according to the New York Natural Heritage Program (NYNHP). These dunes provide habitat for 13 rare plant species, some of which are unique to these dune systems in New York. Development should be avoided which disturbs the dunes or disrupts their connection between the beach and the dune systems. See **"Figure 3.76: Natural Heritage Communities Map"**.

Abundant varieties of fish are found along the entire Hamburg shoreline; in particular, concentrations occur at Woodlawn Beach, Hoover Beach, Locksley Park, Pinehurst and Seneca Shoals. According to the Buffalo and Erie County Fishing Guide – Hot Spot Fishing Map, published by Erie County Department of Environment and Planning, the game fish species commonly found in Lake Erie within the BOA study area include small mouth bass, walleye, rainbow trout and brown trout. During the spring and early summer, walleyes and small mouth bass migrate to the near-shore

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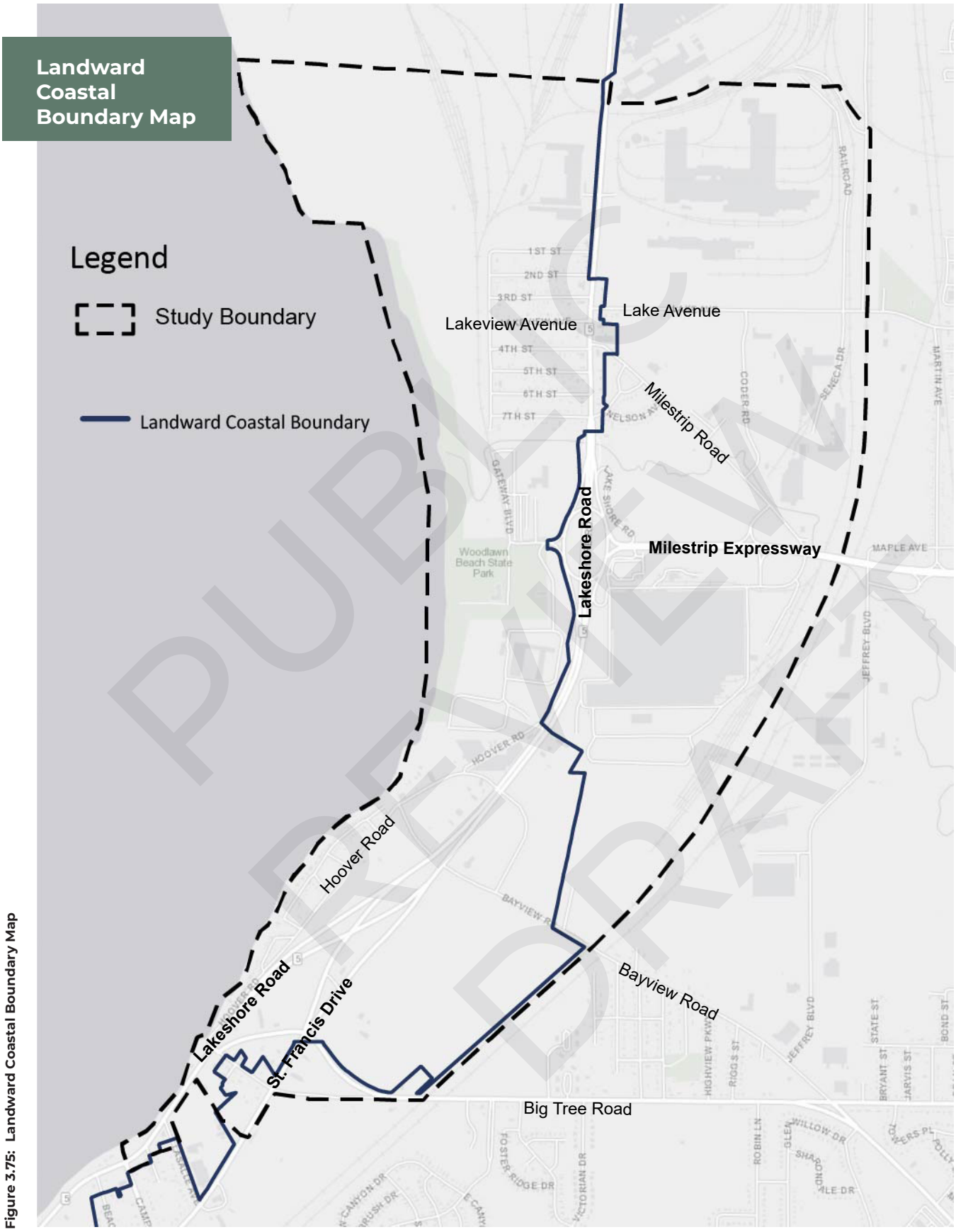


Figure 3.75: Landward Coastal Boundary Map

waters to spawn. Salmon spawning activities occur throughout the BOA study area and have resulted in large numbers of trout and salmon in the tributaries and near-shore waters of the BOA study area over the past years. Additionally, Lake Sturgeon, which is a state-listed threatened fish, are known to be located in and around the BOA study area.

Visual Quality

The BOA study area is within the Town of Hamburg. The shoreline along Lake Erie includes vast areas of coastal bluffs and narrow rocky beaches. The waterfront does not contain any marinas or permanent docks. There are a number of significant natural resources in the waterfront area that are regulated to protect their integrity and minimize adverse impacts. Wetlands and wildlife habitats are important resources and play an important role in maintaining a healthy environment along the waterfront. The town has taken certain steps to help manage environmental disturbances. The town adopted a Tree Management Law in 2003 that recognizes the value of trees and regulates their preservation and their proper removal and replacement. The town also allows landowners the ability to preserve open space by granting conservation easements to the town to restrict environmental impacts.

Agricultural Lands

Based on a review of soil data from the United States Department of Agriculture (USDA), the soil profile within the BOA study area is comprised of many different soil types. The majority of the BOA study area is classified by the Natural Resources Conservation Service (NRCS) as “Not Prime Farmland”. These areas are within the upper/northern section of the BOA study area, but there are some portions in the lower/southern section that are classified as “Farmland of Statewide Importance”. However, there are no active agriculture fields within the BOA study area. See table below.

The areas that are classified as “urban land” are considered Not Prime Farmland, or non-agricultural.

Not Prime Farmland	Farmland of Statewide Importance	All Areas Are Prime Farmland	Prime Farmland if Drained
Be-Beaches	BrA-Brockport silty clay loam, 0 to 3 percent slopes	CfB-Cayuga silt loam, 3 to 8 percent slopes	NfA-Niagara silt loam, 0 to 3 percent slopes
Fu-Fluvaquents and Udifluvents, frequently flooded	CB-Canadice silt loam, channery till substratum	CsB-Collamer silt loam, 3 to 8 percent slopes	Nh-Niagara silt loam, till substratum
Pt-Pits, borrow	Cc-Canandaigua silt loam		
Uc-Udorthents, smoothed	RfA-Remsen silty clay loam, 0 to 3 percent slopes		
Ud-Urban Land	RfB-Remsen silty clay loam, 3 to 8 percent slopes		
Us-Urban land-Niagara Complex			
Wd-Wayland soils complex, 0 to 3 percent slopes, frequently flooded			

Figure 3.76: Agricultural Land Classification Table

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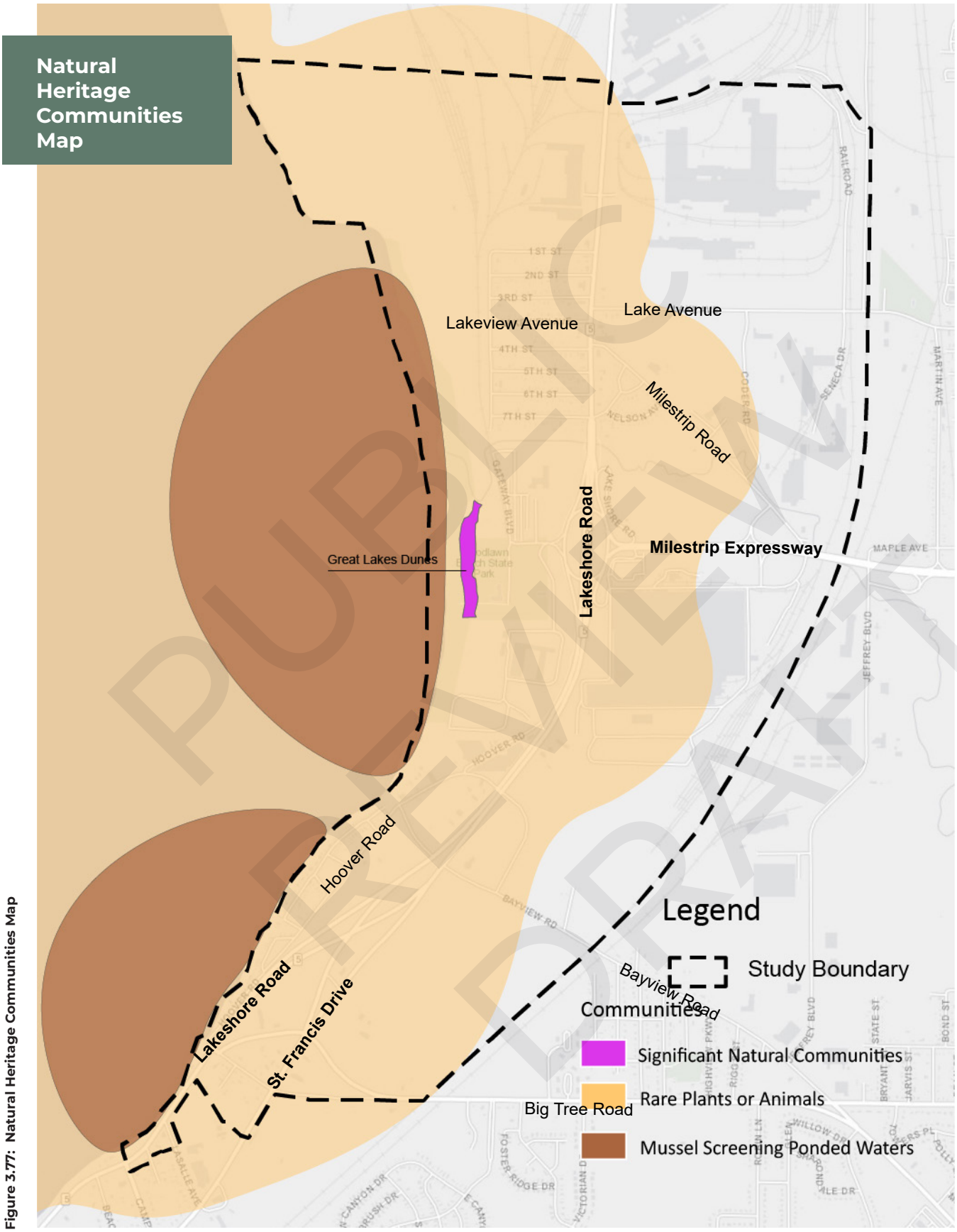


Figure 3.77: Natural Heritage Communities Map

Air Quality

New York State issues air pollution control permits and registrations to sources of air pollution in accordance with its federally-approved permitting program under 6 NYCRR Part 201. The program is administered by the Division of Air Resources (DAR). Air pollution sources range in size from large industrial facilities and power plants to small commercial operations, such as dry cleaners. Most large sources require comprehensive air permits, while smaller sources are covered by air facility registrations.

According to the NYSDEC Info Locator there are six different Air Facilities and one Title V Air Facility registered with NYS within the BOA study area:

- Buffalo Shredding & Recovery, LLC (Permit ID: 9-1448-00419)- a facility that processes and separates scrap metal, located at 3175 Lakeshore Road, Hamburg. The facility consists of an enclosed hammermill driven by an electric motor that gives off air emissions and dust fugitive in nature.
- E&R General Construction, Inc. (Permit ID: 9-9909-00098)- E&R owns and operates a Lippmann 4248 portable impact crusher that recycles construction debris (concrete and asphalt) at 175 Lake Avenue, Blasdell. Airborne emissions are controlled by a water mister.
- Cleanfiber Buffalo, LLC. (Permit ID: 9-1448-00304)- a facility located at 250 Lake Avenue, Blasdell, which recycles waste recyclable newsprint and clean fiber residuals into insulation for use in residential and commercial buildings. The process uses three natural gas-fired dryers.
- Ford Motor Buffalo Stamping Plant (Permit ID: 9-1448-00016)- facility located at 3663 South Lakeshore Road, Buffalo. The plant manufactures automobile and light duty truck sheet metal component stampings, including body parts subassembly involving resistance welding and application of body sealers. The facility has five (5) emission units.
- Southtowns Advanced Wastewater Treatment Facility (Permit ID: 9-1448-00012)- The Southtowns Sewage Treatment is located at 3690 South Lakeshore Road, Hamburg. The facility has operated two (2) fluidized bed sludge incinerators since 1982.
- Carbon Activated Corporation (DEC ID 9-1448-00042)- Is a combustion facility located at 3774 Hoover Road, Blasdell. This facility operates 24/7 and has a total of three (3) incinerators within the facility.
- Lackawanna Plant-Republic Steel (Permit ID: 9-1448-00178/00009)- Is a Title V Air Facility, located at 3049 Lakeshore Road, Blasdell, NY 14219-1447. Industrial operations being performed at the facility include: a natural gas fired walking beam Billet Reheat Furnace used to heat steel billets; one 32 MMBtu/hr natural gas boiler that Republic rents for supplemental heat; and a 13” Rolling Mill with numerous vertical and horizontal mill stands, coilers and cooling beds. The Billet Reheat Furnace, designed and installed by the Salem Furnace Company in 1976, is a 582 MMBtu/hr, six zone, walking beam furnace fired with natural gas. The process entails the heating of billets to optimal rolling temperature based on size, grade, and application.

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3.12 Vacant Land + Unoccupied Buildings

Vacant land within an urban context can be viewed as both an opportunity for development and representative of decline and disinvestment. The analysis of vacant land is in context of the analysis of land ownership, underutilized sites, and identification of brownfields. A comprehensive view of vacant land provides the foundation of understanding needed to plan targeted redevelopment initiatives within the Hamburg Woodlawn Gateway BOA study area.

Vacant land is defined by the State of New York as "property that is not in use, is in temporary use, or lacks permanent improvement." The classification of property as vacant land is performed by the Town of Hamburg. The following analysis utilized tax parcel information from the Town of Hamburg, which included land designated as vacant, as well as an analysis of aerial and street imaging. In total, 21.7% of the study area contains a combination of vacant land and properties with unoccupied buildings.

Description and Types of Vacant Land

A total of 118 parcels were identified within the BOA study area as vacant land. This vacant land represents 207.2 acres of land or 14.7% of the study area. This is equivalent to the area used by the Ford Stamping Plant, FedEx Distribution Center, and SWTF combined. 13.4 acres (87 parcels) of vacant land are classified as Residential vacant land. Of this residential vacant land, 67 parcels comprising 7.5 acres (56.0% of residential land) are "side lots," or parcels owned by the adjacent building owner and used by the property. 10.39 acres (5.0%) are open space, primarily the fields behind the former Woodlawn Elementary School, 8.79 acres (4.2%) are commercial, and .05 acres (>1%) are for utilities. The largest category of vacant land was industrial, with a total of 174.6 acres or 84.3% of all vacant land in the study area.

The five largest vacant parcels are all parts of the area's former steel manufacturing plants, comprising 144.9 acres. The largest of these sites is commonly referred to as "Buffalo Crushed Stone," which is an inactive quarry with 80.5 acres along the Lake Erie shore in the northwestern area of the BOA. The remaining four parcels are portions of the Republic Steel Plant as well as two vacant parcels at the intersection of Milestrip Expressway and Lakeshore Road. Due to their prior use, all these sites are suspected to have some level of environmental contamination **"3.13 Brownfield Sites".**

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List of Vacant Properties (continued)

SBL	Acres	Address	City	State	Zip	Type	Use
150.58-2-3.2	0.03	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.16-3-20	0.05	0 Milestrip Rd	Hamburg	NY	14219	Utility	
150.66-4-10	0.05	0 Seventh St	Hamburg	NY	14219	Residential	Parking
150.58-1-23.1	0.06	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.58-2-22	0.06	3252 Lakeshore Rd	Hamburg	NY	14219	Commercial	
150.66-2-18	0.06	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.50-2-1.11	0.07	0 First St	Hamburg	NY	14219	Residential	Side yard
150.50-2-19	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-22	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-23	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-28	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-3.1	0.07	0 First St	Hamburg	NY	14219	Residential	Side yard
150.50-2-3.2	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-30	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-32	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-34	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-36	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.50-2-38	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.58-1-18.1	0.07	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.58-2-4.1	0.07	0 Third St	Hamburg	NY	14219	Residential	
150.58-2-7	0.07	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.58-2-9	0.07	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.58-2-9	0.07	0 Third St,	Hamburg	NY	14219	Residential	Side yard
150.58-3-26	0.07	0 Fourth St	Hamburg	NY	14219	Residential	Side yard
150.66-1-12	0.07	0 Fourth St	Hamburg	NY	14219	Residential	Side yard
150.66-1-2.1	0.07	0 Fifth St	Hamburg	NY	14219	Residential	
150.66-1-30	0.07	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.66-2-4.1	0.07	0 Sixth St	Hamburg	NY	14219	Residential	Side yard
150.66-2-4.2	0.07	0 Fifth St	Hamburg	NY	14219	Residential	Side yard

Figure 3.78: List of Vacant Properties

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List of Vacant Properties (continued)

SBL	Acres	Address	City	State	Zip	Type	Use
150.66-3-16	0.07	0 Sixth St	Hamburg	NY	14219	Residential	Side yard
150.66-3-3	0.07	0 Sixth St	Hamburg	NY	14219	Residential	Side yard
150.66-3-33	0.07	0 Seventh St	Hamburg	NY	14219	Residential	
150.66-3-4	0.07	0 Sixth St	Hamburg	NY	14219	Residential	Side yard
150.66-3-5	0.07	3631 Sixth St	Hamburg	NY	14219	Residential	
150.16-5-19	0.08	3313 Lakeshore Rd	Hamburg	NY	14219	Commercial	Parking
150.16-5-2	0.08	0 Milestrip Rd	Hamburg	NY	14219	Commercial	Parking
150.58-2-23	0.08	3256 Lakeshore Rd	Hamburg	NY	14219	Commercial	
150.58-2-36	0.08	0 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-3-29	0.08	0 Fourth St	Hamburg	NY	14219	Residential	Side yard
150.58-3-39	0.08	0 Fourth St	Hamburg	NY	14219	Residential	Side yard
150.66-1-32	0.08	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.66-2-14.12	0.08	0 Sixth St	Hamburg	NY	14219	Residential	Side yard
150.66-2-45	0.08	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.66-2-47	0.08	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.66-2-8	0.08	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.16-5-18	0.09	0 Lakeshore Rd	Hamburg	NY	14219	Commercial	Parking
150.58-2-20	0.09	3240 Lakeshore Rd	Hamburg	NY	14219	Commercial	
150.58-2-3.12	0.09	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.58-2-4.2	0.09	0 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-3-10	0.09	0 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-3-13	0.09	3671 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-3-2.11	0.09	0 Fourth St	Hamburg	NY	14219	Residential	
150.66-4-6	0.09	0 Seventh St	Hamburg	NY	14219	Residential	Side yard
150.66-4-8	0.09	0 Seventh St	Hamburg	NY	14219	Residential	Side yard
159.14-1-7	0.09	0 Lakeshore Rd	Hamburg	NY	14075	Commercial	Parking

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List of Vacant Properties (continued)

SBL	Acres	Address	City	State	Zip	Type	Use
150.50-1-8	0.1	0 First St	Hamburg	NY	14219	Residential	Side yard
150.58-1-38	0.1	0 Third St	Hamburg	NY	14219	Residential	
159.00-1-17.2	0.1	0 Mid Shore Dr	Hamburg	NY	14219	Residential	Side yard
159.14-1-5	0.1	0 Lakeshore Rd	Hamburg	NY	14075	Commercial	
150.16-2-17	0.11	3673 Lake Ave	Hamburg	NY	14219	Residential	Side yard
150.50-1-7	0.11	0 First St	Hamburg	NY	14219	Residential	Side yard
150.58-1-39.1	0.11	0 Third St	Hamburg	NY	14219	Residential	
150.66-2-41	0.11	0 Sixth St	Hamburg	NY	14219	Residential	
159.14-1-4	0.11	0 Hoover Rd	Hamburg	NY	14075	Commercial	
150.58-2-21.1	0.12	3246 Lakeshore Rd	Hamburg	NY	14219	Commercial	
150.66-2-24	0.12	0 Lakeshore Rd	Hamburg	NY	14219	Residential	Side yard
150.66-1-39	0.13	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.66-4-12	0.13	0 Seventh St	Hamburg	NY	14219	Residential	Side yard
159.14-3-9	0.13	3393 Big Tree Rd	Hamburg	NY	14075	Residential	Side yard
150.16-3-16	0.14	0 Milestrip Rd	Hamburg	NY	14219	Residential	Side yard
150.50-2-42	0.14	0 Second St	Hamburg	NY	14219	Residential	Side yard
150.58-1-39.2	0.14	0 Third St	Hamburg	NY	14219	Residential	
150.58-2-44.2	0.14	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.58-2-45	0.14	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.66-1-29	0.15	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.66-1-34	0.15	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
159.14-1-1	0.15	0 Hoover Rd	Hamburg	NY	14075	Commercial	
150.58-3-40.1	0.16	0 Fourth St	Hamburg	NY	14219	Residential	Side yard
150.58-3-40.2	0.16	0 Fourth St	Hamburg	NY	14219	Residential	
150.16-2-10.1	0.17	3649 Lake Ave	Hamburg	NY	14219	Residential	
150.58-2-41	0.17	0 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-2-43	0.17	0 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard
150.58-3-18.1	0.18	3687 Lakeview Ave	Hamburg	NY	14219	Residential	Side yard

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List of Vacant Properties (continued)

SBL	Acres	Address	City	State	Zip	Type	Use
150.50-2-14.2	0.19	3192 Lakeshore Rd	Hamburg	NY	14219	Commercial	Parking
150.66-3-1.1	0.19	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.66-3-1.2	0.19	0 Woodlawn Ave	Hamburg	NY	14219	Residential	
150.66-4-5.1	0.19	0 Seventh St	Hamburg	NY	14219	Residential	Side yard
159.11-2-2	0.19	0 Lakeshore Rd	Hamburg	NY	14219	Commercial	Parking
150.50-1-6	0.2	0 First St	Hamburg	NY	14219	Residential	
150.66-2-6	0.21	0 Fifth St	Hamburg	NY	14219	Residential	Side yard
150.66-1-41	0.23	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
159.14-1-6	0.23	0 Lakeshore Rd	Hamburg	NY	14075	Commercial	Parking
150.66-2-42	0.26	0 Sixth St	Hamburg	NY	14219	Residential	
150.66-2-48	0.26	0 Woodlawn Ave	Hamburg	NY	14219	Residential	Side yard
150.50-2-4	0.29	0 First St	Hamburg	NY	14219	Residential	Side yard
150.58-2-5	0.29	0 Third St	Hamburg	NY	14219	Residential	Side yard
150.66-3-1.2	0.34	0 Woodlawn Ave	Hamburg	NY	14219	Residential	
150.00-1-12	0.35	0 Milestrip Rd	Hamburg	NY	14219	Industrial	
150.16-3-19	0.35	0 Milestrip Rd	Hamburg	NY	14219	Residential	Side yard
150.16-2-31	0.38	0 Milestrip Rd,	Hamburg	NY	14219	Residential	
150.50-1-2	0.38	0 First St	Hamburg	NY	14219	Residential	
150.66-4-5.2	0.47	3625 Seventh St	Hamburg	NY	14219	Residential	
150.16-2-27.11	1.92	3640 Milestrip Rd	Hamburg	NY	14219	Open Space	Park
159.00-1-34	2.07	0 Lakeshore Rd	Hamburg	NY	14075	Industrial	
150.50-1-1	2.45	0 First St	Hamburg	NY	14219	Residential	
159.00-1-33.112	2.66	0 Lakeshore Rd	Hamburg	NY	14075	Industrial	
159.12-1-13	2.89	0 Delmar Ave	Hamburg	NY	14219	Commercial	
150.16-2-27.2	3.58	0 Milestrip Rd	Hamburg	NY	14219	Open Space	Park
159.00-1-8.1	4.24	0 Lakeshore Rd	Hamburg	NY	14075	Commercial	

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List of Vacant Properties (continued)

SBL	Acres	Address	City	State	Zip	Type	Use
150.16-2-27.13	4.89	0 Milestrip Rd	Hamburg	NY	14219	Open Space	Park
159.00-1-31	5.57	0 Lakeshore Rd	Hamburg	NY	14075	Industrial	
159.00-1-37	6.28	3920 Lakeshore Rd	Hamburg	NY	14075	Industrial	
159.00-1-16	12.86	3849 Hoover Rd	Hamburg	NY	14219	Industrial	
150.16-1-1.11	13.48	0 Lake Ave	Hamburg	NY	14219	Industrial	
150.00-1-6	15.66	0 Lakeshore Rd	Hamburg	NY	14219	Industrial	
150.16-2-34.1	15.79	0 Lakeshore Road	Hamburg	NY	14219	Industrial	
150.00-1-9	19.45	0 Lakeshore Rd	Hamburg	NY	14219	Industrial	
150.00-1-1.111	80.47	0 Lakeshore Rd	Hamburg	NY	14219	Industrial	
TOTAL ACRES:	**207.24**		**COUNT:**	**118**			

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Unoccupied Buildings

There are nine vacant buildings in the BOA, primarily located in the Hamlets of Athol Springs and Woodlawn. These sites, however, comprise a total of 93.1 acres, approximately the size of Woodlawn Beach State Park. These sites include former manufacturing facilities, warehouses, auto uses, and restaurants.

Spatial Distribution

Vacant land and buildings are found throughout the BOA, with a concentration in the northern area of the BOA around the Hamlet of Woodlawn. Those parcels within the hamlet of Woodlawn are often vacant residential lots which were never developed. In the industrial areas, these parcels are part of the area's industrial legacy.

Several small vacant parcels are located near Athol Springs, though these are mostly used for parking. However, there are several vacant buildings in the hamlet, including those on the lakefront, which are key to the areas identity.

List of Unoccupied Buildings

Name	Address	Owner	Assessed Value	Acres
Republic Steel (Blasdell)	0 Lake Ave	Republic Engineered Products	$3,199,794.00	36.49
Republic Steel	3049 Lakeshore Road	Republic Engineered Products	$3,466,440.00	44.65
Woodlawn Elementary	3656 Milestrip Rd	Thomas J Mosey Rev. Liv. Trust	$125,000.00	3.65
	3271 Lakeshore Rd	Jordan Perry	$167,600.00	0.32
First Place Auto	3233 Lakeshore Rd	Cathy Fabiatos	$74,400.00	0.34
	3800 Milestrip Rd.	Michael McLean	$33,000.00	2.46
Alchemy Shores	3780 Hoover Rd	Alchemy Shores LLC	$185,500.00	3.3
Bedrock Eatery	4038 Hoover Rd	Sotaleta LLC	$175,000.00	0.59
Shop & Gas	4100 Saint Francis Dr	Hamburg Retail LLC	$237,500.00	1.31
		TOTAL	$7,664,234.00	93.1

Figure 3.79: List of Unoccupied Buildings

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A "brownfield" is described by NYSDEC as any real property where a contaminant is present at levels exceeding the soil cleanup objectives or other health-based or environmental standards, criteria or guidance adopted by DEC that are applicable based on the reasonably anticipated use of the property, except:

- **Sites listed as Class 1 or 2** (See Hazardous Waste Site Classification) in the Registry of Inactive Hazardous Waste Disposal Sites where a viable responsible party has been identified;
- **Sites on the USEPA National Priorities List (NPL);**
- **Hazardous waste treatment, storage, or disposal facilities (TSDF's)** permitted under the Resource Conservation and Recovery Act (RCRA) that are owned by a viable responsible party ("interim status" facilities are eligible);
- **Sites subject to a cleanup order under Article 12 of the Navigation Law** (oil spill prevention, control, and compensation) or under Title 10 of ECL Article 17 (control of the bulk storage of petroleum); or
- **Sites subject to any on-going state or federal enforcement actions** regarding solid/hazardous waste or petroleum.

With this description, communities quickly identify large industrial and manufacturing properties that have limited their economic and development potential. However, smaller properties such as gas stations, automotive repairs shops, laundromats, and small machine shops with environmental contamination can have a significant impact on a neighborhood. The designation of a brownfield site, however, is not limited to these land uses. In addition, brownfields may pose a risk to public health based on the nature and extent of contamination and the risk of exposure to the public.

What does it mean to own a Brownfield?

Brownfield redevelopment tax credits are available to help offset the cost of remediation and encourage redevelopment of brownfield properties enrolled in the NYSDEC Brownfield Cleanup Program (BCP). A "BOA bump-up," an increase of up to 5% of the allowable tangible property tax credit component of the brownfield redevelopment tax credit, may also be available for any project on a site enrolled in the BCP in a designated BOA as approved by the Secretary of State. The remediation and proposed development of the site must conform with the vision, goals, and priorities for revitalization as established by the BOA Plan.

Environmental Review

The environmental review completed for this BOA Plan identified 43 brownfield sites (which includes 37 parcels and six sites that are represented as points as no matching parcel information was found associated with site address). The parcels encompass 472 acres (or nearly 40 percent of the overall BOA study area. Where the information was sufficient to associate a brownfield site with a parcel, the address is highlighted and included in **"Figure 3.80: Brownfield Sites Table"**. The parcels were also mapped in **"Figure 3.79: Brownfield Sites Map"**. However, in some cases the available information only provided a point and it did not fall within a parcel boundary, but rather along a right-of-way or road. In those cases, the brownfield site is depicted in **"Figure 3.79: Brownfield Sites Map"**. **"Figure 3.80: Brownfield Sites Table"** depicts all identified brownfield sites in the project area. Information to characterize the site was collected for each. Within the study area, for the parcels identified, seven brownfield sites (23.4 acres) are designated as vacant land, 16 brownfields (or 71 acres) are designated commercial properties, and twelve brownfields (357 acres) are designated as industrial properties. The remaining two sites were designated as Public Services. The Town of Hamburg owns one site (13 acres) designated as Public Services and Erie County owns a site designated as Vacant land. The remaining 41 brownfields (457 acres) are privately owned.

Brownfield sites are located throughout the BOA but concentrated along Route 5

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(Lakeshore Road) in the Woodlawn Hamlet area and also extend south towards Athol Springs. Although the Amazon, FedEx terminal and the Ford Stamping Plant are some of the largest sites listed in the inventory these are all fully developed sites that were identified as brownfields because of their designation as Petroleum Bulk Storage Control program site or a RCRA site.

The largest and most prominent brownfield site that has potential for contamination and possible redevelopment potential is Republic Engineered Products site located on the east side of Route 5 at 3049 Lakeshore Road (45 acres) which was at one point part of the former Bethlehem Steel or related steel making operations. Other large sites include the Gateway Executive Park (25.4 acres) located at 3556 Lakeshore Road which is the former headquarters/executive office buildings supporting Bethlehem Steel operations, the Buffalo Crushed Stone Inc. which is a vacant property (25.5 acres) located at the foot of First Street and Woodlawn Avenue and the Arcelor Mittal Lackawanna LLC/Buffalo Shredding site located at 3175 Lakeshore Road (20 acres) which is a large former industrial site that supported the steel industry as well.

13 brownfields are less than one acre of which twelve are less than 1/2 an acre. Smaller brownfields are found throughout the study area with a noted concentration along Lakeshore Road. Additional details of individual brownfields including, where available, summary information of environmental concerns is provided in **"Figure 3.80: Brownfield Sites Table"**.

Brownfield Site Inventory – Identification Resources

Methodology

This brownfield site inventory was developed by reviewing and utilizing a variety of publicly available resources that are outlined below. This includes preexisting reports, local/state/federal databases, and other program sites to provide a comprehensive approach and inclusive list of brownfield sites. Specific resources utilized and information about some of the sites are noted below, but also highlighted in **"Figure 3.80: Brownfield Sites Table"**.

It should be noted that no Phase I environmental site assessments (ESAs) were conducted or available at this point for identified brownfield sites. ESAs help gain a better understanding of the overall existing site conditions. ESAs should be conducted, where appropriate, for sites with limited information that require additional detailed study.

BROWNFIELD CLEAN-UP PROGRAM

The NYSDEC Brownfield Cleanup Program encourages private-sector cleanups of brownfields and promotes their redevelopment as a means to revitalize economically blighted communities. The BCP is an alternative to greenfield development and is intended to remove some of the barriers to, and provide tax incentives for, the redevelopment of urban brownfields.

There is one property in the BCP within the Hamburg-Woodlawn BOA study area – the Bethlehem site. The site located in an industrial area at 250 Lake Avenue in the Village of Blasdell. Historically, the site was used for steel manufacturing/fabrication with storage of bar steel and bar mill, a wire shop, railroad tracks, machine/construction equipment warehousing, and general warehousing. A Remedial Investigation was conducted at the site in 2020 and included the sampling of surface soil, subsurface soil/fill, groundwater, soil vapor, former transformer casings, and a radiological assessment of the site. The majority of the site is covered with buildings and pavement, environmental sampling indicates that contamination is not migrating off-site (full details are included in tables that follow).

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SANBORN MAPS

The Sanborn Map Company developed fire insurance maps during the 19th and 20th Centuries across the United States. Maps have been valuable urban geography resources due to their inclusion of buildings drawn approximately to-scale and notation of uses for principal and accessory buildings.

Sanborn Maps for the Hamburg-Woodlawn BOA study area evaluated were from July 1928 and included a map series from the Village of Blasdell and Woodlawn areas. Details on the maps include historic land uses and location of possible petroleum storage tanks. A thorough review of these maps for information indicates potential historic environmental concern/containment identified the location of several gas tanks in the study area. The locations of these sites are noted in **"Figure 3.80: Brownfield Sites Table"**.



Sanborn Map of Woodlawn Neighborhood

STATE SUPERFUND PROGRAM

State Superfund sites are part of the NYS Inactive Hazardous Waste Disposal Site Program. The purpose of the program is for identifying, investigating, and cleaning up sites where consequential amounts of hazardous waste may exist. These sites go through a process of investigation, evaluation, cleanup and monitoring that has several distinct stages.

- There is one property in the Hamburg-Woodlawn BOA study area that is in the State Superfund Program – the Snyder Tank Company site. This 10-acre facility is comprised of multiple sites and located at 3773-3774 Lakeshore Road. The facility was formerly used to manufacture fuel tanks and was later leased for trucking operations. There are six buildings on-site that are currently being used for the storage and warehouse of boats, cars, and cabinets. Environmental assessments of the property began in the early 70s. Contaminated soils from the area were excavated and disposed of off-site in August 2009. A Remedial Investigation and Feasibility Study (RI/FS) Report and Final Engineering Report were approved in February 2010 (a full description is provided in table below). Current land use in the vicinity of the site is a mixture of industrial, commercial and residential.

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SPILL INCIDENTS

The NYS Spill Incidents database includes records of all reported chemical and petroleum spills across New York State since 1978. By law, all spills are required to be reported except for spills under 5 gallons, contained spills, and spills not directly in contact with water or land (gravel included). Spill incidents within the past 12-month period were gathered.

- The NYS Spill Incidents database identifies three spill incidents within the study area that occurred in the past 12 months. Two of these spills were associated with parcels, and one occurred within a right-of-way and no specific address was available. All three spill incident records have been closed by the NYSDEC.

RCRA SITES

The Federal Resource Conservation and Recovery Act (RCRA) creates the framework for the proper management of hazardous and non-hazardous solid waste. The policies and guidance established by the USEPA for RCRA sites provides explicit and legally enforceable requirements for waste management.

Four RCRA sites are identified in the database within the study area. One is located at 3920 Bayview Road and associated with the Amazon.com property. The other three are all in a New York State Department of Transportation (NYSDOT) right-of-way along Route 5. The approximate location of these combined RCRA sites is depicted on **"Figure 3.79: Brownfield Sites Map"**; however, a specific address and parcel are not available.

PETROLEUM BULK STORAGE

The NYS Petroleum Bulk Storage (PBS) Program and Database keeps track of properties with one or more tank systems that are designed to store a combined capacity of more than 1,100 gallons or more of petroleum in aboveground and/or underground storage tanks, or one or more underground tank systems that are designed to store 110 or more gallons of petroleum. The presence of a BPS is not indicative of an environmental concern but was documented as part of the environmental review in order to provide a comprehensive inventory.

- A total of 21 records of PBS facilities are identified in the PBS database within the study area. Most storage tanks – above and underground - have been removed over the past several decades. Storage tanks are closed but remain in place at two locations. In addition, tanks are "in service" at twelve active properties.

ENVIRONMENTAL CONCERNS

One of the screening steps is performing an environmental review of prioritized sites to understand current environmental concerns for properties with known higher levels of contamination versus properties with suspected lower levels of contamination.

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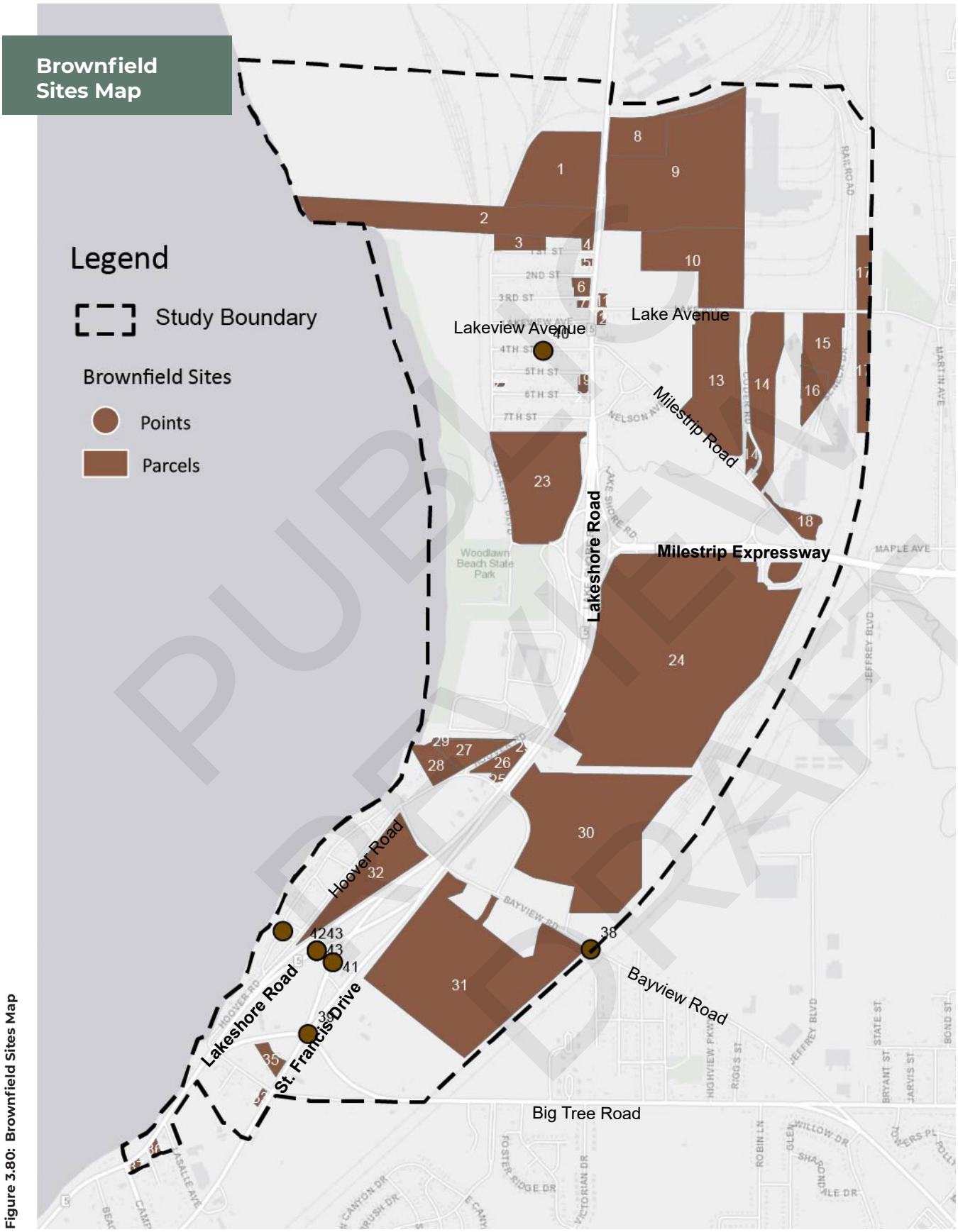


Figure 3.80: Brownfield Sites Map

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Brownfield Sites

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
1	3100 Lakeshore Rd	3100 Lakeshore Rd LLC	PBSF - Buffalo Specialty Products (Closed Removed) Sanborn	Large, former steel industrial/manufacturing site. One 1,200 - gallon site was closed-removed. Several businesses appear to be operational within the overall facility - GTI Fabrication and Buffalo Storage Terminal. Land uses adjacent to site are industrial and also include a rail yard to the west.
2	Foot of First Street, Woodlawn Ave	Buffalo Crushed Stone Inc	PBSF - Woodlawn Slag Plant #81 (Closed Removed) Sanborn	Partially vacant property located at First and Woodlawn. Records indicate nine above and underground tanks (ranging in capacity from 500 gallons to 15,000 gallons in capacity) were present on site. All have been closed- removed.
3	0 First Street (located on 1st Ave, approx. 150 feet from Woodlawn)	Erie County Sewer District (ECSD) #6	Historical presence of underground storage tanks	Historic underground storage tanks identified via Sanborn maps.
4	3176 Lakeshore Rd	Kresconko Thomas	PBSF - First Street Salvage Co (Closed in place)	Active commercial/light industrial auto salvage site on corner of 1st and Lakeshore Road. Records indicate site has one closed 250-gallon above ground fuel storage tank. Adjacent uses are commercial to the north and south and residential to the west.
5	3192 Lakeshore Rd	Jolly Jack's Social Club	Historical presence of underground storage tanks	Site contains commercial business (Jolly Jacks) and adjacent lot between Jolly Jacks and another structure that may be commercial or residential (attached to the Woodlawn Diner) where tank location was potentially present Unknown if historic tank was removed.
6	3688 Third St	Herlehy Paige Jtwros	Spill incident #2304426	Residential land use; unknown amount of motor oil spilled. Data spill closed.
7	3232 Lakeshore Rd	3231 Lake Shore Enterprises LLC	Historical presence of underground storage tanks	One story commercial/light industrial/ warehouse building on corner of Third and Lakeshore. Driveway and parking lots adjacent to the south. Unknown if historic tank was removed.

Figure 3.81: Brownfield Sites Table

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes, multiple	18.7	Petroleum Bulk Storage Facility	Industrial/ Manufacturing
None known	No	25.5	Petroleum Bulk Storage Facility	Industrial/ manufacturing
None known	Yes, multiple	2.4	Sanborn	Vacant land/ Residential vacant land
None known	Yes (1)	0.4	Petroleum Bulk Storage Facility	Commercial/Auto body, tire shops, other related auto sales
None known	Yes (1)	0.2	Sanborn	Vacant land/located in commercial area
None known	Yes (1)	0.9	NYS Spill incident	Commercial/ Multiple use or multi-purpose
None known	Yes (1)	0.21	Sanborn	Commercial/Other storage, warehouse and distribution facilities

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
8	3043 Lakeshore Rd	Great Lakes Industrial Dev LLC	PBSF - Great Lakes Industrial Development, LLC	Eight-acre industrial site located on the east side of Route 5 that is within an overall heavy industrial area that was home to both Bethlehem and Republic Steel. The site overall is serviced by rail and multiple road infrastructure. Adjacent land uses are also industrial. Records indicate 2 tanks above ground tanks on site. The tanks have a capacity from 2000 gallons ad remain in service presently.
9	3049 Lakeshore Rd	Republic Engineered Products	PBSF - Republic Steel, CBSF - Republic Technologies International LLC	Large industrial site located on the east side of Route 5 that is within an overall heavy industrial area that was home to both Bethlehem and Republic Steel. The site overall is serviced by rail and multiple road infrastructure. Adjacent land uses are also industrial. Records indicate a total of 12 tanks on site all of which are above ground in nature. The tanks range in capacity from 300 to 20,000 gallons. Five of the 12 have been closed-removed.
10	3175 Lakeshore Rd	Catherine Lake LLC	PBSF - Arcelor Mittal Lackawanna LLC (Closed in place), Buffalo Shredding & Recovery LLC, CBSF - Arcelormittal Lackawanna LLC	Cluster of industrial buildings in middle to rear of the site with large frontage on Lakeshore Road. Thirteen above ground tanks (ranging in capacity from 33 to 2000 gallons) across the site with all but one (1000-gallon tank) active. Adjacent uses are a mix of active and inactive industrial. Seneca Drive bisects the site. The overall site is X acres.
11	3233 Lakeshore Rd	Fabiatos Cathy	Historical presence of underground storage tanks	Closed former gas/automobile repair station (Spiro's Garage). Located adjacent to other commercial entities. Large adjacent parking lot connected to business. Gasoline fuel pumps appear to have been removed. Unknown if historic tank was removed.
12	3255 Lakeshore Rd	Perry Jordan	Historical presence of underground storage tanks	Site is a former auto repair facility, multi-story commercial building - Lakeshore Café. Unknown if tank was removed.

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes, multiple	8.7	Petroleum Bulk Storage Facility	Industrial/ Manufacturing and processing
None known	Yes, multiple	44.6	Petroleum Bulk Storage Facility	Industrial/ Manufacturing and processing
None known	Yes, six to eight.	19.2	Petroleum Bulk Storage Facility	Industrial/ Manufacturing
None known	Yes (1)	0.34	Petroleum Bulk Storage; Facility, Sanborn	Commercial/Service and gas station
None known	Yes (1)	0.24	Sanborn	Commercial/Bar

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
13	3710 Milestrip Rd	Triple R Properties LLC	PBSF - Russo Development Inc., PBSF Penske Truck Leasing Co., L.P. (Closed Removed)	Active commercial site construction, utility and industrial services and trucking terminal. Ten above ground storage tanks in place ranging in capacity from 275 to 1,000 gallons. All but one is in service. The remaining one was closed-removed.
14	310 Lake Ave	Coder Agatha M& Floyd H Jr	PBSF - FICEL TRANSPORT INC (CLOSED REMOVED), SOUTHSIDE TRAILER SERVICE INC (CLOSED REMOVED)	Existing operational trucking operation at Coder Rd and Milestrip. One 10,000-gallon underground storage tank was in place and was closed-removed. Area is generally industrial.
15	250 Lake Ave	CleanfiberLake Ave LLC	PBSF	See #16
16	250 Lake Ave	Betlem Associates LLC	NYSDEC Remediation parcels - Betlem-Brownfield Cleanup Program	Historically, the site was used for steel manufacturing/fabrication with storage of bar steel and bar mill, a wire shop, railroad tracks, machine/construction equipment warehousing, and general warehousing from at least 1909 until approximately 1986, and as a storage and distribution facility from 1986 to present. The RI for the site was conducted in 2020 and included the sampling of surface soil, subsurface soil/fill, groundwater, soil vapor, former transformer casings, and a radiological assessment of the site. The majority of the site is covered with buildings and pavement, it is unlikely that people will come into direct contact with contaminated soils unless they disturb the ground surface. Contaminated groundwater at the site is not used for potable purposes because the area is served by a public water supply that is not affected by this contamination. Based on the current use of the on-site building, the inhalation of site contaminants does not present a current concern. Environmental sampling indicates that contamination is not migrating off-site.

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes (1)	20.4	Petroleum Bulk Storage Facility	Commercial/ Trucking terminals
None known	Yes, multiple	14.6	Petroleum Bulk Storage Facility	Commercial/ Trucking terminals
See #16		7.5	Petroleum Bulk Storage Facility	Industrial/ Manufacturing and processing
-RI (2020) -Soil and groundwater sampling (2020)	Yes	3.5	NYSDEC Remediation Parcels	Industrial/ Manufacturing and processing

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
17	257 Lake Ave	New York Central Lines LLC	PBSF - CSX Intermodal Terminals, Inc.-Buffalo Terminal	Active multi model/rail/trucking terminal. Adjacent uses appear to range from commercial to light to heavy industrial. Rail lines adjacent to the east. Portions of site appear to be vacant. Four above ground tanks still active ranging in capacity from 250-1,000 gallons.
18	3800/4053 Milestrip Rd	Mclean Michael J	PBSF - Browning-Ferris Industries (Closed Removed)	Vacant, former light industrial trucking/ transportation/fleet operation site identified as Browning – Ferris Industries. Records indicate two tanks (ranging in capacity from 2,500 gallons to 10,000 gallons) were present on site. Both were removed and closed. Adjacent uses include roadways (Milestrip Expressway) and Lakeshore truck to the north and Ford Stamping Plan to the southwest.
19	3326 Lakeshore Rd	Horvath Karl A		Three parcels along block on Rt 5 between 5th and 6th streets owned by two owners. Active Kwik-fill gas station and mini mart. Located adjacent to other commercial entities. Parking lot connected to business. Records indicate nine tanks associated with the site (ranging in capacity from 1000 gallons to 15,000 gallons) were present on site. All but three have been closed-removed. Three tanks (a 15,000 a 10,000-gallon and a 5,000-gallon tank) are still in service. Adjacent land uses are commercial to the north and south and residences are directly adjacent to the west.
20	0 Lakeshore Rd	Horvath Karl A		Vacant lot adjacent to #19. See discussion above
21	0 Lakeshore Rd	Jablonski Eric		Vacant lot adjacent to #19. See discussion above

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes, multiple	8.0	Petroleum Bulk Storage Facility	Public Service/ Ceiling railroad
None known	Yes (1)	2.5	Petroleum Bulk Storage Facility	Commercial/ one story small structure
None known	Yes (1)	0.3	Petroleum Bulk Storage Facility	Commercial/ Minimart
See #19	See #19	0.1	See #19	Vacant land/Vacant land located in commercial areas
See #19	See #19	0.1	See #19	Vacant land/ Residential land including a small improvement (not used for living accommodations)

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
22	3313 Woodlawn Ave	Woodlawn Property Dev. LLC	PBSF - Superior Pipe Cleaning, Inc. (Closed Removed) S	Vacant former commercial pipe cleaning operation. Records indicate two tanks on site – both 1,000 gallons and both have been removed – closed. Site is located in a residential area.
23	3556 Lakeshore Rd	R & P Oak Hill LLC	PBSF - Gateway Executive Park	Former Gateway Executive office building. Records indicate two tanks on site – one was closed (8,000 gallons) and remains in service (100 gallons). Site is partially utilized (childcare business and Gibraltar Industries) /partially vacant. Multiple parking lots adjacent and to the rear of the building.
24	3663 Lakeshore Rd	Ford Stamping Plant	Spill incident #2303571, PBSF - Ford Motor Co Buffalo Stamping	Large manufacturing facility. There are 24 records indicating the presence of various storage tanks. Tank capacities range from 60 gallons to 25,000 gallons. All registered tanks are above ground and all but 4 have in service.
25	3790 Lakeshore Rd	New York Tank Corp	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Part of an New York State Superfund site identified as a part of the Snyder Tank Company entry. See Snyder Tank. Small vacant property located on the corner of Lakeshore and Lake Erie Boulevard adjacent to Cataract Steel Industries.
26	3774 Lakeshore Rd	Costanzo's Welding Inc	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Costanzo's Welding Inc is an active operation that does business as Cataract Steel Industries and is located on Lakeshore Road near J\Hoover Road and Lake Erie Boulevard.

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes (1)	0.1	Petroleum Bulk Storage Facility	Commercial/Auto body, tire shops, other related auto sales
None known	Yes (1)	25.4	Petroleum Bulk Storage Facility	Commercial/Office building
None known	Yes, multiple	113.4	NYS Spill incident	Industrial/ Manufacturing and processing
See Snyder Tank #27	No	0.4	NYSDEC Remediation Parcels	Vacant land/ Vacant land located in commercial areas
See Snyder Tank #27	Yes (1)	2.4	NYSDEC Remediation Parcels	Industrial/ Manufacturing and processing

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
27	3774 Lakeshore Rd	ALLEN-PERERA LLC	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Part of an New York State Superfund site identified as a part of the Snyder Tank Company entry. See Snyder Tank #25 This 10-acre facility is comprised of multiple sites and located at 3773-3774 Lakeshore Road. The facility was formerly used to manufacture fuel tanks and was later leased for trucking operations. There are six buildings on-site that are currently being used for the storage and warehouse of boats, cars, and cabinets. Environmental assessments of the property began in the early 70s. A Remedial Investigation and Feasibility Study (RI/FS) Report and Final Engineering Report were approved in February 2010 (a full description is provided in table below). Current land use in the vicinity of the site is a mixture of industrial, commercial and residential.
28	3780 Hoover Rd	Alchemy Shores LLC	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Part of an New York State Superfund site identified as a part of the Snyder Tank Company entry. Site is located on Hoover Road close to the Lake Erie shoreline in a mixed-use area that includes both commercial and residential land uses.
29	0 Lakeshore Rd	Bethlehem Steel	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Part of a New York State Superfund site identified as a part of the Snyder Tank Company entry. See Snyder Tank #25
30	3779 Lakeshore Rd	MREIC Buffalo NY LLC	PBSF - FedEx Ground - Buffalo #142	Existing Fed Ex trucking/transportation/ fleet operation terminal site. Site is generally industrial in nature. Records indicate three active tanks on site-one 20,000 gallon underground and two small above ground tanks.
31	3920 Bayview Rd	Bayview Road Associates LLC	Small quantity generator (Handler ID: NYR000262634)	Amazon Warehouse property. Site is fully developed.

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
- Phase I Investigation (1989). Phase II investigation (1992). -Subsequent Phase II Environmental Site Assessment (2006). -Removal of a UST and drum carcasses (2008). -Additional investigation extent of contamination at SB-18 area (approximately 40' x 25') in Area C (2008) RI/FS (2010)	Yes (1)	4.1	NYSDEC Remediation Parcels - Snyder Tank Company - State Super Fund Program	Industrial/ Manufacturing and processing
See Snyder Tank #27	Yes, (1)	3.3	NYSDEC Remediation Parcels	Commercial/Other storage, warehouse and distribution facilities
See Snyder Tank #27	Yes (1)		NYSDEC Remediation Parcels	Vacant land/ Vacant land located in industrial areas
None known	Yes, one large terminal building	51.3	Petroleum Bulk Storage Facility	Industrial/ Manufacturing and processing
None known	Yes, multiple	58.0	RCRA Site	Industrial/ Manufacturing and processing

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
32	3849 Hoover Rd	Town of Hamburg	PBSF - ECSD 3 Hamburg Master Pump Station	Town of Hamburg owned master pump station site that is 45-acres in size that is largely undeveloped except for operational pump areas but industrial in nature. Records indicate the site has one 1,000-gallon underground tank that was removed and one 30 gallon above ground tank in place that's active. The site is fenced on a parcel that sits between Route 5 and Hoover Road.
33	3405 BIG TREE RD	WNY Fuels LLC	PBSF - WNY Fuels LLC	Active Sunoco gas station. Located adjacent to other commercial entities. Large adjacent parking lot connected to business. Records indicate five tanks (ranging in capacity from 4000 gallons to 10,000 gallons) were present on site. Two tanks (a 10,000 and a 4,000-gallon tank) are in service. Adjacent land uses are commercial. St Francis HS athletic fields are located across the street.
34	60 North Shore Drive (RD 1, BOX 177, SOUTH SHORE RD. Locality: BROADALBIN)	Hoover Beach Inc	PBSF - Jackie's Junction	An approximately 20-acre vacant site in a residential area identified as Jackie's Junction. Four, 1000-gallon underground tanks were present at the site and have been removed-closed.
35	4100 ST FRANCIS DR	Hamburg Retail LLC	PBSF - Woodlawn Trading Company (Closed Removed)	Inactive/closed gas station located on St Francis Drive near Big Tree Road. Records indicate a total of seven tanks on site – two above ground and five underground. The tanks range in capacity from 1,000 to 9,000 gallons. All tanks have been closed-removed. Site is within a general commercial area; the site includes a parking area. Propane fueling tanks also appear to present on the rear of the site.

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes (2)	12.9	Petroleum Bulk Storage Facility	Public services/ Waste disposal
None known	Yes (1)	0.3	Petroleum Bulk Storage Facility	Commercial/ Minimart
None known	None	19.8	Petroleum Bulk Storage Facility	Vacant land/ Residential vacant land over 10 acres
None known	Yes (1)	1.3	Petroleum Bulk Storage Facility	Commercial/Manual car wash

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
36	4165 Lakeshore Rd	Horvath Karl A	PBSF - Lakeshore Tire & Auto	Existing retail tire business in operation. Records indicate six tanks (ranging in capacity from 500 gallons to 4,000 gallons) were present on site. Four have been removed two 275-gallon tanks are still designated as "in service". Commercial uses adjacent to site on the north and south. Residences located immediately adjacent to the east (Seabreeze Avenue).
37	4187 Lakeshore Rd	Go Enterprise LLC	PBSF - Former NOCO Express #76 (Closed Removed)	Closed former retail gas/automobile repair station. Includes area used for parking. Records indicate six tanks (ranging in capacity from 300 gallons to 8,000 gallons) were present on site and all have been removed. Adjacent land uses are commercial. Located on corner of Camp and Lakeshore Roads
38	Point on Brownfields Figure – no parcel mapped	Railroad	Spill incident # 2402824	
39	Point on Brownfields Figure – no parcel mapped	Mt Vernon #2 Pump Station	Utility (Other than Municipal)	
40	Point on Brownfields Figure – no parcel mapped	South Buffalo Railway Company	Railroad	
41	Point on Brownfields Figure – no parcel mapped	Velez Marine Service	Retail Gasoline Sales	

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
None known	Yes (2)	0.4	Petroleum Bulk Storage Facility	Commercial/Service and gas station
None known	Yes (1)	0.3	Petroleum Bulk Storage Facility	Commercial/Service and gas station
			NYS Spill incident	
			Petroleum Bulk Storage Facility	
			Petroleum Bulk Storage Facility	
			NYSDEC Remediation Parcels	

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Brownfield Sites (continued)

No.	Site Address	Owner	Environmental Summary	Current Site Information/Site Status
42	Point on Brownfields Figure – no parcel mapped	NYSDOT BIN 1001400	RTE 5 NB over RTE 75 SB	
43	Point on Brownfields Figure – no parcel mapped	NYSDOT BIN 1063030	RTE 5 WB over Foster Brook	
			RTE 5 WB over Foster Brook	

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1) LOC (Level of Concern)

2) ESA (Environmental Site Assessment)

3) ES (Environmental Screen)

Studies Completed	Buildings	Site Acreage	Source	NYS Property Class Code/ Description
			RCRA Site	
			RCRA Site	
			RCRA Site	

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What is an underutilized site?

An "underutilized site" is a property that is under-performing, idle, vacant, or not operating at its highest and best potential when examined in the context of an urban environment and the redevelopment objectives identified earlier in the BOA Plan. Underutilized sites may be vacant land, unoccupied buildings, or partially developed properties. Because of the subjective nature of this type of categorization, an identification methodology was utilized which is described below.

What Are the Implications?

The identification of underutilized properties is a necessary part of the NYS BOA Program that leads to the identification of Strategic Sites. Strategic Site identification includes an overlay analysis of brownfield, abandoned, vacant, and underutilized properties described further in **"3.15 Strategic Sites".** The identification method for underutilized sites relies on publicly accessible information and has no implication beyond the identification of strategic sites.

Identification Method

Due to the potential subjective nature of identifying underutilized sites, the planning process for this Revitalization Plan reviewed over a dozen Nomination Studies across New York State in the context of the New York State Department of State BOA Program Guidance document. This review found several commonalities for the identification of underutilized sites including both a quantitative approach and a qualitative approach. As such, the BOA Team used a hybrid approach through the establishment of five unique criteria that individually identify underutilized sites. The criteria for underutilized sites incorporates the findings from the precedent review and included properties with a low assessed value, properties designated as vacant land, properties solely used as parking lots, abandoned/ unoccupied buildings, and "other" properties.

Criteria 1 - Low Assessed Value:

Because of the high value of public assets in the BOA, including the Lake Erie shoreline and important transportation and infrastructure corridors, land values are high compared to other sections of the Town of Hamburg. Properties with a low assessed value when compared to their land value may indicate a lack of investment in the property. Additionally, properties with minimal improvements on high-value land may indicate a higher use may be appropriate for the site. The methodology for determining properties with a low assessed value excluded active/occupied residential property, community service properties, and public service properties. The identification of parcels with a comparatively low assessed value utilized a comparison of individual parcels' land value with their total assessed value. The analysis identified 19 properties.

Criteria 2 - Vacant Properties:

Properties without an active use or building are identified by the Town of Hamburg as vacant land. Because of the extensive infrastructure present in the study area, these properties may have a negative impact on the neighborhood. Excluded from this criteria were properties used as a "side yard" (those owned by and utilized by an adjacent property owner) and vacant lots used entirely for parking. Data used for this identification was provided by the Town of Hamburg and is further described in **"3.12 Vacant Land + Unoccupied Buildings".** The analysis identified 46 such properties in the study area.

Criteria 3 - Surface Parking Lots:

The Town of Hamburg identified properties with a sole use as a parking lot as surface parking lots. Similar to vacant land, these properties have a negative impact on the neighborhood and have been identified as underutilized. Data used for this identification was provided by the Town and is further described in **"3.3 Land Use".** The analysis identified 9 such properties with surface parking lot as their principal use.

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Criteria 4 - Unoccupied buildings:

The Town of Hamburg identified properties contain a principal building that is unoccupied or abandoned as vacant buildings, and therefore underutilized. Data used for this identification was provided by the Town and is further described in **"3.12 Vacant Land + Unoccupied Buildings".** The analysis identified 11 such properties with an unoccupied principal building.

Criteria 5 - "Other" Properties:

"Other" properties were qualitatively determined to be below their "highest and best use." This includes properties in need of improvements, properties that are only partially developed, properties that have a large proportion of surface parking, or properties that are set back relatively far from the right-of-way. Additionally, properties along the lakefront not currently taking advantage of their location were considered under this criteria. The qualitative analysis identified 22 such properties.

Results

The quantitative and qualitative methods used for underutilized sites identified 107 properties comprising a cumulative 560 acres (40.6% of the study area). The majority of these properties are privately owned, but 6 of these properties are owned by public entities including the Town of Hamburg (3), Erie County Sewer District (1), Woodlawn Fire Company (1), and NFTA (1).

As shown in **"Figure 3.82: Underutilized Sites Map"**, many of the underutilized properties are clustered in or adjacent to the two Hamlets or within the BOA's industrial areas. The results of the methodology for identifying underutilized properties will be used for the identification of strategic sites, further discussed in **"3.15 Strategic Sites".**



Woodlawn High School

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UNDERUTILIZED SITES CRITERIA

Criteria 1 - Low Assessed Value

Properties with a high portion of the total assessed value derived from the land value, with an emphasis properties with accesses to key assets such as transportation networks or lake access and views.

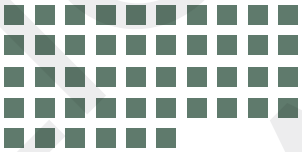


19

Properties

Criteria 2 - Vacant Properties

All property identified by the Town as vacant land. Properties classified as vacant land do not have an active use and do not contain a building. Properties used as "side yards" and those used entirely for parking were excluded. See **"3.12 Vacant Land + Unoccupied Buildings".**



46

Properties

Criteria 3 - Surface Parking Lots

Properties identified by the Town as having a principal use as a parking lot. In other words, these properties do not contain an on-site building associated with the parking lot. See **"Figure 3.44: Land Use"**.



9

Properties

Criteria 4 - Unoccupied Buildings

Properties identified by the Town as containing an abandoned principal building. See **"3.12 Vacant Land + Unoccupied Buildings".**



11

Properties

Criteria 5 - "Other" Properties

Other properties identified as underutilized were qualitatively determined to be below their "highest and best use." This includes properties in need of improvements, partially developed, a large proportion of surface parking, or large building setbacks.



22

Properties

TOTAL 212

Underutilized Properties

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Figure 3.82: Underutilized Sites Criteria

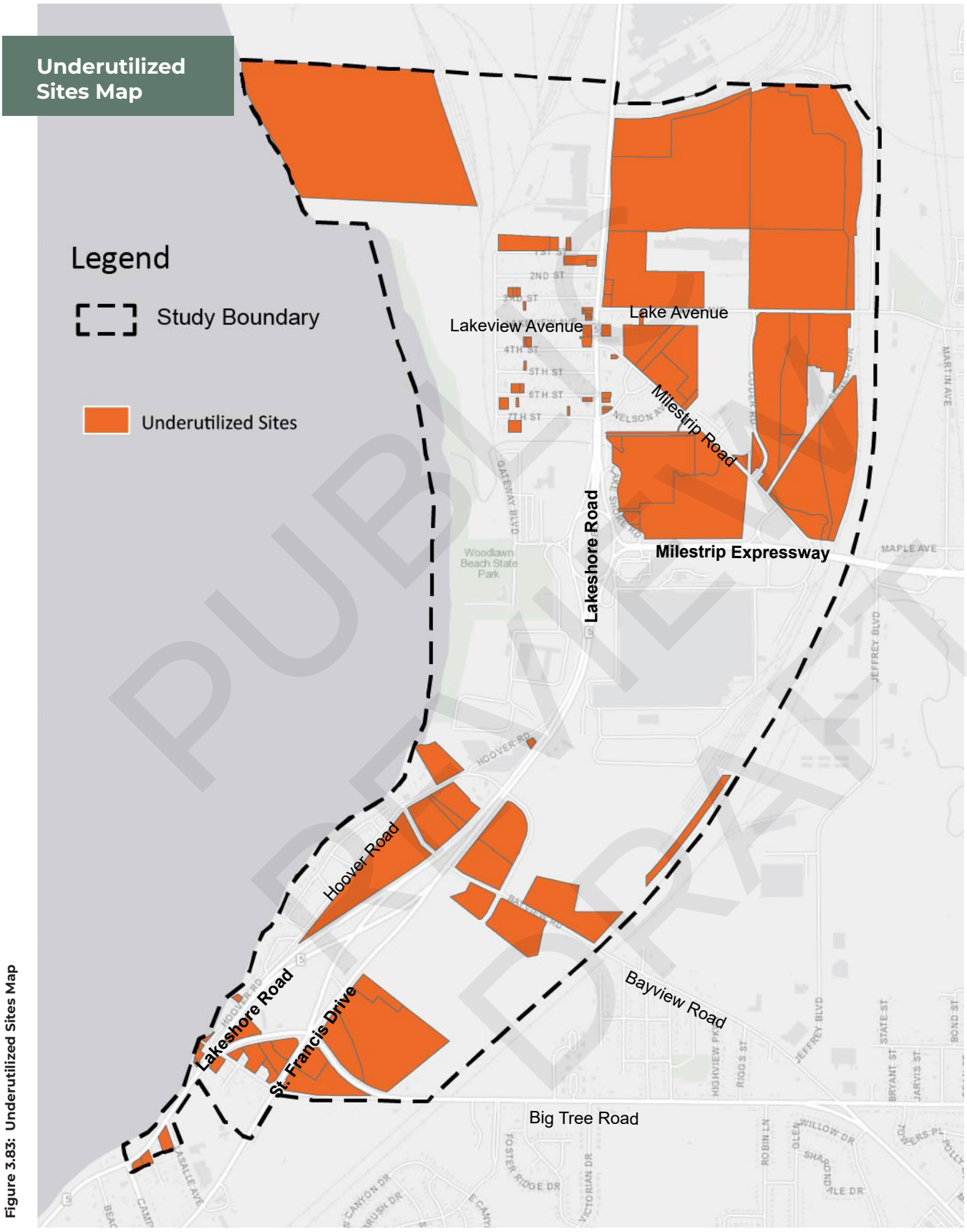


Figure 3.83: Underutilized Sites Map

What is a Strategic Site?

A “strategic site” is any property identified in the inventory and analysis through which redevelopment or re-purposing would further the goals of the BOA to create an economically and environmentally sustainable neighborhood. Strategic sites pose certain characteristics that make them ideal for redevelopment due to their transformative potential to stimulate further development in the neighborhood (a “catalyst” site).

Why are Strategic Sites part of the BOA Plan?

The identification of strategic sites is a necessary part of the BOA planning process and is designed to focus recommendations and prioritize redevelopment on sites that would act as a catalyst for further redevelopment in the area. Key findings and recommendations focus on strategic sites, although not exclusively, to revitalize the area. These sites have a greater potential to leverage public and private monies to stimulate economic development, community revitalization, opportunities for new public amenities, or opportunities for environmental clean-up.

Environmental site assessments and other remediation activities on strategic brownfield sites within the BOA may be eligible for funding if additional environmental information is required to assist in determining future land use opportunities. In addition, the location of a brownfield within a strategic site results in prioritization during the application process to receive the “BOA Bump-up” tax credit. For projects on a site enrolled in the NYSDEC BCP, the “BOA Bump-up” is an increase of up to 5% of the allowable tangible property tax credit component of the Brownfield Redevelopment Tax Credit. To receive the “BOA Bump-up,” projects must complete an application for Determination of Conformance. The application ensures the “BOA Bump-up” is available to projects that conform to the vision, goals and priorities established in the BOA Plan.

Identification Method

The planning process for this BOA Plan reviewed over a dozen BOA Plans across New York State in the context of the New York State Department of State BOA Program Guidance document. Similar to the review for underutilized sites, this review found several commonalities for the identification of strategic sites including both a quantitative approach and a qualitative approach. All BOA Plan’s identify strategic sites based on NYSDOS guidance which requires the identification process to consider location, size, capacity for redevelopment, potential to spur additional economic development, potential to improve quality of life or to site new public amenities, owner willingness, and adequacy of infrastructure, transportation systems, and utilities. Based on the review of BOA Plans and the NYSDOS BOA Guidance, the BOA Team chose both a quantitative and qualitative approach through a series of five steps. Each of the five steps are summarized on the following pages which includes Map Overlay, Site Screening, Site Scoring, Site Selection, and identification of Strategic Areas.

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Step 1: Map Overlay

The Map Overlay step consolidated all properties identified as known brownfields, all properties identified by the Town of Hamburg as vacant, properties identified as underutilized, and properties containing a key building onto one map. The Map Overlay includes the totality of properties that need some level of revitalization and properties that contain key buildings (assets) that can be utilized to aid implementation of the BOA Plan through strategic partnerships or through adaptive reuse.

Brownfield properties are described in **"3.13 Brownfield Sites"**. Vacant properties are described in **"3.12 Vacant Land + Unoccupied Buildings"**. Underutilized properties are described in **"3.14 Underutilized Sites"**. The location of key buildings is described in **"3.7 Key Buildings"**.

A total of 128 properties spanning approximately 972 acres were identified in the Map Overlay analysis. The Map Overlay included 37 properties identified as brownfields, 95 properties identified as vacant or underutilized land, and 29 properties containing and associated with key buildings. 3 of the properties (21 acres) identified are owned by the Town of Hamburg and 4 properties (151 acres) are owned by either New York State or Erie County. While the Map Overlay identifies all the properties in need of some level of revitalization within the BOA, additional analysis was required to determine which of the sites identified in the map overlay should be prioritized as "strategic sites".

Step 2: Site Screening

The Site Screening step eliminated certain properties identified in the Step 1 Map Overlay from the site selection process. This included properties that are currently used to their highest capacity, vacant properties that are too small for any development according to the existing building code and cannot be adjoined with adjacent identified properties, and all properties containing a community service (e.g., health/medical, religious, benevolent). The Site Screening analysis identified 110 properties (674 acres) eligible for screening in Step 3.

Step 3: Site Scoring

The Site Scoring step utilized the results from Step 2 and several additional criteria to identify sites that display characteristics with a greater likelihood of becoming catalyst sites if redeveloped or adaptively re-used. As discussed earlier, all BOA Plans must consider strategic sites based on location, size, capacity for redevelopment, potential to spur additional economic development, potential to improve quality of life or to site new public amenities, and owner willingness. Site scoring criteria were developed to identify these characteristics. Criteria were grouped into five categories and assigned points based on the desirability of the characteristic. Information used for scoring individual properties came from various Town sources and information gathered during the environmental review.

The Environmental Status category prioritizes properties that include a designated Brownfield site to ensure that potential environmental contamination can be addressed during future redevelopment. Properties adjacent to brownfields were also prioritized and assigned points due to their proximity to potential contamination.

The Site Use category prioritizes properties with a key building (see **"3.7 Key Buildings"**) and properties designated as vacant land or parking lots (see **"3.14 Underutilized Sites"**). Points are also assigned to properties that have an unoccupied building, other underutilized properties and properties with a low assessed value (defined in **"3.14 Underutilized Sites"**).

The Strategic Location category prioritizes properties adjacent with access to freight rail lines and major vehicle transportation routes including Lakeshore Road (NYS Route 5), Lake Avenue, Milestrip Expressway, St Francis Road, Big Tree Road.

The Adequate Parcel Size category prioritizes

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properties over 5 acres due to their potential for accommodating larger and more diverse future land uses. Finally, the Ownership Status category prioritizes properties that are publicly owned due to their potential to directly align BOA Plan goals with future development.

Step 4: Site Selection

The Site Selection step utilized the results from steps 1-3 above and considered sites with additional characteristics that are considered strategic or catalytic, including site history, local interest, adjacent uses, sense of place, and redevelopment potential. This step combines the quantitative methods from steps 1-3 with qualitative analysis to select strategic sites that, through redevelopment, would further the goals of the BOA to create an economically and environmentally sustainable neighborhood. Overall, these sites represent properties with characteristics that make them ideal for redevelopment due to their potential to stimulate investment.

Sites with a score greater than 15 were automatically included as strategic sites. Sites with scores between 10 and 14 were either included as strategic sites or opportunity site. Opportunity sites are those that are catalytic to the revitalization of the BOA, but may not need immediate or prioritized attention, and included three different classifications: recreational opportunity sites, hamlet opportunity sites, and industrial opportunity sites. Each opportunity site will receive specific recommendations in Chapter 05. Sites with scores between 5 and 9 were also considered opportunity sites, where opportunities are present, and those adjacent to catalytic strategic sites were included as strategic sites. None of the properties scoring below 5 were considered strategic sites or opportunity sites.

SITE SCORING CRITERIA

1. Environmental Status	Points
Identified Brownfield	3
Adjacent to Brownfield	2
2. Site Use	
Parcel with a key building	3
Vacant land	3
Parking lot	3
Parcel with an unoccupied building	2
“Other underutilized”	2
“Low assessed value”	1
3. Strategic Location	
Rail Access	3
Next to Lakeshore Rd.	3
Next to Lake Ave., Milestrip Expy., Camp Rd., or Big Tree Rd.	2
Within a Hamlet	2
Adjacent to Lake Erie	1
4. Adequate Parcel Size	
> 5 acres	3
1 - 5 acre	2
0.5 - 1 acre	1
Larger Assembly Possible	1
5. Ownership Status	
Town of Hamburg	3
Other Public Ownership	2

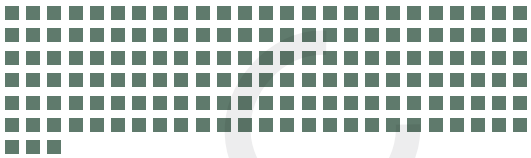
Figure 3.84: Site Scoring Criteria

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SITE SELECTION STEPS

Step 1 - Map Overlay

Combined onto one map all brownfield, abandoned or vacant properties and all properties containing a key building. Additional description is provided on the preceding pages.

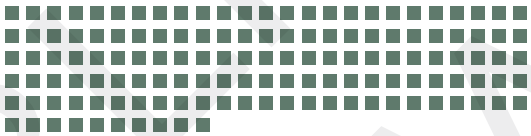


128

Properties

Step 2 - Site Screening

Eliminated properties from the site selection process including small properties, public facilities, and community services. Additional description is provided on the preceding pages.



110

Properties

Step 3 - Site Scoring

Utilized criteria to identify desirable characteristics of properties and to select properties with a greater likelihood of becoming catalyst sites. Additional description is provided on the preceding pages.



107

Properties

Step 4 - Site Selection

Final site selection based on site scoring and properties that contain other strategic or catalytic characteristics. Additional description is provided on the preceding pages.



97

Properties

Step 5 - Strategic Areas

Consolidation of individual properties into strategic areas with similar characteristics. Additional description is provided on the preceding pages.



6

Strategic Areas

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Figure 3.85: Site Selection Steps

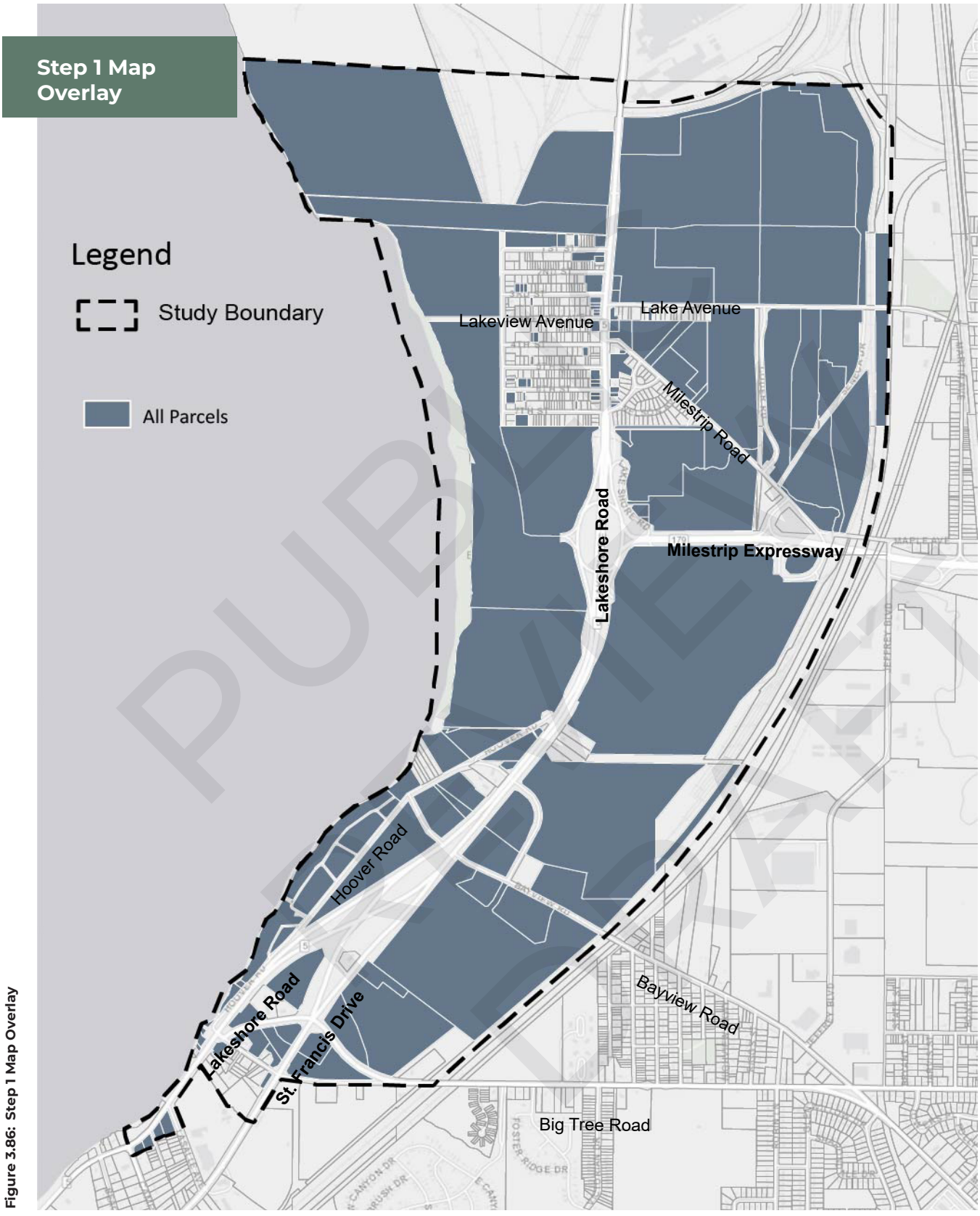


Figure 3.86: Step 1 Map Overlay

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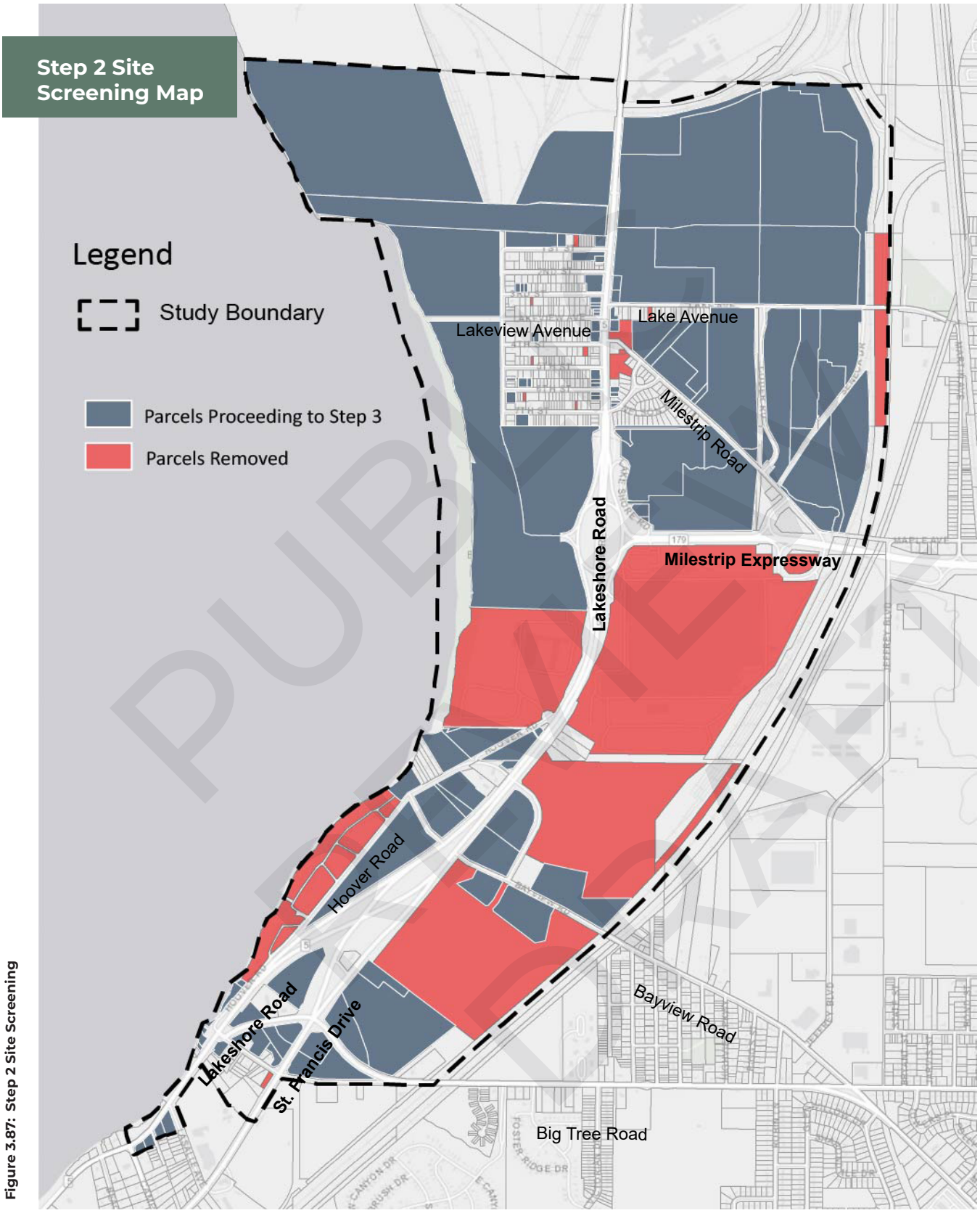


Figure 3.87: Step 2 Site Screening

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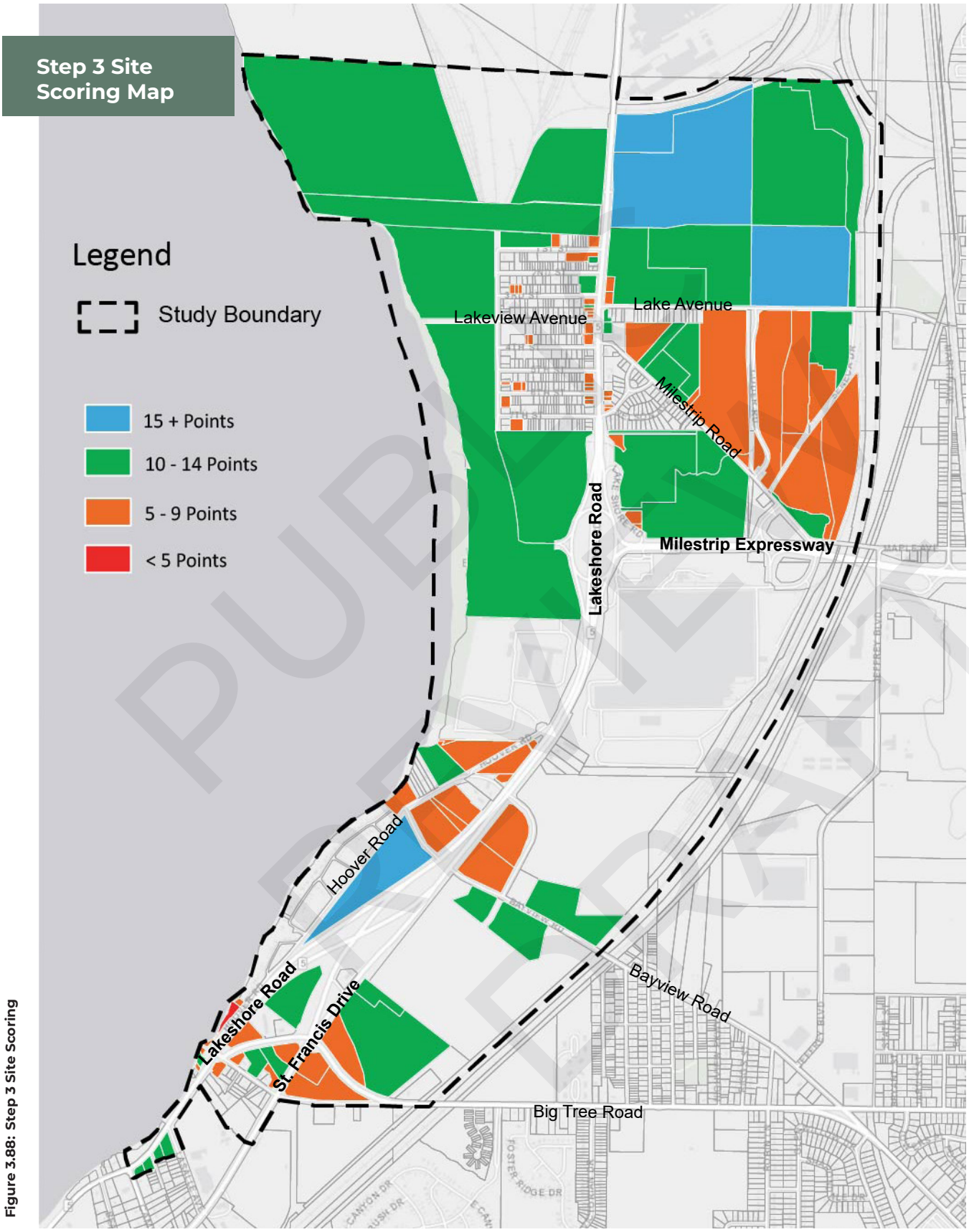


Figure 3.88: Step 3 Site Scoring

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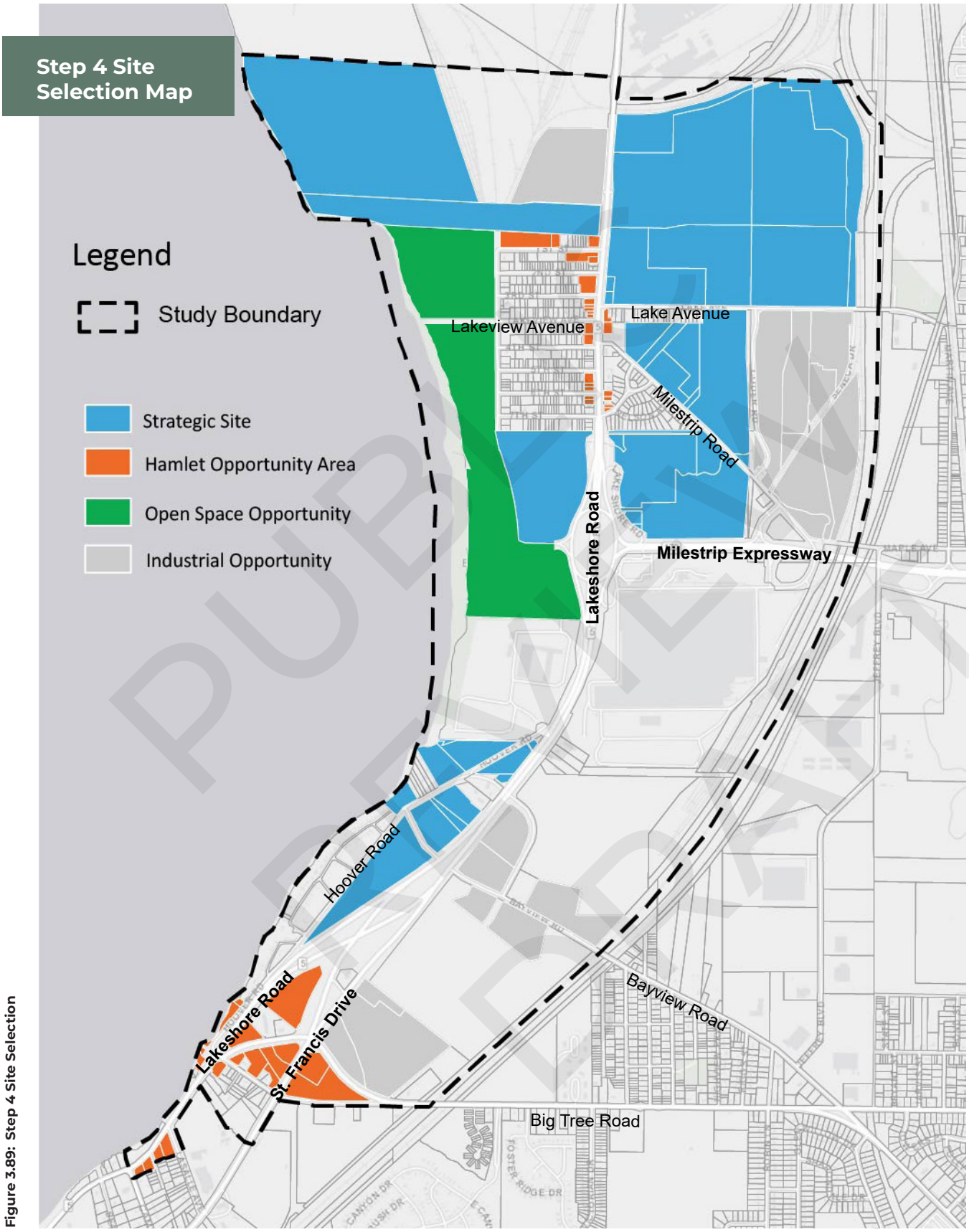


Figure 3.89: Step 4 Site Selection

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04 Summary Analysis + Key Findings

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What is the Summary Analysis + Key Findings?

Numerous opportunities and constraints for revitalization of the Hamburg Woodlawn Gateway BOA study area were identified in **Chapter 03: Inventory & Analysis**. Most challenges present an opportunity, including connectivity to local assets, redevelopment and remediation of brownfields, quality of community facilities, transportation barriers, and environmental concerns. While each identified opportunity and constraint was documented and can be addressed individually, a concise summary/ synthesis of the inventory and analysis is needed to identify key and unique factors that impact the future revitalization potential of the BOA study area.

The summary analysis and key findings on the following pages summarizes opportunities and constraints from the inventory and analysis and examines the inter-relatedness of the socioeconomic, physical, environmental, policy, and built environments. The summary analysis and key findings is grouped into the following:

- Socioeconomic and Market Trends
- Land Use and Zoning
- Land Ownership
- Transportation and Infrastructure
- Parks, Historic, and Natural Resources
- Vacant Land, Unoccupied Buildings, and Underutilized Sites
- Brownfields

The summary analysis includes findings based in part on the economic and market trends analysis and detailed inventory that provides an in-depth and thorough description of existing conditions including an assessment and summary of existing land use and zoning. The land use and zoning summary analysis also includes a description of identified opportunities, constraints, and necessary zoning changes. Public and private lands were evaluated for their potential to be made available for development or public purposes. Transportation and infrastructure improvements, and other public or private measures needed were identified to stimulate investment, promote revitalization, and enhance community health and environmental conditions.

"4.9 Redevelopment Opportunities" provides a summary/synthesis of identified redevelopment opportunities within the Hamburg Woodlawn Gateway study area. These include a description of reuse and redevelopment opportunities that have been identified as catalysts for revitalization.

How was the analysis and findings created?

The summary analysis was created by examining each opportunity and constraint identified in Chapter 03 along with the feedback received during each public meeting. In addition, key findings were identified that may impact the redevelopment potential of the BOA.

How was community input incorporated?

Throughout the BOA planning process, the development of the Hamburg Woodlawn Gateway BOA Plan has been aligned with the community's self-described vision statement, value statements, and goals and objectives. Community input for each public meeting was evaluated and compared to the inventory and analysis and incorporated into the summary analysis and key findings. Key findings were presented to the community during Public Meeting #1 and feedback on those key findings was incorporated into this Plan.

How are brownfields incorporated?

The presence of suspected and known brownfields in the Hamburg Woodlawn Gateway BOA study area has been a burden on the community which has constrained revitalization and redevelopment for decades. A summary analysis and key findings specifically

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for brownfield properties is provided in **"4.8 Brownfields"**. This description includes a summary of publicly and privately owned lands which are candidates for environmental site assessments and potential interim land uses that could benefit the community before remediation is completed.

How will the analysis and findings be used?

The revitalization potential of the Hamburg Woodlawn Gateway BOA study area is dependent on overcoming the pattern of contamination and disinvestment. The summary analysis and key findings document the critical opportunities and challenges that need to be addressed to realize revitalization of the BOA. These key findings were used to develop a series of recommendations that leverage opportunities to overcome challenges and help create a climate of revitalization that realizes the community's vision of becoming a neighborhood that provides a safe, affordable, prosperous, and attractive place for all.



Public Meeting #2

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Summary Analysis

Socioeconomic and market trends are summarized in **"3.1 Community + Regional Setting"** and **"3.2 Economic + Market Trends"**.

Socioeconomic trends analyzed in the study area show a moderate decrease in population in the BOA in contrast to an increase in the Town of Hamburg and a stable population in Erie County. This trend in part corresponds with other older neighborhoods in the region. In addition, the analysis found the study area has a high percentage of those over 45 years old, lower education attainment, and older housing stock with low vacancies, and higher unemployment. The median income is lower than both Erie County and the Town of Hamburg. These trends and statistics indicate a neighborhood that has and continues to have a concentration of socioeconomic hardships that can limit economic activity and job opportunities.

The Economic and Market Analysis identified a relatively diverse employment composition, with recent increases in the transportation, warehousing, and utilities fields. Additionally, the analysis indicated the BOA's export industries (those which create more product than they consume) are in; transportation; warehousing and utilities; finance and insurance; and real estate, rental and leasing .

The Economic and Market Analysis identified an overabundance of commercial space in the BOA, both for office and retail. Some retail sectors, such as a wholesale clubs and auto parts stores, are in demand but are inappropriate for the re-developable sites in the BOA. However, redevelopment of the BOA with the addition of new employment centers, residential areas, and tourism potential will result in increased demand for neighborhood-focused retail commercial including restaurants, specialty foods, home furnishings, electronics & appliances, clothing & accessories, and health & personal care. Overall, the study area represents a very small share of the region's retail inventory and commands significantly lower rents than both the city and the county.

Based on the analysis of the existing residential market and the area's surrounding context, there is potential demand for multi-family housing with ground floor commercial that promotes walkable neighborhoods near amenities and assets. In existing neighborhoods there is a demand for housing options that focus on senior generations and for-sale housing type, both for townhomes and single-family homes. This is supported by several newly completed and proposed projects in the BOA and surrounding neighborhoods, particularly to the southeast along Camp Road.

Within established neighborhoods, there is a need for owner assistance programs for both commercial and residential properties. This need is not unique to the BOA, and there are a variety of programs that have helped to meet these needs. In commercial areas in the Village of Hamburg and elsewhere in Erie County, facade improvement programs have helped to create a standard for renovation and restoration projects and provide needed assistance to undertake costly renovations. Throughout Erie County and New York State, home purchase assistance programs, renovation assistance, de-carbonization and weatherization assistance, and a variety of programs funded through local, state and federal dollars are available to assist homeowners with rehabilitation and necessary improvements. These programs are further detailed in Chapter 05, Recommendations .

Most notably, the analysis showed no industrial vacancy, which has been below 1% since 2018. It is important to note that this does not include the vacancy created by the shutdown of Republic Steel, which represents over 1 million square feet of industrial space. While there is no data on the BOA's industrial rental rate, Erie County's industrial rental rate has been increasing, most recently at $6.75 per square foot. This is despite a decrease in the total manufacturing employment in the BOA, largely associated with the steel industry which has been declining in the region and the nation for decades. The largest manufacturing gains

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in the BOA are due to warehousing, which has seen a 50% increase in the last decade. Additionally, very little industrial space is under construction in Erie County, despite the high demand and low vacancies. These factors, combined with zoning, transportation, and infrastructure advantages, place the BOA in a particularly advantageous position to attract and develop new light industrial, warehousing, and logistics facilities.

While the summary of socioeconomic and market trends highlights key statistics and findings, the path forward is dependent on other factors including land use patterns, location factors, policy considerations, environmental concerns, and social considerations. The breadth of opportunities and challenges requires a multi-agency partnership to fully realize benefits for local residents.

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KEY FINDINGS

1. The Hamburg Woodlawn Gateway BOA continues to struggle with disinvestment and negative impacts of vacancy associated with the former industries that once dominated the BOA.
2. There is potential for multi-family, mixed use, senior housing, townhomes, and single-family housing.
3. There is potential for neighborhood-focused retail, and demand will increase with commercial and residential redevelopment.
4. There is a need for local housing assistance and business assistance programs.
5. There is high demand for industrial development, including light industrial, warehousing and logistics.

Figure 4.1: Socioeconomic and Market Trends Key Findings

Summary Analysis

The inventory of existing land use is summarized in **"3.3 Land Use"** and existing zoning in **"3.4 Zoning"**. Overall, the study area encompasses 1,380 acres, of which 97 acres is Town and State owned right-of way and 1,283 acres are a mix of residential, commercial, recreation, community services, benevolent/ religious organizations, manufacturing, parking, undeveloped, or vacant land. The primary corridors within the study area comprise a mix of land uses which have the potential for a positive impact on walkability and economic diversification. In addition, several building typologies along these corridors, dating back to the community's history as a beach community, provide an interesting variety which can contribute to the pedestrian experience and promote a sense of place. The neighborhoods within the study area are primarily comprised of single-family residential properties with a "hamlet" character. Unfortunately, vacant land, unoccupied buildings, and poor building maintenance throughout the study area, along the corridors, and in the neighborhoods have a negative impact on sense of place.

Industrial land comprises the largest percentage of the study area, at 39%. It consists of a variety of industrial uses, including manufacturing, warehousing and logistics, specialized industries, and vacant industrial properties. This land is primarily in the eastern portion of the BOA, between Lakeshore Road and the CSX Rail line, but some industrial parcels exist along the Buffalo Southern Rail line and its former alignment to Hoover Beach. Much of this land is zoned for industrial uses and has contained industrial uses for decades. Historically, most properties along the railroad right-of-way were used for, or in support of, manufacturing and contained a rail siding connecting to the adjacent rail spur. Future use potential of these properties is dependent on advanced manufacturing, light industrial, warehousing, and logistics operations, any of which would have lower impact on neighboring residential areas than the former heavy industrial uses. Environmental concerns will further dictate future reuse potential.

Public services, community services, and public parks comprise 15% of the study area, including the 84-acre Woodlawn Beach State Park, the 43-acre Southtowns Advanced Water Treatment Facility, rail transportation networks and transfer yards, school, public parks, and churches.

Commercial land comprises 12% of the study area and is concentrated along Lakeshore Road and St Francis Drive. Although commercial zoning covers many of the properties along these roadways in the Hamlets of Athol Springs and Woodlawn, land uses and building typologies vary considerably. Traditional urban commercial character is intermixed with auto-oriented commercial office and retail. The latter have large parking lots that front the street and provide little or inadequate pedestrian access. This transition to auto-oriented uses has diminished the viability of efficient and affordable urban development and reduced the number of traditional smaller stores to accommodate local businesses.

Residential land represents 5% of the study area. This land consists primarily of single-family and two-family residences and is concentrated between Lakeshore Road/ St Francis Drive and the Lake Erie shoreline, however some residential neighborhoods extend to the north of these roadways in both hamlets. The location of residential properties between these corridors isolates this residential area and results in land use conflicts for those properties located adjacent to non-residential areas, particularly with heavy industrial. In some places, this residential area lacks investment and maintenance or needs financial assistance and is interspersed with vacant land. Per the Economic & Market Trends Analysis, opportunities exist for a variety of housing types in this area due to the area's assets and growing residential demand in the Town of Hamburg and Frontier Central School District.

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Although vacant land is found in numerous locations, there is a pronounced lack of commercial activity within the hamlet centers due to decades of vacancies, environmental concerns, and disinvestment. Recent development has occurred in Athol Springs, but the Hamlet of Woodlawn has lagged in commercial development, in part due to the proximity to contaminated properties. Both Hamlet centers in the BOA have had their historic identity eroded by transportation infrastructure, an issue that has been raised during the public meetings. Additionally, large vacant industrial lands exist in the BOA, particularly in the north around the Hamlet of Woodlawn. Much of this land was owned by the Bethlehem Steel Company, and its rapid closure and decline left large swaths of land with no active use and potential or perceived contamination.

Zoning in the BOA is complex, with a total of 14 zoning districts between two municipalities and multiple Planned Use Development (PUD) overlays. Recent and proposed developments such as the development of the Amazon distribution center and the redevelopment of the Gateway building have required the use of these PUDs, indicating that the current zoning is not accommodating redevelopment in the BOA. Other redevelopment proposals have been delayed due to the need for variances to redevelop former industrial spaces and vacant spaces. Setbacks, parking requirements, and lot area restrictions make the traditional development once seen in the Woodlawn and Athol Spring Hamlets difficult or illegal to build. New construction conforming to modern requirements has eroded the hamlet character once present, resulting in the loss of historic fabric in the neighborhoods, particularly in Woodlawn, and the development of large parking lots along the waterfront.

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KEY FINDINGS

1. Residential areas are isolated due to industrial, roadway and rail corridors.
2. There are land use conflicts between residential and non-residential uses.
3. Traditional development patterns and building types have been replaced with auto-oriented development.
4. Much of the remaining vacant land in the BOA has potential or perceived environmental contamination.
5. Rail spurs offer opportunity for rail-enabled development.
6. Zoning regulations in the BOA are complex and do not allow for development desired by the community or demanded by the market.

Figure 4.2: Land Use and Zoning Key Findings

Summary Analysis

The inventory of land ownership was summarized in **"3.5 Land Ownership"**. Within the 1,830-acre study area, 82% is privately owned, 11% is publicly owned, and 7% is comprised of roadway right-of-way (ROW). Most of the publicly owned parcels are currently used for public services, such as Woodlawn Beach State Park and the SAWTF at 3849 Hoover Road and the former Woodlawn High School are vacant and owned by the Town of Hamburg. 97 acres of ROW includes arterials and community streets. The two large interchanges at Lakeshore Road and Milestrip Expressway and Lakeshore Road and St. Francis Drive account for 54 acres, over half of all the ROW in the BOA.

As of **March 2025**, there are multiple redevelopment proposals on privately owned land in the BOA. This includes the proposals for residential development at 4100 St Francis Drive and 3800 Hoover Road; commercial development at 4188 Hoover Road, 3446 Big Tree Road, and 4110 St Francis Drive; and a Planned Unit Development that includes residential, commercial, and lodging space at 3556 Lakeshore Road.

Recent private development projects have occurred at 3800 Bayview Road with the construction of an Amazon Distribution Center and 4040 Lakeshore Road with the construction of a restaurant. These properties were both vacant greenfield sites before their development.

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KEY FINDINGS

1. Most of the BOA is privately owned.
2. Most publicly owned parcels are utilized for public services.
3. Two vacant properties owned by the Town of Hamburg (3849 Hoover Road and the former Woodlawn High School playing fields) are underutilized.
4. Multiple private development projects are proposed in the BOA or have recently been completed.

Figure 4.3: Land Ownership Key Findings

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Summary Analysis

The transportation inventory is summarized in **"3.9 Transportation"** and included vehicle, transit, bicycle, pedestrian, and freight networks. The infrastructure and utility inventory is summarized in **"3.10 Infrastructure + Utilities"**.

Overall, the Hamburg Woodlawn Gateway BOA includes a road network that has been heavily modified from its original layout. The study area is comprised of disjointed and isolated residential neighborhoods separated by large highway networks with little to no pedestrian connectivity to amenities. Three arterials and two large interchanges further separate the neighborhoods and allow for high speed, dangerous traffic through residential communities. Within the communities, transportation networks are wide and fast, creating a barrier to those wanting to cross the roadways to access key community spaces and assets, particularly Lake Erie. This challenge to safety and connectivity was brought up frequently during the public engagement process.

A more complete picture of the transportation system was obtained through a preliminary traffic analysis completed as part of the BOA plan (**Appendix C - Transportation Analysis Report**). The traffic analysis documented the existing roadway network and analyzed the capacity of the existing roadway and potential future roadway configurations. It also identified areas where further study is needed. The study found that the BOA is a major transportation corridor for the region, but much of the infrastructure is overbuilt to accommodate former industries to the north of the BOA. Reconfiguration of lanes and intersections is possible but would require a more detailed traffic study and cooperation of the New York State Department of Transportation (NYSDOT), which owns and maintains the roadways.

The pedestrian network is deficient within the study area. Many intersections do not have marked or signalized crossings, and those that do have long crossings which can be treacherous for pedestrians. The sidewalk network in the BOA is incomplete, with poor connections between neighborhoods, particularly in the Hamlets of Woodlawn and Athol Springs. A lack of curbing has resulted in a poorly defined pedestrian space, with much of the ROW intended for pedestrian use instead occupied by parking. In the northern portion of the BOA, there is significant ROW encroachment by local businesses for parking.

There is no bicycle network present in the BOA, though many plans have been created to address this deficiency. The Shoreline Trail begins in the Town of Tonawanda at the end of the Empire State Trail and extends just north of the BOA, and continues south of the BOA in the Town of Evans. The Shoreline Trail Master Plan identified opportunities to extend the trail south through Woodlawn Beach State Park. The BOA will act as a keystone in connecting the northern sections of the Shoreline Trail and newly developed southern sections. The Town of Hamburg has begun the study and implemented improvements on Lake Ave in the Village of Blasdell, to the north of the BOA.

The BOA is served by three NFTA commuter bus lines. In Athol Springs, a park and ride serves riders further south. While this park and ride and other stops in the hamlets have well-developed amenities, other stops are lacking all infrastructure and dangerous for potential riders. Additionally, the lines are infrequent and have low ridership, even for commuter lines, and much of the industrial development the once served is no longer present.

The study area has access to three Class I railroads, two Class III railroads, three yards, and multiple intermodal transfer areas. Additionally, the BOA has road and rail access to the Port of Buffalo, an international Great Lakes port. These freight connections give the BOA direct connection to markets across the region, country, and Canada. Multiple rail spurs directly serve businesses, with potential for new development and redevelopment to utilize these spurs.

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Infrastructure and utilities within the BOA are sized to accommodate both residential and industrial development. The BOA has significant underutilized sewer, water, and electrical capacity. Future development can take advantage of the existing networks without the need for significant overhaul and expansion. Although every property is serviced and there has been a general decline in commercial and residential activity, new development and redevelopment projects would need to be coordinated with city, county, and local utility companies to determine project needs, individual site capacities, and any needed upgrades to meet site demand.

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KEY FINDINGS

1. The roadway network has been heavily modified to allow for high-speed traffic to travel through the BOA.
2. The BOA is auto-oriented, despite the historical development along the main corridors.
3. Sidewalk networks are incomplete and in poor condition.
4. The BOA presents an opportunity to connect regional multimodal networks.

Figure 4.4: Transportation and Infrastructure Key Findings

Summary Analysis

The parks and open space inventory is summarized in **"3.6 Parks + Open Space"**, historic resources inventory in **"3.8 Historic + Cultural Resources"**, and natural resources inventory in **"3.11 Natural Resources"**. Overall, the study area contains only one town park and the Woodlawn Beach State Park, several regulated wetlands and streams, significant natural communities, rare plants and animal habitats, and mussel screening areas, and no designated historic resources, though several potentially historic properties exist in the BOA.

Within the Hamburg Woodlawn Gateway study area is the Woodlawn Volunteer Fire Hall which is located at the intersection of Lakeshore Road and Milestrip Road. The Fire Hall acts as a community space, containing a recreation hall and 3.2-acre green space and ball field. Two additional parks– the Woodlawn Avenue Play Lot and Town of Hamburg Skate Park – serve as neighborhood recreation spaces.

Woodlawn Beach State Park on Lake Erie provides access to natural and recreational resources to residents of the BOA, the surrounding community, and the region. Significant investments and improvements have been made in recent years to natural features, amenities, and community spaces.

Outside the study area are several nearby parks, including the Hamburg Town Park, Lakeside Memorial Park, Blasdell Splash Pad, JFK Playground, Osborne Playground, Loring Avenue Playground, Bayview Road Playground, St Francis High School Athletic Fields, and Penn Dixie Fossil Park & Nature Reserve. Amenities at these parks range from playgrounds to sports fields and forested areas.

The quality of parks within and around the study area was discussed during public meetings with specific comments regarding the desire for improved access to parks from the neighborhoods, improved facilities within the parks (particularly for children), and the need for additional community spaces and parks offering a variety of amenities.

The inventory of natural resources within the study area included a review of topography, soils, surface waters, groundwater, fish and wildlife habitats, visual quality, agricultural lands, air quality, and any designated local, State, or Federal natural resources. Significant natural communities exist in the BOA, particularly around Woodlawn Beach State Park and the Lake Erie Waterfront. Additional resources exist along the waterways of the BOA, many of which have been channelized by past development.

With respect to historic resources, the study area includes some of the oldest structures in the Town of Hamburg and the earliest areas of settlement. However, no historic or cultural resources have been officially recognized in the BOA by the Town of Hamburg, New York State, or the National Register of Historic Places. Based on windshield surveys and knowledge of neighborhood history, the study area may contain additional historic resources eligible for local designation or State/National Registers due to notable exterior architectural features and historic roles of some properties and buildings within the neighborhood. Public input and feedback regarding historic resources has included a desire to maintain remaining historic buildings through adaptive re-use and a desire for new development to respect the historic character and scale of the neighborhood. Unfortunately, many older buildings within the study area have been compromised or lost to decades of neglect and disinvestment. However, once environmental due diligence is completed, new development compatible with the surrounding neighborhood can be integrated.

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KEY FINDINGS

1. Woodlawn Beach State Park is the largest recreational space in the BOA but is lacking connections to the residential neighborhoods in the BOA.
2. Local parks are in need of investment and lack amenities.
3. Natural resources are concentrated in Woodlawn Beach State Park and along the BOA's waterways, streams, and shoreline.
4. No historic resources are formally recognized in the BOA, though the area and many of its buildings have significant historical value to the community, the Town of Hamburg, and the region.

Figure 4.5: Parks, Historic, and Natural Resources Key Findings

Summary Analysis

The vacant land and unoccupied building inventory is summarized in **"3.12 Vacant Land + Unoccupied Buildings"** . The purpose, methodology, and results of the underutilized site identification is summarized in **"3.14 Underutilized Sites"**. Overall, the study area includes a significant amount of vacant land, numerous unoccupied buildings, and a significant amount of underutilized land.

Vacant land within the study area includes 118 individual properties comprising 207 acres, or 15% of the study area. These 207 acres are broken down as follows:

- 10 acres are classified as open space. The Town of Hamburg owns seven of these acres in the Hamlet of Woodlawn on the site of the former Woodlawn Elementary School. Erie County, through the Erie County Sewer District #6, owns 2.5 acres, also in Woodlawn.
- 13 acres are classified as residential vacant land. Of the 13 acres, 7.5 acres are categorized as "Side Lots," or vacant lots owned by the owner of an adjacent residence.
- 175 acres are classified as industrial vacant land. The largest vacant lands are those formerly owned by Republic Steel. This includes an 80-acre parcel along Lake Erie at the north end of the BOA ("Buffalo Crushed Stone"), two adjacent parcels comprising 27 acres at the intersection of Milestrip Expressway and Lakeshore Road, and a 60-acre parcel at the corner of Lake Avenue and Lakeshore Road in the Hamlet of Woodlawn. Most sites owned by Bethlehem Steel have a long history of environmental contamination as described in **"3.13 Brownfield Sites"**.
- An additional nine acres are classified as commercial.

Vacant land is found throughout the study area with a concentration along Lakeshore Road and around the Hamlet of Woodlawn. The lack of buildings and activity along Lakeshore Road detracts from the pedestrian experience, reduces connectivity between neighborhoods and assets, detracts from a sense of hamlet identity, and limits business interest in the surrounding area. The redevelopment of large vacant properties would spur infill of smaller vacant properties in the study area. In the Hamlet of Woodlawn, there are a variety of small residential vacant parcels that lack the width, depth, and acreage to support large redevelopment, and some are below the minimum lot size required for any development. These properties will be difficult to redevelop, even for single family infill, without amendments to local zoning regulations.

Overall, public input stressed the importance of restoring the hamlet character which is embodied in traditional neighborhood design. This includes an emphasis on walkability, public services in close proximity, with residential density that can sustain these key services. Redevelopment potential of vacant land which considers the inventory, analysis, and public input is further described in **"4.9 Redevelopment Opportunities"**.

The inventory and analysis included a summary of the eight properties identified by the Town and project team as containing an unoccupied or abandoned building. Unoccupied and abandoned buildings represent a risk to the community, and can be found throughout the study area, concentrated around the Hamlet of Woodlawn. As neglected properties, they pose a fire, collapse, and demolition risk.

Through quantitative and qualitative methodology, a total of 107 properties were identified in the study area as underutilized. Though this is a comparatively small number of properties in the BOA, these sites encompass 560 acres, or 40.6% of the study area. These sites are concentrated in the Hamlets of Woodlawn and Athol Springs and the neighborhood of Hoover Beach. Six of these properties are owned by public entities including the Town of Hamburg, the Woodlawn Fire Company, and the NFTA. The remainder

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are privately owned.

The identification of underutilized properties provides a better understanding of parcels within the study area that are under-performing, idle, vacant, or not operating at their highest and best potential. The list of underutilized properties was used for identification of strategic sites and can also be used for future planning and prioritization of revitalization funds. Notable underutilized sites include the Republic Steel site due to its large size and vacant condition, the Buffalo Crushed Stone site due to its size and location along the waterfront, and 3849 Hoover Road which is owned by the Town of Hamburg.

Public input and feedback regarding vacant land, unoccupied buildings, and underutilized sites included a resounding desire for redevelopment and re-use but with many different ideas and approaches. Many residents expressed the need for further site investigation at many of the underutilized parcels and the desire for remediation of lands formerly owned by Bethlehem Steel. Land uses mentioned during the meetings included mixed use, commercial, residential, and park/recreation. Input for redevelopment of vacant land and ideas for better use of abandoned and underutilized properties is further described in **"4.9 Redevelopment Opportunities"**.

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KEY FINDINGS

1. There are 118 vacant parcels in the study area, comprising 207 total acres.
2. Vacant industrial parcels make up 175 acres in the study area.
3. Most of the vacant land in the study area is concentrated around the Hamlet of Woodlawn.
4. Unoccupied buildings include former steel production and industrial properties, commercial buildings, and public buildings.
5. There are 107 underutilized properties in the study area, comprising over 40% of the total BOA land area.

Figure 4.6: Vacant, Unoccupied, and Underutilized Properties Key Findings

Summary Analysis

The inventory and analysis of brownfields is summarized in **"3.13 Brownfield Sites"**. This section which includes the historical background of environmental concerns within the study area, the methods used for identification of environmental concerns, analysis of environmental concerns, and an overview of identified potential brownfields.

The brownfield analysis utilized numerous existing environmental databases, historical maps, and aerial photography to identify 43 properties within the study area that have potential environmental concerns. This represents 472 acres and 34% of the study area. Most of these properties are privately owned, and many of them were owned by the Bethlehem Steel Corporation.

Phase I and II Environmental Site Assessments (ESAs) were not available for the BOA Study Area outside of identified remediation sites. Ultimately, Phase I and II ESAs are necessary for all brownfield properties to identify presence and extent of environmental contaminants, determine interim land use(s), and determine redevelopment opportunities based on level of clean-up. Residents of the Hamlet of Woodlawn, many of whom have lived in the BOA for decades or worked for the Bethlehem Steel Corporation, identified further potential for off-site migration of contaminants and unrecorded dumping and disposal of potentially contaminated materials in the hamlet. Further investigation of the hamlet and any property once owned by the Bethlehem Steel Corporation may require Phase I and Phase II ESAs to fully understand the levels of contamination present.

Although the study area contains numerous brownfields, groundwater contamination is isolated from affecting the population because potable drinking water is provided by the Erie County Water Authority. Soil and fill contamination on brownfield sites is a potential concern during excavation for development, infrastructure, and utility work.

While Chapter 05 of this BOA Plan includes recommended land uses for strategic brownfield sites (properties that are designated as both brownfield sites and strategic sites), these land use recommendations are contingent on the results of environmental investigations and level of clean-up completed by the property owners. However, if environmental investigations determine the need for land use controls, these recommendations must be adjusted but remain within the described vision, goals, and objectives of this Plan.

KEY FINDINGS

1. 43 properties within the BOA have been identified as potential brownfield sites.
2. Brownfields are primarily commercial and industrial land, through some exist in residential areas.
3. There may be additional contamination not identified by the Brownfield Analysis in the Hamlet of Woodlawn.
4. Land use planning and redevelopment potential is limited by a lack of information regarding the nature and extent of contamination within the BOA.

Figure 4.7: Brownfield Properties Key Findings

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Summary Analysis

In the development of this BOA Plan, it is clear that the Hamburg Woodlawn Gateway has incredible potential in its unique history, location within the region, and diverse transportation, cultural, and natural assets. Every meeting held during the development of this Plan was well attended by the community and included dozens of comments and feedback with one unified theme: revitalize and remediate our neighborhood.

Since the development and decline of the steel industry along the Lake Erie waterfront, residents of the Hamburg Woodlawn Gateway BOA have fought decades of environmental and socioeconomic challenges related to the presence of brownfields. These challenges have not deterred their sense of community and drive for a better quality of life, and the findings from this Plan show numerous redevelopment opportunities that have the potential to be transformative of the area for its residents.

Economic/Employment Opportunities

The inventory and analysis identified that post-Covid, general employment growth in the BOA has lagged behind the rest of Hamburg and Erie County. Recent manufacturing shutdowns have continued to harm the BOA's employment sector. However, despite a decline in other industries, the BOA has experienced an increase in logistics and warehousing employment and space. Recent developments along the Route 5 Corridor from the City of Buffalo to Athol Springs have helped improve these job prospects, and a significant market demand for logistics and warehousing space indicated the opportunity for future growth.

Commercial, Residential, and Manufacturing

The analysis of market trends identified an overabundance of most commercial space, including office and traditional retail. However, future office conversions planned for the study area, a regional demand for professional and medical office space, and the opportunity for residential growth in the BOA indicates potential for specialized commercial expansion. This includes neighborhood-focused retail and mixed-use development. This demand can be attributed to the increased population in certain age groups, employment growth, desire for walkable urban neighborhoods, and the relatively low supply of new retail space and residential units. Neighborhood-focused retail would best be accommodated through infill mixed-use development with ground floor commercial and upper floor multi-family housing. The target demographic for this type of development would be the 25-34 and 65+ age groups, both of which prefer diverse neighborhoods that are walkable, support multiple transportation modes, and are in close proximity to employment, amenities and services.

Despite the industrial and manufacturing heritage, industrial-zoned land, and the proximity of the rail corridor, heavy industrial has continued to divest from the BOA. However, there is significant near-term potential market demand for industrial development for warehousing and logistics space. The BOA has the proper zoning regulations, access to transportation networks, infrastructure, and large developable and underutilized sites to accommodate future investment in warehousing and logistics operations. This is evidenced by FedEx and Amazon's recent investments in the BOA. Additionally, local, state, and national initiatives have promoted the development of advanced manufacturing, which may be a candidate for future industrial development in the BOA. Opportunities should continue to be explored for light industrial development, utilization of the rail corridor through specialty manufacturing that utilizes rail-sidings, and advanced manufacturing that ties into the State of New York's economic development initiatives.

Strategic Sites and Brownfields

Future land uses of strategic and brownfield sites identified during public meetings and through the inventory and analysis for this plan

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include mixed-use commercial and residential buildings, infill development, park/open space and recreational facilities, and industrial development. Several brownfield, vacant, underutilized, and vacant properties present strategic opportunities for development of these land uses which would stimulate further economic development and community revitalization. The largest strategic site is the former Republic Steel property. The community expressed the desire for remediation of the site and redevelopment from the existing heavy industrial uses, with community-focused uses along Lakeshore Road and Lake Avenue. Despite such a large developable property and local interest for redevelopment, further environmental investigation is warranted to determine which land uses can be supported. Redevelopment of the property will require a master plan that clarifies environmental constraints, embraces market opportunities, and furthers community goals. As previously mentioned, land uses for all strategic brownfield properties will be dependent on the result of environmental investigations and level of clean-up by property owners. If environmental investigations determine the need for land use controls, recommendations must be adjusted but remain within the described vision, goals, and objectives of this BOA Plan.

Parks and Recreation

Redevelopment opportunities for brownfield, abandoned, vacant, and underutilized land must consider park and recreational facilities, particularly those along the Lake Erie shoreline. The lack of formal local parks within and around the study area has been consistently mentioned during public meetings with specific comments regarding the desire for outdoor and indoor recreational facilities, playgrounds, fields, parks, and open space. Other public input and feedback regarding parks and open space included the issues with accessing park spaces. Woodlawn Beach State Park in particular represents a significant recreation asset in the BOA that can be difficult to access. Larger redevelopment projects should include integration of public spaces and recreation opportunities. In addition, a master plan for Woodlawn Beach State Park should be developed to identify opportunities for additional facilities and programming, particularly to the north along Woodlawn Avenue.

Transportation and Mobility

The transportation network within the Hamburg Woodlawn Gateway BOA, particularly along major road corridors, accommodates vehicular traffic but lacks multi-modal amenities for pedestrians, bicyclists and transit users. Moreover, as identified in the traffic analysis, many of the study area's interchanges are overbuilt for the traffic they accommodate. This promotes high speed traffic that is unsafe for all travel modes. The lack of multi-modal amenities combined with safety concerns were consistently mentioned during public meetings, with improved mobility for all users emerging as a common theme. Transportation network improvements should include traffic calming approaches such as road realignments, roundabouts, sidewalk widening/upgrades, protected and dedicated bicycle lanes, and streetscaping measures. The focus of these improvements should be along Lakeshore Road, Milestrip Expressway, St Francis Drive, Lake Avenue, Big Tree Road, and Hoover Road.

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05 Recommendations

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5.1 Overview

What are BOA Recommendations?

The planning process for the Hamburg Woodlawn Gateway BOA utilized significant outreach and engagement including numerous Project Steering Committee meetings and public meetings. These meetings had a total of over **250 participants who provided over 300 written comments** which were analyzed, weighed, and incorporated into the BOA Plan and the Recommendations. The planning process also included significant collaboration with several Town departments, Erie County, and local and state agencies. The community's self-described vision statement, value statements, and goals and objectives guided the planning process and are reflected throughout the BOA Plan and the recommendations in this chapter.

In total, 75 BOA Recommendations are detailed on the following pages which seek to overcome the socioeconomic and environmental challenges related to the presence of brownfields in the Hamburg Woodlawn Gateway BOA. These recommendations include physical projects, planning projects, policy recommendations, and specific actions recommended to be taken by the Town and other local agencies and authorities. These recommendations seek to create a climate of revitalization that realizes the community's vision of becoming a collection of neighborhoods that provides a safe, affordable, prosperous, and attractive place for all.

How were the recommendations created?

The BOA Plan includes a detailed inventory and analysis, summary analysis, and key findings which document the unique opportunities and constraints within the study area. The Team then working with the PSC and representative from various town departments to develop priorities for revitalization of the BOA. The results of these findings were carefully evaluated by the BOA Team and compared with the community's self-described vision statement, value statements, and goals and objectives detailed in Chapter 02. From this comparison, recommendations were developed which seek to leverage opportunities to overcome local challenges and realize the community's vision. As a result, the recommendations in this chapter directly align with the community's vision and value statements, and also consider the opportunities and constraints of the study area including environmental, site, historic, and socioeconomic conditions. In addition, recommendations include anticipated land uses and interim land uses including residential, commercial, light industrial/ manufacturing, recreational, and conservation.

PRIORITIES

1 Site Investigation and Remediation

The highest priority of the BOA Plan is to locate and remediate suspected contamination, participially contamination on public lands and within residential areas.

2 Economic Development

After remediation, site should be redeveloped to their highest and best use in order to provide new amenities, housing, and employment, and reduce the tax burden of brownfield properties and strategic sites on the community.

3 Multimodal Improvements

Connections should be developed that allow for safe movement between existing and proposed amenities in the BOA by all forms of transportation, including personal vehicles, public trains, on bikes, and on foot.

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How are the recommendations organized?

To ensure the community's self-described vision, values, goals and objectives are reflected in the BOA Recommendations, the recommendations on the following pages were developed to align with each value statement from Chapter 02. Each value statement includes the corresponding goals and objectives detailed on the following pages and include two recommendation categorizes: (1) Actions & Policies and (2) Projects. A narrative description for each recommendation is provided adjoining each value statement.

How will the recommendations be used?

Described earlier in Chapter 01, this Plan is companion to other planning efforts initiated by the Town of Hamburg and represents another step forward in eliminating the constraints to revitalization and the realization of the community's vision of a strong and prosperous collection of neighborhoods. The BOA Plan and recommendations will be used in a systematic fashion by the Town, local authorities, and agencies to align resources for further analysis of recommendations and planning resources for implementation. Next steps for planning and implementation include a review of implementation techniques and strategies, pre-development activities, site assessments, remedial investigations, remediations (site clean-ups), and pre-development activities. Additional public meetings may be held to review key components and milestones during implementation.

Which recommendations are specific to brownfield and strategic sites?

The presence of numerous brownfields in the Hamburg Woodlawn BOA study area has been a burden on the community which has constrained revitalization and redevelopment for decades. Numerous recommendations directly and indirectly address the issues of brownfield sites including the recommendations associated with the

VISION

The Woodlawn, Hoover Beach, and Athol Springs neighborhoods are attractive and prosperous communities which are well connected to their surrounding assets and one another through various forms of multi-modal transportation.

Contaminated properties have been remediated and are now healthy, sustainable places prime for economic development, recreation, and community enjoyment. Any contamination from former industries has been located, contained, and removed. Industrial development has been planned for in a way that does not negatively impact the surrounding community.

Transportation systems have been right sized for the community and pedestrian accommodations have been created in a meaningful and attractive manner while preserving the importance of the Route 5 corridor for vehicular traffic.

The hamlet character has been restored and a wide variety of community services, retail, and assets are located within the hamlets and extended along major corridors.

Access to the Lake Erie waterfront has been restored for the community and contaminated properties along the waterfront have been revitalized as a community asset.

VALUE STATEMENTS

We Value...

A safe and desirable community for all residents, workers, and visitors

Increased connectivity between residential neighborhoods and community assets

Improved housing opportunities for current and future residents

New development utilizing brownfield, vacant, and underutilized lands

Preservation of historic character through reuse of historic buildings and context-sensitive new development.

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value statement “New development that utilizes brownfield, vacant, and underutilized land.” Strategic sites play a critical role in the revitalization of the study area. Numerous recommendations are included on the following pages for strategic sites with specific land use recommendations for each strategic site described in **“5.2 Implementation”**.

What if I own one of these properties?

The recommendations included in this Plan focus on the entire study area with the goal of realizing the community’s vision of becoming a neighborhood that provides a safe, affordable, prosperous, and attractive place for all. For properties and rights-of-way owned by public entities, recommendations will progress through additional planning, public engagement, and alignment of resources for implementation. Properties privately owned that are identified as strategic brownfield sites may be eligible for funding if additional environmental information is required to assist in determining future land use. In addition, the location of a brownfield within a strategic site results in prioritization during the application process to receive the “BOA Bump-up” tax credit. Property owners are encouraged to consider recommendations during construction or renovation activities.

How do I learn more?

Visit https://www.townofhamburgny.gov/577/Brownfield-Opportunity-Area-Plans or contact the Town of Hamburg office of located at 6100 S Park Ave, Hamburg, NY 14075.

How are the recommendations implemented?

Recommendations for the BOA are organized by geographic areas. Some recommendations are for the entire BOA, while others only relate to specific sub-areas or opportunity areas. Opportunity areas were identified in the strategic site analysis as active properties with potential for improvements. Sub-areas were developed from the Strategic Site Analysis and capture the highest scoring strategic sites from that analysis. These sub-areas are shown in **“Figure 5.1: Area Key Map”** and include:

Buffalo Crushed Stone
Three properties situated along Lake Erie in the northwest of the BOA.

Hamlet of Woodlawn
Properties within the Hamlet of Woodlawn, with an emphasis on properties along Lakeshore Road and the former Woodlawn High School.

Republic Steel
Properties to the north of Lake Street that were once home to Bethlehem Steel, and more recently, Republic Steel and Metalico of Buffalo.

Gateway
Properties surrounding the Lakeshore Road/Milestrip Expressway interchange, including the Gateway Building and vacant lots located across Lakeshore Road.

Bayview Village
A collection of underutilized and vacant properties between Lakeshore Road and Hoover Road.

Hamlet of Athol Springs
The northernmost section of the Hamlet of Athol Springs, from St Francis High School to the Lakeshore Road/St Francis Drive interchange.

An implementation matrix was developed alongside the recommendations. This matrix includes potential partners, timeline, high-level cost estimates, and funding sources. Timelines range from the short term (<5 years) to long term (>10 years) and represent the timeline to implement the project as well total time it will take to complete. Costs range from low (<$500,000) to high (>$5,000,000) and include both costs supported by the Town of Hamburg, Erie County, New York State, or other public funders and costs borne by private developers and property owners.

Some activities have interim pre-development activities, or themselves are eligible

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development activities. According to the NYSDOS, communities with designated BOAs are able to apply for pre-development funding through the NYS Consolidated Funding Application. This funding supports implementation of pre-development activities to advance goals and priorities for revitalization and redevelopment, as outlined in the BOA Plan.

Additionally, an economic analysis was completed on each of redevelopment scenarios to assist the Town and other partners with site prioritization to facilitate economic development activities. This analysis includes possible permanent jobs created (up to 3,366), labor income from those jobs (up to $267.3 million), total value added (up to $341.9 million), and potential tax revenue (up to $59.8 million). A summary of economic impacts table is included with each concept plan that follows. The complete economic analysis is included in **Appendix E - Strategic Sites Economic Analysis**.

Timeline

Short	1-5 Years
Medium	5-10 Years
Long	10+ Years

Cost

$	< $500,000
$$	$500,000 - $5,000,000
$$$	> $5,000,000

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Values, Goals & Objectives

We value...

A safe and desirable community for all residents, workers, and visitors

New development utilizing brownfield, vacant, and underutilized lands





Goals + Objectives

- Remediate contaminated sites and prevent future contamination
- Improve quality of community facilities such as parks and local roadways
- Create a transportation system that prioritizes safety for all users.
- Develop the former Bethlehem Steel sites to accommodate new economic development, create waterfront activity, and ensure a proper buffer between residential and industrial uses.
- Utilize transportation networks effectively, including roads, rails, and ports, while minimizing negative impacts to adjacent properties.
- Attract diverse businesses that serve the daily needs of local residents

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Improved housing opportunities for current and future residents



- Develop residential and mixed-use infill compatible with the character of the area
- Increase homeownership in residential neighborhoods.
- Promote housing rehabilitation assistance programs available to the neighborhood.

Preservation of historic character through reuse of historic buildings and context-sensitive new development



- Document and catalog historic properties.
- Utilize traditional neighborhood design principles for new development within the hamlets.
- Promote resources available for historic building reuse and renovation.

Increased connectivity between residential neighborhoods and community assets



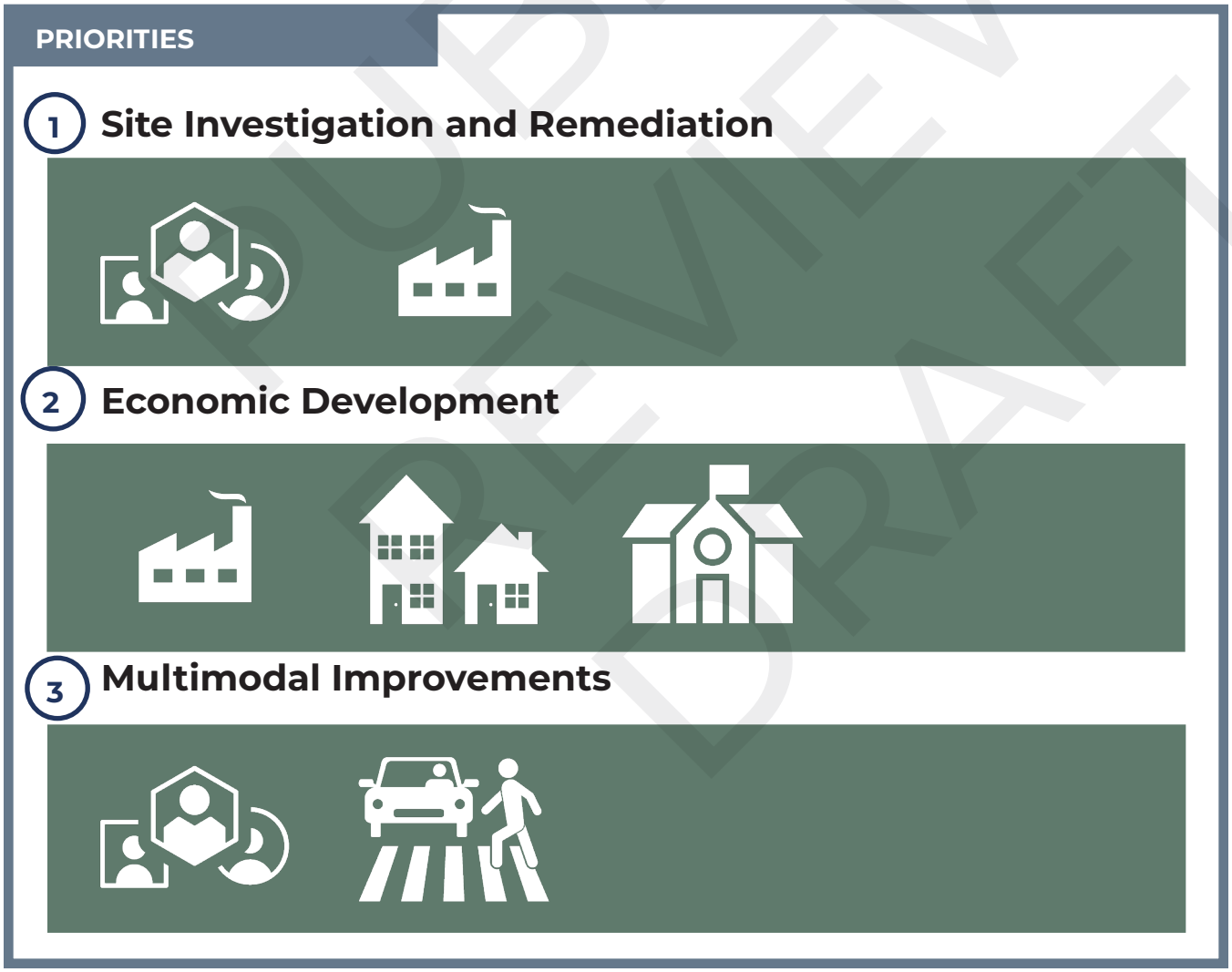
- Restore access to the Lake Erie waterfront for communities within the BOA
- Create new waterfront access opportunities at underutilized, vacant, and contaminated sites.
- Enhance multi-modal transportation connections between hamlets, neighborhoods, and surrounding assets.

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What is the relationship between the Priorities and the Vision, Values, and Goals?

As the practitioners who will be implementing many of the recommendations in the BOA Plan, the proprieties set by the PSC and Town of Hamburg are essential in the future success of the BOA. The BOA Plan also represents the community's vision, with the Vision, Values, and Goals underlying every step of the development of the Plan. Therefore, it is essential to understand how the Priorities and the Vision, Values, and Goals relate to one another. The table below demonstrates where each value fits into the Town Priorities. Some values, such as creating a safe community for all, fit into multiple priorities - a safe community free of contamination is most closely aligned with Priority 1 - Site Investigation and Remediation and Priority 3 - Multimodal Improvements.

The combination of Priorities and Vision, Values, and Goals are identified with each recommendation below.



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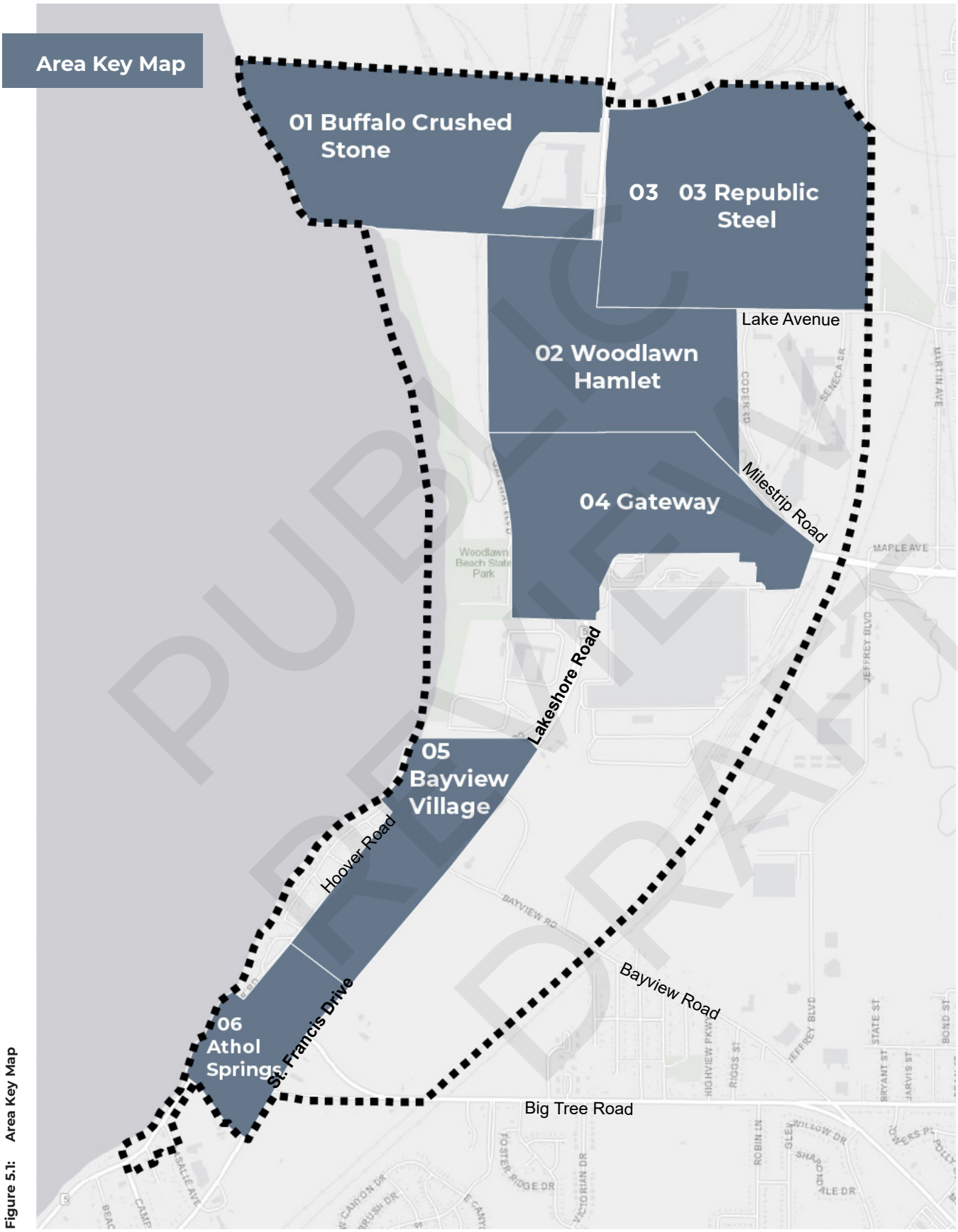


Figure 5.1: Area Key Map

Immediate actions to support Revitalization

In total, 75 recommendations were created to support the revitalization of the BOA, including both short term and long term recommendations. Along with creating an implementation committee, a variety of these recommendations can begin implementation immediately following the adoption of the BOA Plan. These recommendations, displayed in the table below, are key in continuing the work to revitalization the BOA and prepare the area for future cleanup, projects, and development. Each recommendation is further detailed in the corresponding subarea.

AW 1	Perform site investigations on sites suspected of contamination, particularly those in the vicinity of or formerly owned by Bethlehem Steel and publicly owned property.
AW 7	Work with NYSDOT to initiate a planning study for Lakeshore Road (NYS 5), Milestrip Expressway (NYS 179), and St Francis Drive (NYS 75) to right-size infrastructure, enhance multimodal facilities, maintain adequate vehicular capacity, reclaim land use by road ROW, and reduce the impacts of the roadways on nearby residents.
AW 10	Conduct an analysis of existing zoning to ensure the development identified in the BOA Plan is achievable.
AW 11	Work with government entities, local financial institutions, and non-profit organizations to promote existing housing improvement programs, homeownership preservation programs, and homebuyer initiatives.
AW 14	Create a detailed building inventory of historic properties in the BOA, particularly those connecting to the early development of Hamburg and the area's history as a lakeside community.
BCS 1	Work with Erie County and/or New York State Parks to pursue public ownership of land along Lake Erie to preserve the waterfront for public access.
BCS 6	Coordinate with local and regional economic development partners to prepare a portion of the site for future industrial development.
WH 1	Coordinate with NYSDEC and NYSDOH to establish a site investigation and testing program for residential areas of the Hamlet of Woodlawn.
WH 2	Implement area-wide roadway improvements including sidewalks, street trees, curbing, crosswalks, lighting, and paving.

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WH 3	Create community facilities at the Woodlawn Ave. Playground including a new playground, playing courts, and pavilion.
WH 6	Formalize and improve connectivity between Woodlawn and Woodlawn State Park by formalizing safe crossing(s) over Gateway Blvd and the rail line.
WH 8	Allow for complementary residential infill on smaller lots in traditional neighborhoods and hamlets through zoning reform.
WH 11	Create a commercial facade improvement program for existing buildings on Lakeshore Road.
WH 12	Formalize the existing community space on the former Woodlawn High School (3656 Milestrip Road) fields as a community park and provide new facilities.
RS 1	Explore potential public ownership of the site to coordinate remediation and position the site for future economic development.
RS 3	Create a master plan for the former Republic Steel Campus.
RS 4	Work with local and statewide economic development agencies to market the site as a key light industrial or advanced manufacturing business park.
GW 4	Redevelop the former Gateway Center of Commerce (3556 Lakeshore Road) into a mixed-use center and community asset.
BV 5	Work with property owners and developers to coordinate redevelopment and tailor zoning to the needs of the site.
BV 6	Protect historic assets along Hoover Road and work with property owners to restore these properties.
AS 4	Improve public access to the Lake Erie waterfront around the Hamburg Clock Tower

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Area-Wide (AW)
Recommendations Summary

AW 1	Perform site investigations on sites suspected of contamination, particularly those in the vicinity of or formerly owned by Bethlehem Steel and publicly owned property
AW 2	Develop a detailed ownership history to understand potential site hazards
AW 3	Enforce dumping restrictions and monitor sites known for illegal dumping
AW 4	Where possible, “daylight” creeks and waterways
AW 5	Reduce the impacts of flooding by working with new development entities to control stormwater upstream
AW 6	Work with local, state, and federal partners to reduce the impacts of lake shore flooding, ice, and wind on properties and community assets
AW 7	Work with NYSDOT to initiate a planning study for Lakeshore Road (NYS 5), Milestrip Expressway (NYS 179), and St Francis Drive (NYS 75) to right-size infrastructure, enhance multimodal facilities, maintain adequate vehicular capacity, reclaim land use by road ROW, and reduce the impacts of the roadways on nearby residents.

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AW 8	Increase public transit services in the study area, including seasonal service to Woodlawn Beach State Park
AW 9	Develop connected bike and pedestrian networks between existing and future assets, residential neighborhoods, and existing regional systems, as seen in figure 5.3
AW 10	Conduct an analysis of existing zoning to ensure the development identified in the BOA Plan is achievable.
AW 11	Work with government entities, local financial institutions, and non-profit organizations to promote existing housing improvement programs, homeownership preservation programs, and homebuyer initiatives.
AW 12	Implement recommendations of the adopted LWRP.
AW 13	Transition waterfront industrial properties, particularly those adjacent to residential neighborhoods, to water enhanced uses with an emphasis on public access.
AW 14	Create a detailed building inventory of historic properties in the BOA, particularly those connecting to the early development of Hamburg and the area's history as a lakeside community.

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Area-Wide (AW)
Concept Plan

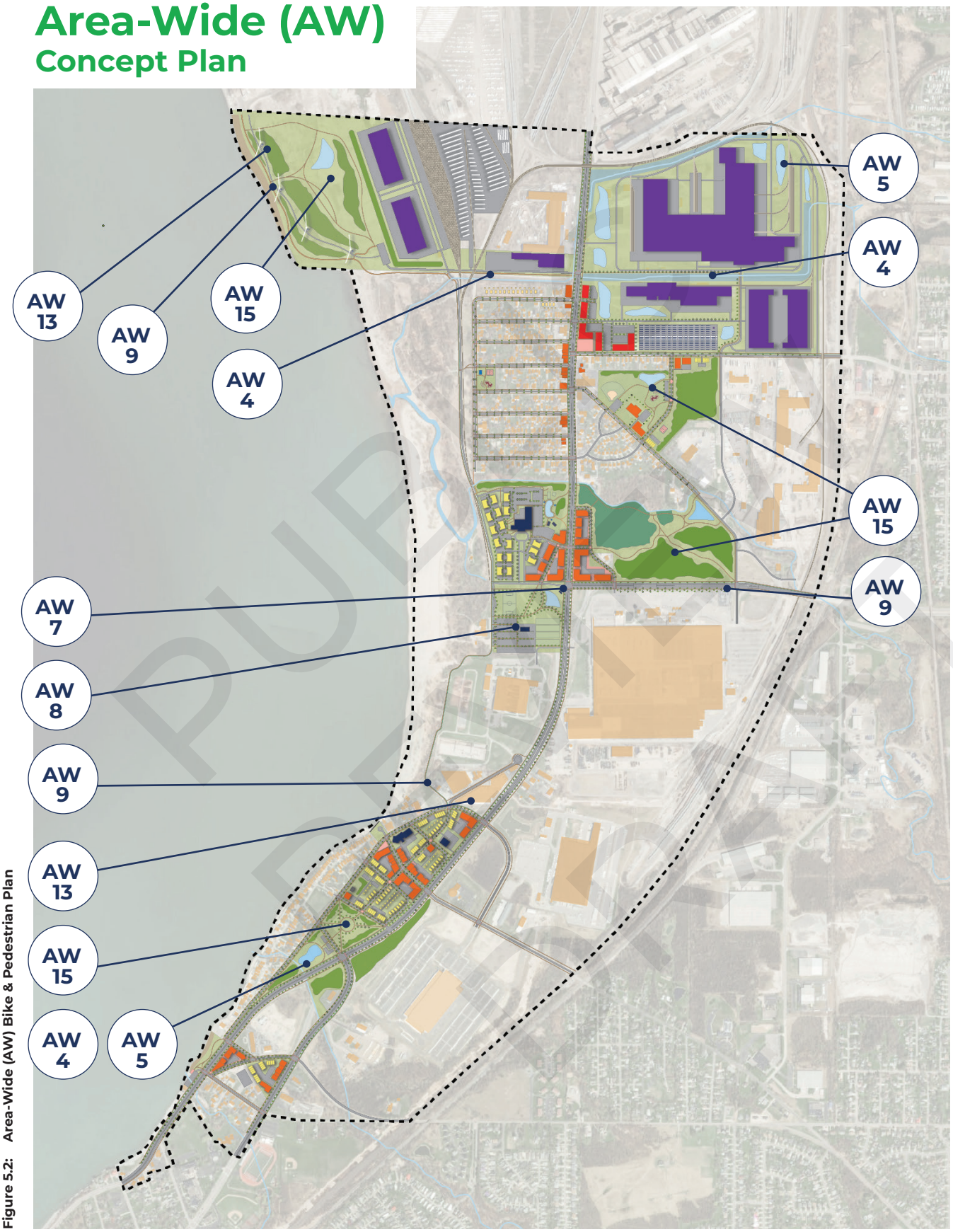


Figure 5.2: Area-Wide (AW) Bike & Pedestrian Plan

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Area-Wide (AW)
Bike & Pedestrian Plan

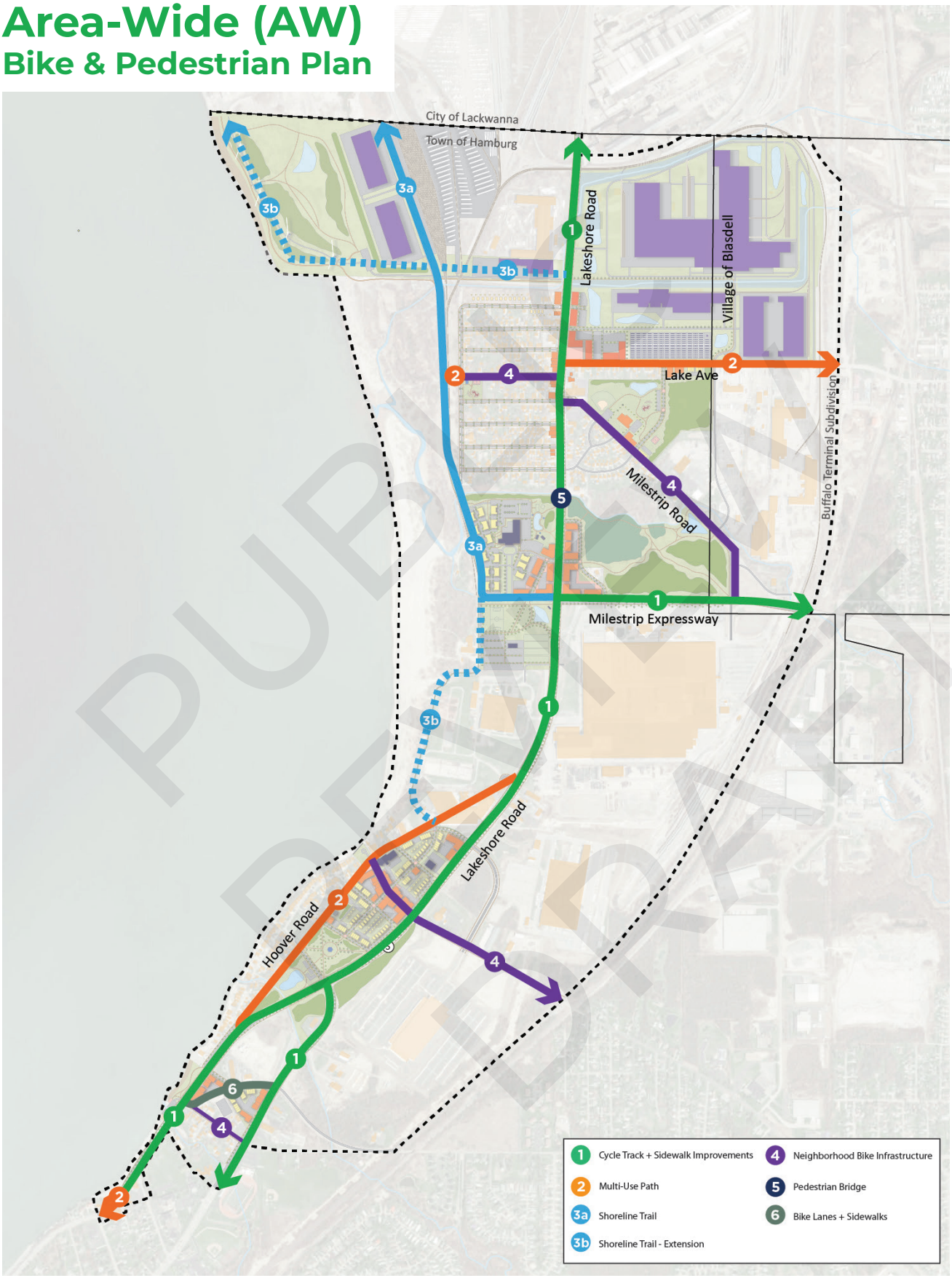


Figure 5.3: Area-Wide (AW) Bike & Pedestrian Plan

PUBLIC DRAFT

Area-Wide (AW)
Detailed Recommendations and Implementation

AW 1

Perform site investigations on sites suspected of contamination, particularly those in the vicinity of or formerly owned by Bethlehem Steel and publicly owned property.

Due to heavy industrial use and potential unauthorized contaminant disposal, there are many sites, both privately and publicly owned, in the BOA that are confirmed or suspected of environmental contamination. Public and private entities should seek federal and state grant funding for investigation and cleanup activities on publicly owned parcels, particularly in strategic and opportunity areas. New shovel-ready sites and investment opportunities in the study area should be pursued through collaboration with private property owners, seeking grant opportunities, and gaining access for environmental due diligence activities on these sites.

AW 2

Develop a detailed ownership history to understand potential site hazards.

Parcels subject to ownership by the area's past and present industrial users may contain some elevated levels of contamination. However, the recorded ownership of these properties is incomplete, particularly for those that have been subdivided and sold for residential use. The prior ownership of these sites, dating back until at least 1900, should be recorded, cataloged, and published on publicly accessible databases to assist in site investigation and remediation efforts in the BOA.

AW 3

Enforce dumping restrictions and monitor sites known for illegal dumping.

Due to the industrial nature of portions of the BOA and the prevalence of vacant land coupled with poor lighting, illegal dumping is a common occurrence, particularly in Woodlawn and the surrounding industrial areas. Dumping has the potential to further contaminate BOA properties and harm natural environments. Existing dumping regulations should be enforced by the Town of Hamburg, and sites frequently targeted for dumping should be monitored and cleaned to reduce negative impacts.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Property Owner(s) Town of Hamburg NYSDEC NYSDOS	Short	$$	ESD Grant Funds USEPA Brownfield Assessment Grant Funds	Environmental Studies Phase II ESA Sites: ▪ 3043-3175 Lakeshore Road (Republic Steel) ▪ 3175 Lake Avenue (Metalico of Buffalo) ▪ 0 Woodlawn Ave (Buffalo Crushed Stone) ▪ 3580 Lakeshore Road (Woodlawn Beach State Park) ▪ 3265 Woodlawn Ave ▪ 3640 Milestrip Road ▪ 3710 Milestrip Road ▪ 0 First Street (Erie County Sewer Dist. 6) ▪ 0 Lakeshore Road (Crossroads Industrial Park) ▪ 3774 Lakeshore Road ▪ 3774 Hoover Road ▪ 3849 Hoover Road ▪ 3885 Lakeshore Road
Town of Hamburg	Short	$		Environmental Studies
Town of Hamburg Property Owner(s)	Short	$		

PUBLIC REVIEW DRAFT

Area-Wide (AW)
Detailed Recommendations and Implementation

AW 4

Where possible, "daylight" creeks and waterways.

Many of the waterways in the BOA have been diverted from their natural course, channelized, and/or routed through culverts to facilitate development of industrial and residential spaces, roadways, and railways. This has resulted in downstream flooding during heavy storms, primarily in residential areas of the BOA. During site redevelopment or remediation, natural waterways and their natural features should be restored.

AW 5

Reduce the impacts of flooding by working with new development partners to control stormwater upstream.

Many of the natural holding areas for stormwater, including wetlands and coastal areas, have been eroded by development, resulting in increased flooding for residents downstream from larger developments. During site redevelopment or remediation, stormwater retention areas should be created, and natural wetlands should be protected, preserved, and where possible, restored.

AW 6

Work with local, state, and federal partners to reduce the impacts of Lake Shore flooding, ice, and wind on properties and community assets.

Coastal communities in the BOA experience the brunt of the forces of nature from Lake Erie. During heavy storms, this includes high waves, coastal erosion, and potential for significant ice buildup. The Town of Hamburg, Erie County, and New York State should continue to study, assess, and develop protective and resilient infrastructure to protect the shoreline in the BOA and mitigate hazardous impacts on lakefront development.

AW 7

Work with NYSDOT to initiate a planning study for Lakeshore Road (NYS 5), Milestrip Expressway (NYS 179), and St Francis Drive (NYS 75) to right-size infrastructure, enhance multimodal facilities, maintain adequate vehicular capacity, reclaim land use by road ROW, and reduce the impacts of the roadways on nearby residents.

Large scale transportation systems in the BOA, including Lakeshore Road, Milestrip Expressway, and St Francis Drive/Camp Road have been a point of discussion for decades due to overbuilt highway interchanges, large traffic volume, safety issues, lack of multimodal facilities, and inadequate pedestrian infrastructure. Addressing these issues will require further study beyond this Plan. Future funding opportunities should be explored to right-size infrastructure and ensure the safe and efficient movement of vehicles through the corridor while creating attractive streetscapes and multimodal connections to current and future community centers.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Private Owner(s) NYSDEC NYSDOT	Medium	$$	NYSDOS LWRP Climate Smart Communities (CSC) Funding NYSDEC Water Quality Improvement Program (WQIP)	Develop specifications Environmental Studies
Property Owner(s) Town of Hamburg Erie County NYSDEC US Army Corps of Engineers	Medium	$	NYSDOS LWRP CSC Funding NYSDEC WQIP	Develop specifications Environmental Studies
Town of Hamburg Erie County NYSDEC US Army Corps of Engineers	Long	$$$	NYSDOS LWRP CSC Funding NYSDEC WQIP	Develop specifications Environmental Studies
Town of Hamburg Erie County NYSDOT Region 5	Short	$$	NYSDOT TAP/CMAQ NYSDOT HSIP FHWA SS4A FHWA Active Transportation Infrastructure Investment Program (ATIIP)	Infrastructure analysis Development of plans and specifications Public outreach

PUBLIC REVIEW DRAFT

Area-Wide (AW)
Detailed Recommendations and Implementation

AW 8

Increase public transit services in the study area, including seasonal service to Woodlawn Beach State Park.

Public transit in the BOA is infrequent, focusing on commuter traffic to and from Downtown Buffalo. Transit service does not connect the communities in the BOA to the rest of the Town of Hamburg or to regional assets, including Woodlawn Beach State Park. In partnership with the Niagara Frontier Transportation Authority, increasing the frequency or number of stops in the BOA should be explored, particularly as new residential housing is developed in the BOA.

AW 9

Develop connected bike and pedestrian networks between existing and future assets, residential neighborhoods, and existing regional systems, as seen in Figure 5.3.

The BOA's roadway networks are well developed, but outside of neighborhood sidewalks, there is very little pedestrian and bike infrastructure. Multi-use paths, cycle tracks, protected bike lanes, and bike boulevards should be considered and implemented to connect neighborhoods within the BOA, bridge connections to nearby communities and assets, and connect regional multimodal networks to the BOA. This includes implementing the recommendations from the Shoreline Trail Master Plan, the Town of Hamburg Multimodal Trails Master Plan, and the Local Waterfront Revitalization Plan (LWRP).

AW 10

Conduct an analysis of existing zoning to ensure the development identified in the BOA plan is achievable. If necessary, pursue rezoning to better align with future goals of neighborhood infill, adaptive reuse, and redevelopment of corridors, strategic sites, opportunity sites, and brownfields.

The zoning in the BOA encourages a more suburban development pattern, which has affected the character of the BOA's hamlets and limited potential redevelopment. Zoning modifications should be explored to allow mixed-use hamlet centers, traditional residential infill development, adaptive reuse of existing buildings, and light-industrial and advanced manufacturing uses.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg NFTA	Short	$	Federal Transit Administration (FTA) Funding (Multiple Programs)	Public outreach
Town of Hamburg Erie County Go-Bike Buffalo NYS Parks	Long	$$	NYSOPRHP Recreation Trails Program (RTP)	Development of plans and specifications Public outreach
Town of Hamburg	Short	$$	NYSDOS Smart Growth Community Planning + Zoning	Zoning and regulatory updates

PUBLIC REVIEW DRAFT

Area-Wide (AW)
Detailed Recommendations and Implementation

AW 11

Work with government entities, local financial institutions, and non-profit organizations to promote existing housing improvement programs, homeownership preservation programs, and homebuyer initiatives in the BOA.

There are a variety of programs to assist first time homebuyers in purchasing a home and enable existing owner-occupants and landlords to perform crucial repairs and invest in their properties. The Town should help promote their own programs, as well as those offered by Erie County, New York State, and others.

AW 12

Implement recommendations of the adopted LWRP.

The Town of Hamburg LWRP encompasses much of the BOA and makes specific recommendations for revitalization efforts relating to the waterfront. Implementing those recommendations will help advance and enhance the goals of the BOA Plan.

AW 13

Transition waterfront industrial properties, particularly those adjacent to residential neighborhoods, to water enhanced uses with an emphasis on public access.

While most of the waterfront in the BOA is currently in non-industrial use, there are existing legacy industrial uses on key waterfront properties. These businesses are important contributors to the economy of the BOA and the region, and their long-term success is a crucial part of the BOA Plan. If these businesses outgrow their space, need to relocate, or otherwise vacate the BOA, officials should encourage the transition of these properties from industrial uses to more compatible uses that take advantage of the waterfront location.

AW 14

Create a building inventory of historic properties in the BOA, particularly those connecting to the early development of Hamburg and the area's history as a lakeside community.

The BOA is one of the earliest settled areas in the Town of Hamburg, with early settlement in Athol Springs and Hoover Beach predating much of the town. The Hamlet of Woodlawn, while developed later, was important in the establishment of the Lake Erie Beaches that dot the Southtowns shoreline. An inventory of historic properties in the BOA should be conducted, and important historic structures, particularly those dating to the early history of the Town, should be landmarked and protected at the local level. In addition, National Register of Historic Places designation should be pursed for these structures to provide incentives for preservation and rehabilitation.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Erie County NYSHCR Local Financial Institutions	Short	$	NYSHCR (Multiple Programs)	Development and implementation of marketing strategies Public outreach
Town of Hamburg	Long	$$	NYSDOS LWRP	
Property Owner(s) Town of Hamburg NYSDEC NYSDOS	Long	$$$	NYSDOS LWRP	
Property Owner(s) Town of Hamburg NYSDEC NYSDOS	Short	$	NYSOPRHP Historic Preservation Program (HPP)	Building conditions studies

PUBLIC REVIEW DRAFT

Buffalo Crushed Stone (BCS)
Recommendations Summary

The Buffalo Crushed Stone Strategic Area includes a collection of sites that were once used by Buffalo Crushed Stone Corporation for a quarry, but originally were part of the Bethlehem Steel Campus, identified in Figure 5.6.

BCS 1	Work with Erie County and/or New York State Parks to pursue public ownership of land along Lake Erie to preserve the waterfront for public access.
BCS 2	Preserve existing natural resources and critical environmental areas, and where possible, restore compromised natural areas.
BCS 3	Create a publicly accessible conservation area with minimally impactful facilities and infrastructure.
BCS 4	Extend the Shoreline Trail through the site along the preferred alternative route as identified in the Shoreline Trail Master Plan.
BCS 5	Create new and enhanced access points to the site from Lakeshore Road
BCS 6	Coordinate with local and regional economic development partners to prepare the site for future industrial development.
BCS 7	Work with local, state, and federal partners to obtain "FAST NY Shovel Ready" certification and market the site as certified.
BCS 8	Develop a rail-enabled light industrial or logistics site adjacent to the expanded rail yard
BCS 9	Bring adequate water and sewer supply to support future development.
BCS 10	Work with the existing rail yard to support operations and connections with area industrial businesses.

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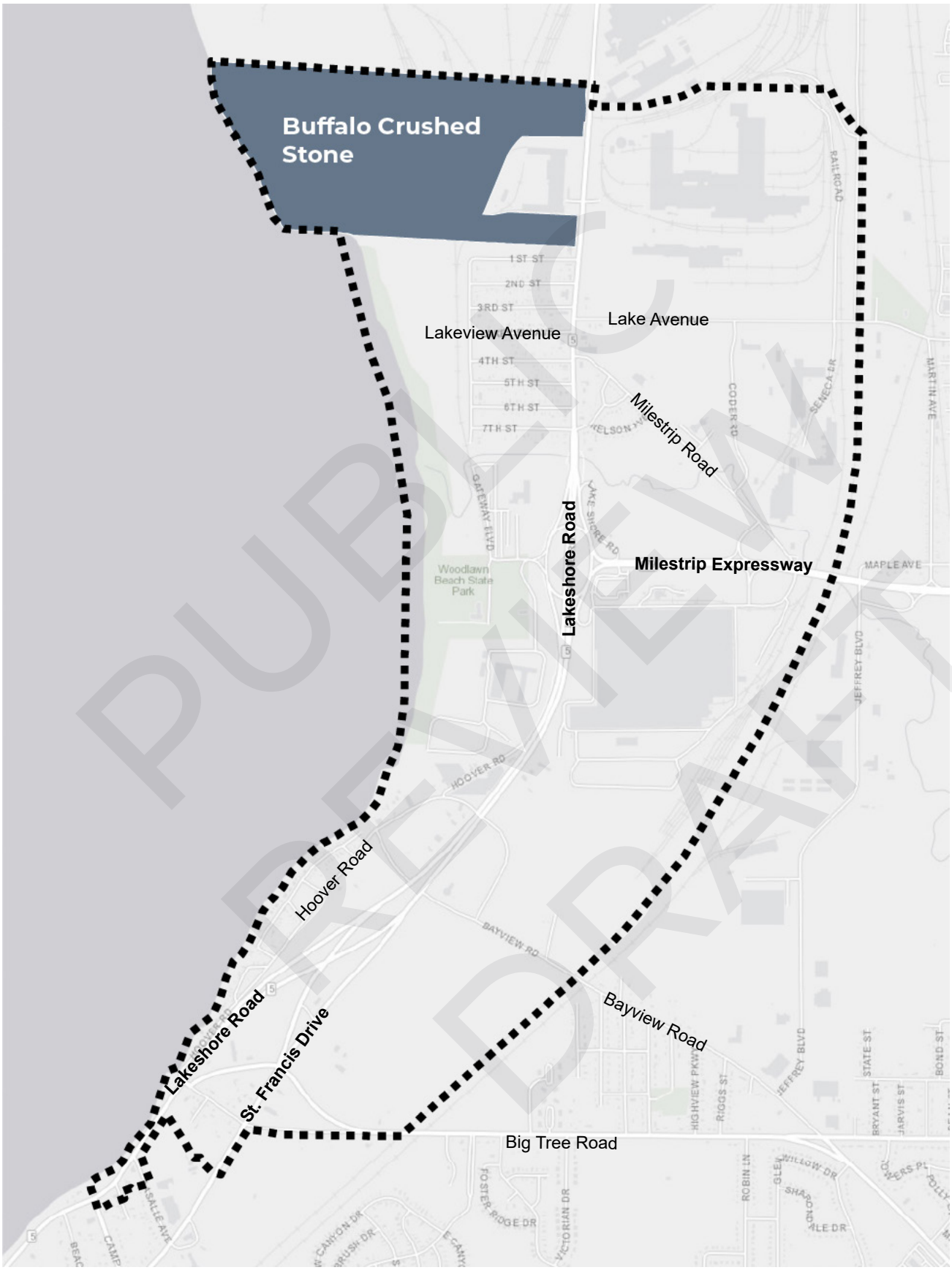


Figure 5.4: Buffalo Crushed Stone Strategic Area

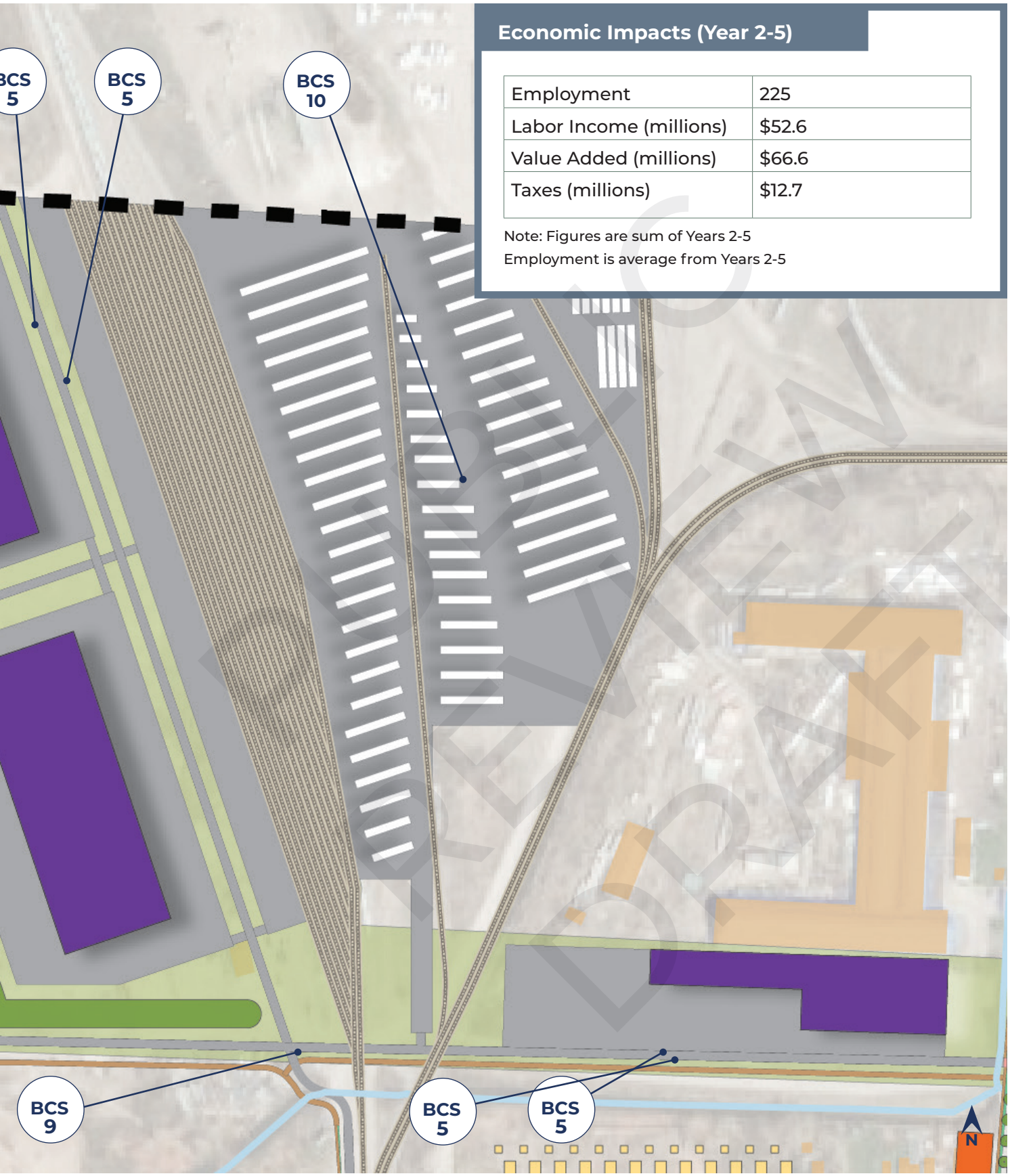
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Buffalo Crushed Stone (BCS)
Concept Plan



Figure 5.5: Buffalo Crushed Stone (BCS) Concept Plan

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Economic Impacts (Year 2-5)

Employment	225
Labor Income (millions)	$52.6
Value Added (millions)	$66.6
Taxes (millions)	$12.7

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5

PREVIEW DRAFT

Buffalo Crushed Stone (BCS)
Detailed Recommendations and Implementation

BCS 1

Work with Erie County and/or New York State Parks to pursue public ownership of land along Lake Erie to preserve the waterfront for public access.

The Lake Erie waterfront is the greatest asset in the BOA, and where possible, should be preserved for recreational and public use. The BCS site is a crucial connection between the near-contiguous public waterfront through Buffalo, Lackawanna, and Woodlawn Beach State Park. The Town, in collaboration with Erie County and the New York State Office of Parks, should explore the possibility of acquiring the waterfront portion of the BCS property to create a publicly accessible waterfront while retaining the inland portion of the site for future industrial uses.

BCS 2

Preserve existing natural resources and critical environmental areas, and where possible, restore compromised natural areas.

Significant portions of the site, particularly along the Lake Erie shoreline and the southern boundary of the site, were heavily altered by the Bethlehem Steel Corporation and Buffalo Crush Stone Corporation to facilitate industrial development. Where possible, these landscapes, natural areas, and shorelines should be restored to preserve the quality of the Lake Erie Waterfront and its critical natural environments.

BCS 3

Create a publicly accessible conservation area with minimally impactful facilities and infrastructure.

The Lake Erie waterfront has a variety of unique environmental areas and land and aquatic plant and animal habitats. When introducing new improvements to the waterfront, efforts should be made to minimize the impacts on native species and preserve and restore habitats, where possible.

BCS 4

Extend the Shoreline Trail through the site along the preferred alternative route as identified in the Shoreline Trail Master Plan.

The Shoreline Trail Master Plan, created in 2021, identified a preferred alignment for southern trail expansion through the BCS site. This preferred alignment was developed through extensive community input and collaboration with local municipalities, County, and State governments. The preferred alignment identified in the Master Plan should be implemented to complete connections through the BOA and Woodlawn Beach State Park.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Erie County NYS Parks	Medium	$$	NYSOPRHP EPF	Real estate services Environmental studies
NYS Parks NYSDEC Town of Hamburg Erie County	Long	$$	NYSDOS LWRP CSC Funding NYSDEC WQIP NYSOPRHP EPF	Development of plans and specifications Environmental studies
NYS Parks Town of Hamburg Erie County	Medium	$$	NYSDOS LWRP CSC Funding NYSDEC WQIP NYSOPRHP EPF	Development of plans and specifications Zoning and regulatory updates
Town of Hamburg Erie County City of Lackawanna	Short	$$$	NYSDOS LWRP NYSOPRHP EPF NYSOPRHP RTP	

PUBLIC REVIEW DRAFT

Buffalo Crushed Stone (BCS)
Detailed Recommendations and Implementation

BCS 5

Create new or enhanced access points to the site from Lakeshore Rd.

Existing vehicular access to the BCS site is limited, which may inhibit public access to proposed assets and disrupt industrial and rail yard operations. Improved access from Lakeshore Road should be created, including the development of a public roadway utilizing the existing site access and a roadway connecting to the Renaissance Commerce Park to the north of the BOA.

BCS 6

Coordinate with local and regional economic development partners to prepare the site for future industrial development.

The BCS site is a key industrial parcel for the Town and the region. Local officials should coordinate with the property owner, the Hamburg IDA, Erie County IDA, and Empire State Development to prepare the site for future development, with activities including environmental testing and remediation, infrastructure analysis and improvements, zoning changes, and necessary marketing or master plans to attract future users.

BCS 7

Work with local, state, and federal partners to obtain "FAST NY Shovel Ready" certification and market the site as certified.

After necessary site improvements have been undertaken (BCS 6), certifying the site as "Shovel Ready." This will help to market the industrial portion of the site for redevelopment and future investment to statewide and national developers looking for prime industrial space. This includes securing funding for site remediation and infrastructure improvements through state and federal incentives and programs.

BCS 8

Develop a rail-enabled light industrial or logistics site adjacent to the expanded rail yard.

The BCS site is well positioned to utilize the BOA's rail assets to facilitate industrial and logistics operations. The eastern portion of the site should be developed to allow for these uses, with the potential for coordination with the Buffalo Southern Railroad's rail yard and CSX.

BCS 9

Bring adequate water and sewer supply to support future rail-enabled development along the rail line.

While significant disturbance has taken place on the BCS site, it is unclear if there are adequate utilities to support full build-out of the site as proposed. The needs of the site should be studied, and adequate water and sewer should be routed to the site in conjunction with other improvements identified in the BOA Plan.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg BPRR NYSDOT	Short	$$	NYSOPRHP EPF	
Hamburg IDA Erie County Empire State Development Corp.	Short	$	FAST NY	Development and implementation of marketing strategies
Hamburg IDA Erie County Empire State Development Corp.	Short	$	FAST NY	Development and implementation of marketing strategies
Hamburg IDA Erie County Empire State Development Corp.	Long	$$$	Federal Railroad Administration (FRA) funding (multiple programs)	
Town of Hamburg Erie County Water Authority	Medium	$$	FRA funding (multiple programs) FAST NY	Infrastructure analyses to determine necessary water and sewer improvements

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Buffalo Crushed Stone (BCS)
Detailed Recommendations and Implementation

BCS 10

Work with the existing rail yard to support operations and connections with area industrial businesses.

The Buffalo Southern Railways Yard is crucial to the industrial operations in the BOA and the region. The operation of the yard should be supported by the Town of Hamburg through zoning and land use regulations, permuting of future expansion or relocation, and working to facilitate necessary public infrastructure that is essential for the rail yard. Relationships between the yard and current and future businesses and industrial development in the BOA should be facilitated to take advantage of the transportation assets in the BOA.



Renaissance Commerce Park, Lackawanna

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Partners	Timeframe	Cost	Funding	Pre-Development
BPRR Town of Hamburg	Short	$	Federal Railroad Administration (FRA) funding (multiple programs)	



Lehigh Valley Industrial Park, Bethlehem PA

Source: The Morning Call

PUBLIC REVIEW DRAFT

Woodlawn Hamlet (WH)
Recommendations Summary

The Woodlawn Hamlet Strategic Area includes the entirety of the Woodlawn Hamlet. Recommendations focus on residential communities to the east and west of Lakeshore Road, businesses along Lakeshore Road, and the former Woodlawn High School on Milestrip Road. The area is identified in Figure 5.6.

WH 1	Coordinate with NYSDEC and NYSDOH to establish a site investigation and testing program for residential areas of the Hamlet of Woodlawn.
WH 2	Implement area-wide roadway improvements including sidewalks, street trees, curbing, crosswalks, lighting, and paving.
WH 3	Create community facilities at the Woodlawn Ave. Playground including a new playground, playing courts, and pavilion.
WH 4	Enhance pedestrian safety at crossings of local roadways and Lakeshore Road.
WH 5	Work with NYSDOT to improve signal timing along Lakeshore Road to allow for safer pedestrian crossings and vehicular turning onto and off of Lakeshore Road.
WH 6	Formalize and improve connectivity between Woodlawn and Woodlawn State Park by formalizing safe crossing(s) over Gateway Blvd and the rail line.
WH 7	Utilize marketing and information campaigns to increase awareness of existing housing assistance and first-time homebuyer programs available in the BOA.
WH 8	Allow for complementary residential infill on smaller lots in traditional neighborhoods and hamlets through zoning reform.

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			WH 9	Promote and encourage residential infill development that is compatible with the character of the area.
			WH 10	Review, and if necessary amend, zoning to enable and promote commercial infill along Lakeshore Road.
			WH 11	Create a commercial facade improvement program for existing buildings on Lakeshore Road.
			WH 12	Formalize the existing community space on the former Woodlawn High School (3656 Milestrip Road) fields as a community park and provide new facilities.
			WH 13	Redevelop the former Woodlawn High School (3656 Milestrip Road) for residential or mixed-use development.
			WH 14	Create a new vehicular connection between Milestrip Road and Lake Avenue.

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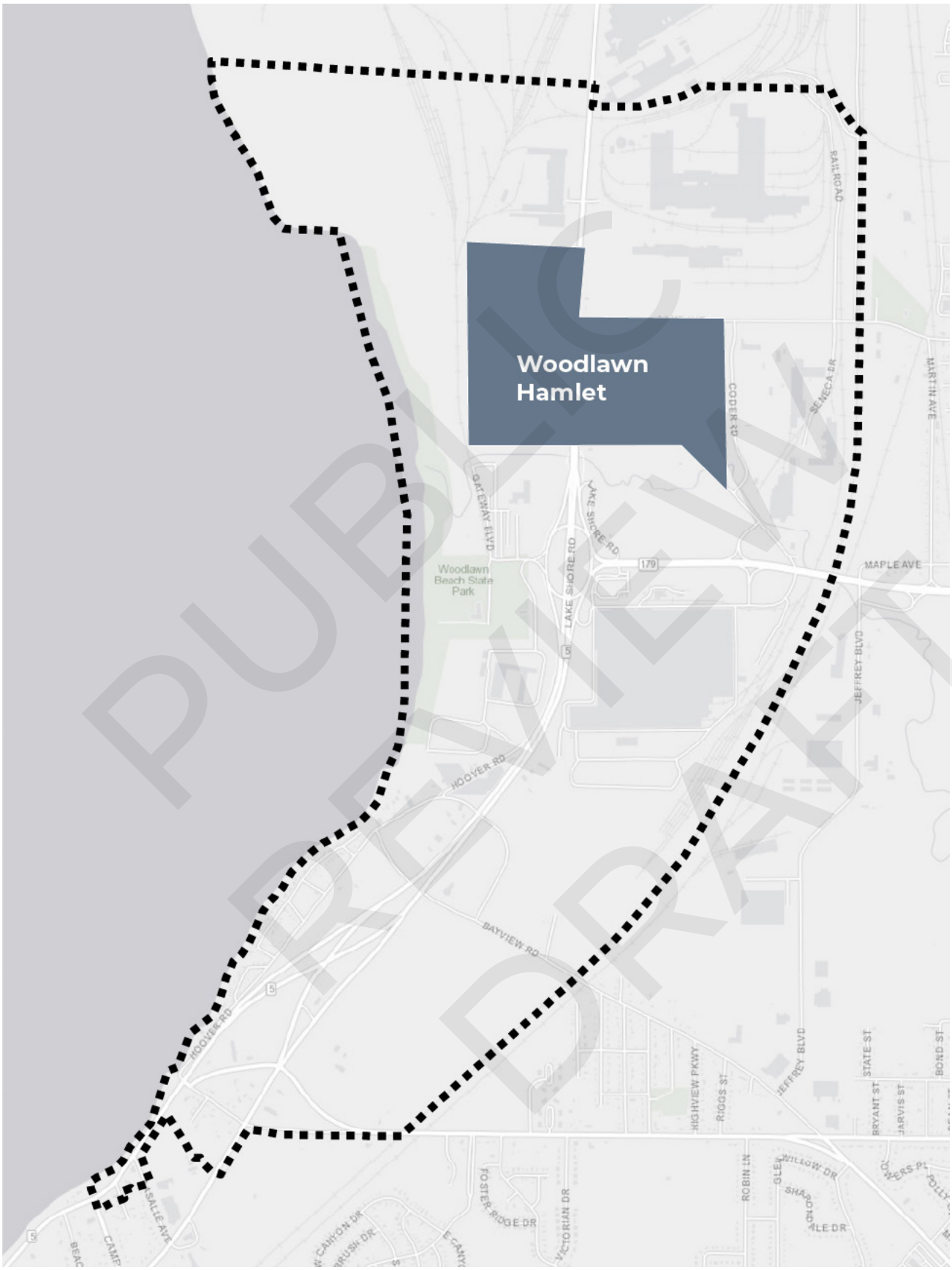


Figure 5.6: Woodlawn Hamlet Strategic Area

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Woodlawn Hamlet (WH)
Concept Plan

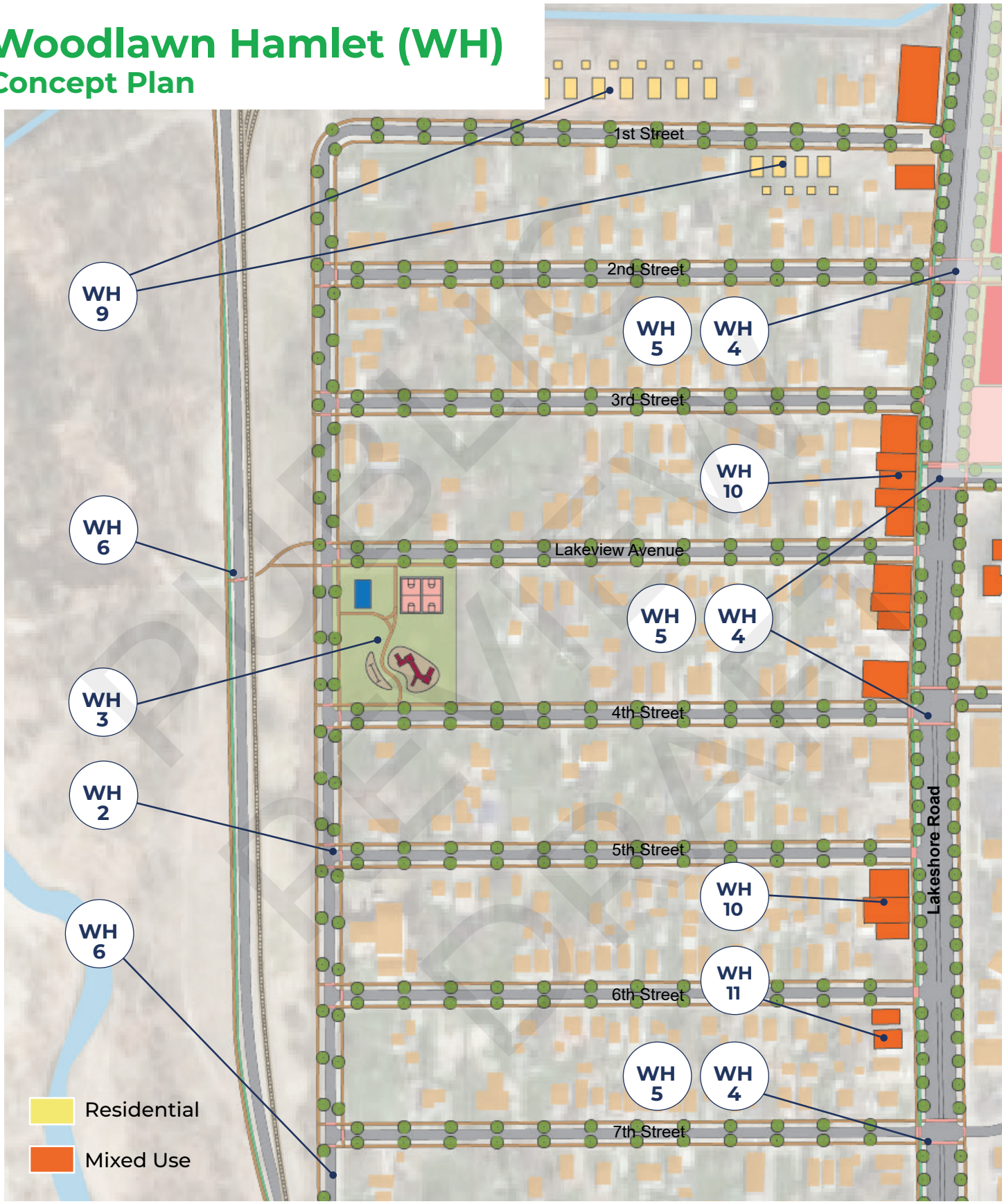


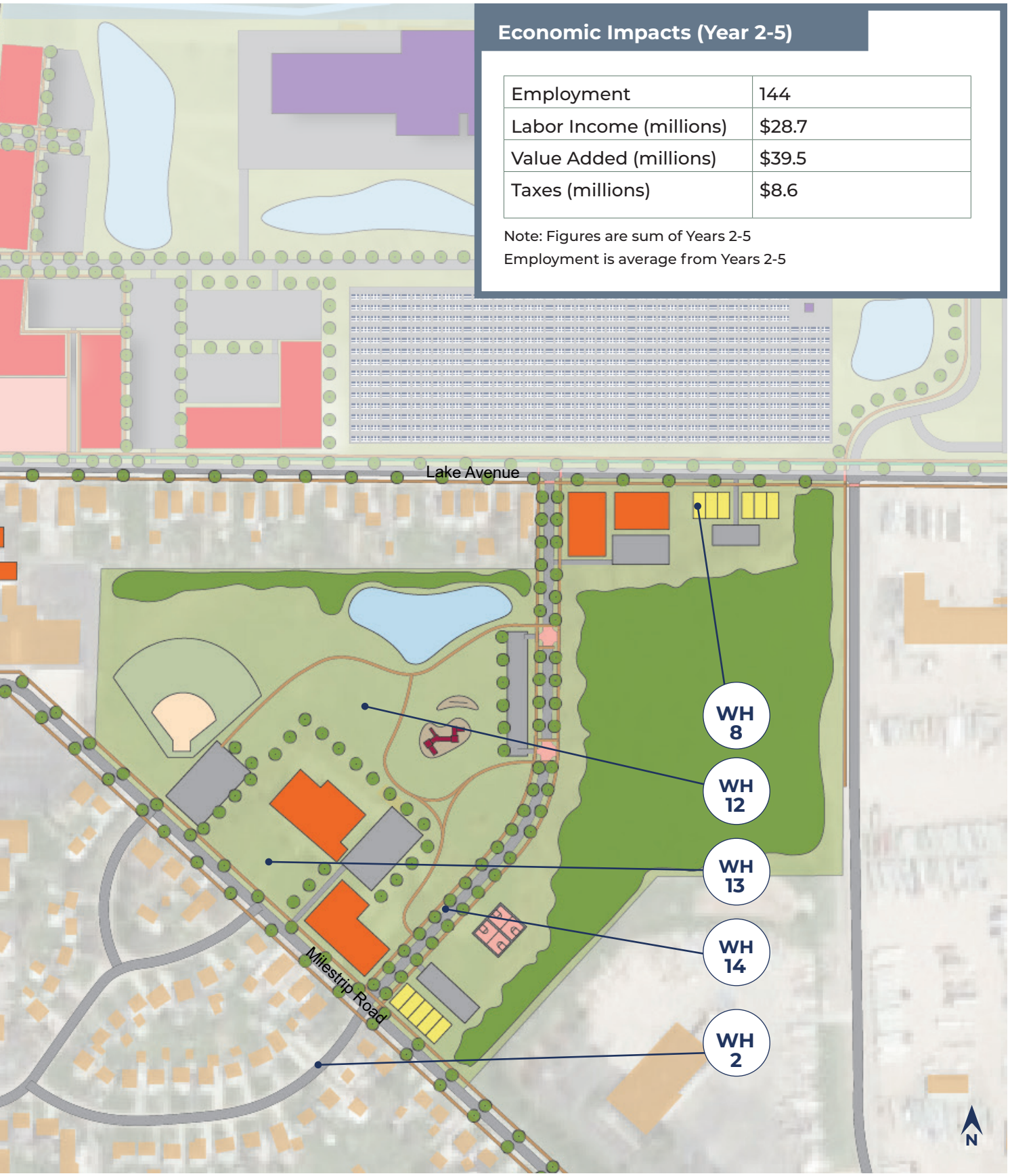
Figure 5.7: Woodlawn Hamlet Concept Plan

PUBLIC REVIEW DRAFT

Economic Impacts (Year 2-5)

Employment	144
Labor Income (millions)	$28.7
Value Added (millions)	$39.5
Taxes (millions)	$8.6

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5



Woodlawn Hamlet (WH)
Concept Rendering



Figure 5.8: Woodlawn Hamlet Concept Rendering

PUBLIC REVIEW



PUBLIC REVIEW DRAFT

Woodlawn Hamlet (WH)
Detailed Recommendations and Implementation

WH 1

Coordinate with NYSDEC and NYSDOH to establish a site investigation and testing program for residential areas of the Hamlet of Woodlawn.

Residential areas in the Hamlet of Woodlawn are surrounded by heavy industrial uses, resulting in resident concern over potential off-migration on contamination into the neighborhood. This type of contamination is particular difficult to identify without on-site investigations and testing. The Town of Hamburg should coordinate NYSDEC and NYSDOH as well as private property owners to create a site investigation and testing program as an agency initiative to investigate potential contamination present in these residential areas.

WH 2

Implement area-wide roadway improvements including sidewalks, street trees, curbing, crosswalks, lighting, and paving.

Roadways and their associated infrastructure are crucial for maintaining the quality of life for existing residents in the Woodlawn Hamlet and incentivizing future infill development. Multi-modal infrastructure should be maintained and improved or replaced where necessary. Sidewalks, crossings, curbing, and street trees should be installed where they are currently missing.

WH 3

Create community facilities at Woodlawn Playground Avenue including a new playground, playing courts, and pavilion.

The Woodlawn Playground is an important neighborhood space, but it is lacking amenities for family, youth, and seniors. Additional amenities such as sports courts, pavilions or other gathering spaces, and improved playground facilities should be added to meet the needs of Hamlet of Woodlawn's residents.

WH 4

Enhance pedestrian safety at crossings of local roadways and Lakeshore Road.

Lakeshore Road splits the Hamlet of Woodlawn down the center, and while signalized crosswalks exist, they are long and dangerous. The pedestrian bridge south of 7th Street is out of the way for most residents and is not ADA accessible. Efforts should be made to promote safe crossings of Lakeshore Road, including increasing lighting, developing curb extensions and pedestrian refuge islands, and implementing traffic calming measures to slow vehicles traveling through the hamlet.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg NYSDEC NYSDOH Private Owner(s)	Short	$	ESD Grant Funds USEPA Brownfield Assessment Grant Funds	Environmental Studies
Town of Hamburg	Short	$$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Development of engineering plans and specifications
Town of Hamburg	Short	$	NYSOPRHP EPF	
Town of Hamburg NYSDOT	Medium	$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Infrastructure analyses of Lakeshore Road

PUBLIC REVIEW DRAFT

Woodlawn Hamlet (WH)
Detailed Recommendations and Implementation

WH 5

Work with NYSDOT Region 5 to improve signal timing along Lakeshore Road to allow for safer pedestrian crossings and vehicular turning onto and off of Lakeshore Road.

Drivers and pedestrians trying to cross or travel on Lakeshore Road often experience long waits at lights. In coordination with NYSDOT, lights should be timed to allow for the necessary movement of traffic along Lakeshore Road while reducing waits for vehicles and pedestrians on local roadways.

WH 6

Formalize and improve connectivity between Woodlawn and Woodlawn State Park by formalizing safe crossing(s) over Gateway Blvd. and the rail line.

The only access to Woodlawn State Park from the Hamlet of Woodlawn is along the Woodlawn Avenue ROW. This access is overgrown and can be unsafe or inaccessible for residents, particularly those with mobility challenges. The existing access point should be formalized, improved as a gateway, and improved through ADA accessible pedestrian rail crossing and marking across Gateway Boulevard. Additional access points should be created along Woodlawn Ave, especially to the South over Rush Creek.

WH 7

Utilize marketing and information campaigns to increase awareness of existing housing assistance and first-time homebuyer programs available in the BOA.

Residents in the BOA need housing assistance, despite the variety of programs available from local, state, and federal sources. Local officials should work with the Hamburg Department of Community Development to promote first time homebuyer and housing renovation programs available to residents. Additionally, officials should promote programs available from Erie County, New York State, and the federal government that could assist homeowners and homebuyers in the BOA, particularly those focusing on climate and flooding resiliency and weatherization.

WH 8

Allow for complementary residential infill on smaller lots in traditional neighborhoods and hamlets through zoning reform.

Current residential development in the Hamlet of Woodlawn is non-conforming with the existing R3 zoning. Current zoning regulations require a minimum frontage of 70 ft. for a single-family dwellings, but many of the vacant lots in the BOA are too narrow to meet this requirement and allow adequate width for development. Future zoning reform, including amendments to the R3 zone or the creation of a new zoning district or overlay could allow for infill development that better fits within the context of Woodlawn.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg NYSDOT	Short	$	NYSDOT TAP/CMAQ NYSDOT HSIP	Infrastructure analyses
Town of Hamburg BSOR	Short	$	NYSDOT TAP/CMAQ NYSDOT HSIP	Development of plans and specifications
Town of Hamburg Erie County NYSHCR	Short	$		Development and implementation of marketing strategies
Town of Hamburg	Short	$	NYSDOS Smart Growth Community Planning + Zoning	Zoning and regulatory updates

PUBLIC REVIEW DRAFT

Woodlawn Hamlet (WH)
Detailed Recommendations and Implementation

WH 9

Promote and encourage residential infill development that is compatible with the character of the area.

Residential development in the Hamlet of Woodawn should include infill projects on vacant land. To preserve the existing historic character of the Hamlet of Woodlawn, infill development should be contextually appropriate within existing development, utilizing predominant building forms, architectural styles and details.

WH 10

Review, and if necessary amend, zoning to enable and promote commercial infill along Lakeshore Road.

Current zoning along Lakeshore Road promotes suburban style development due to character of the hamlet or the dimensions of existing lots, inhibiting redevelopment. Modifications to zoning districts should be explored to allow for traditional hamlet commercial and mixed use infill development that serves the needs of the local community and helps to facilitate a regional draw in the Hamlet of Woodlawn.

WH 11

Create a commercial facade improvement program for existing buildings on Lakeshore Road.

Many of the commercial properties on Lakeshore Road struggle from disinvestment, particularly on their exteriors. A commercial facade improvement program should be developed to assist property owners with exterior repairs and upgrades which improve the vitality of commercial businesses in the corridor.

WH 12

Formalize the existing community space on the former Woodlawn High School (3656 Milestrip Road) fields as a community park and provide new facilities.

The sports fields at the former Woodlawn High School act as a large, informal, community space for the Hamlet of Woodlawn. This space should be formalized and amenities created that appeal to the youth, young families, and seniors.

WH 13

Redevelop the former Woodlawn High School (3656 Milestrip Road) for residential or mixed-use development.

The former Woodlawn High School is important to the community's history but is currently in disrepair. The property should be redeveloped with residential or a mix of uses to reposition the building and surrounding area as a community asset.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Private Owner(s) Local Developers	Medium	$$		
Town of Hamburg	Short	$	NYSDOS Smart Growth Community Planning + Zoning	Zoning and regulatory updates
Town of Hamburg Erie County	Short	$$	NYSHCR Main Streets Program	Building conditions studies
Town of Hamburg	Short	$$	NYSOPRHP EPF	Development of plans and specifications
Town of Hamburg Private Owner(s) Local Developers	Medium	$$		Real estate services Building conditions studies

PUBLIC REVIEW DRAFT

Woodlawn Hamlet (WH)
Detailed Recommendations and Implementation

WH 14

Create a new vehicular connection between Milestrip Road and Lake Avenue.

Connections between the Hamlet of Woodlawn and the surrounding communities are limited, cut off by transportation infrastructure, and susceptible to disruption. A new roadway should be developed to the west of Coder Road to create connections between Lake Avenue and Milestrip Road and facilitate future development of the area.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg	Medium	$$$	NYSDOT TAP/CMAQ NYSDOT HSIP	

PUBLIC REVIEW DRAFT

Republic Steel (RS)
Recommendations Summary

The Republic Steel Strategic Area includes a collection of sites that were most recently used for the operation of Republic Steel, but originally were part of the Bethlehem Steel Campus, identified in Figure 5.9. Three redevelopment scenarios for this strategic site were created based on public feedback.

RS 1	Explore potential public ownership of the site to coordinate remediation and position the site for future economic development.
RS 2	Undertake recommended clean-up and remediation actions.
RS 3	Create a master plan for the former Republic Steel Campus.
RS 4	Work with local and statewide economic development agencies to market the site as a key light industrial or advanced manufacturing business park.
RS 5	Evaluate the existing rail networks to ensure efficient connections to nearby freight assets and transfer points.
RS 6	Create buffers along Lakeshore Road and Lake Avenue through the use of berms, natural spaces, or less impactful transitional uses like smaller scale commercial.
RS 7	Create new and improved connections with the CSX rail yard through the site.
RS 8	Identify and work with a future developer to implement a Planned Unit Development (PUD) or Pre-Permitted designation to maximize reuse potential while minimizing the impacts to neighboring residential properties.
RS 9	Coordinate with local and regional economic development partners to prepare the site for future industrial development.
RS 9	Work with local, state, and federal partners to obtain “FAST NY Shovel Ready” certification and market the site as certified.

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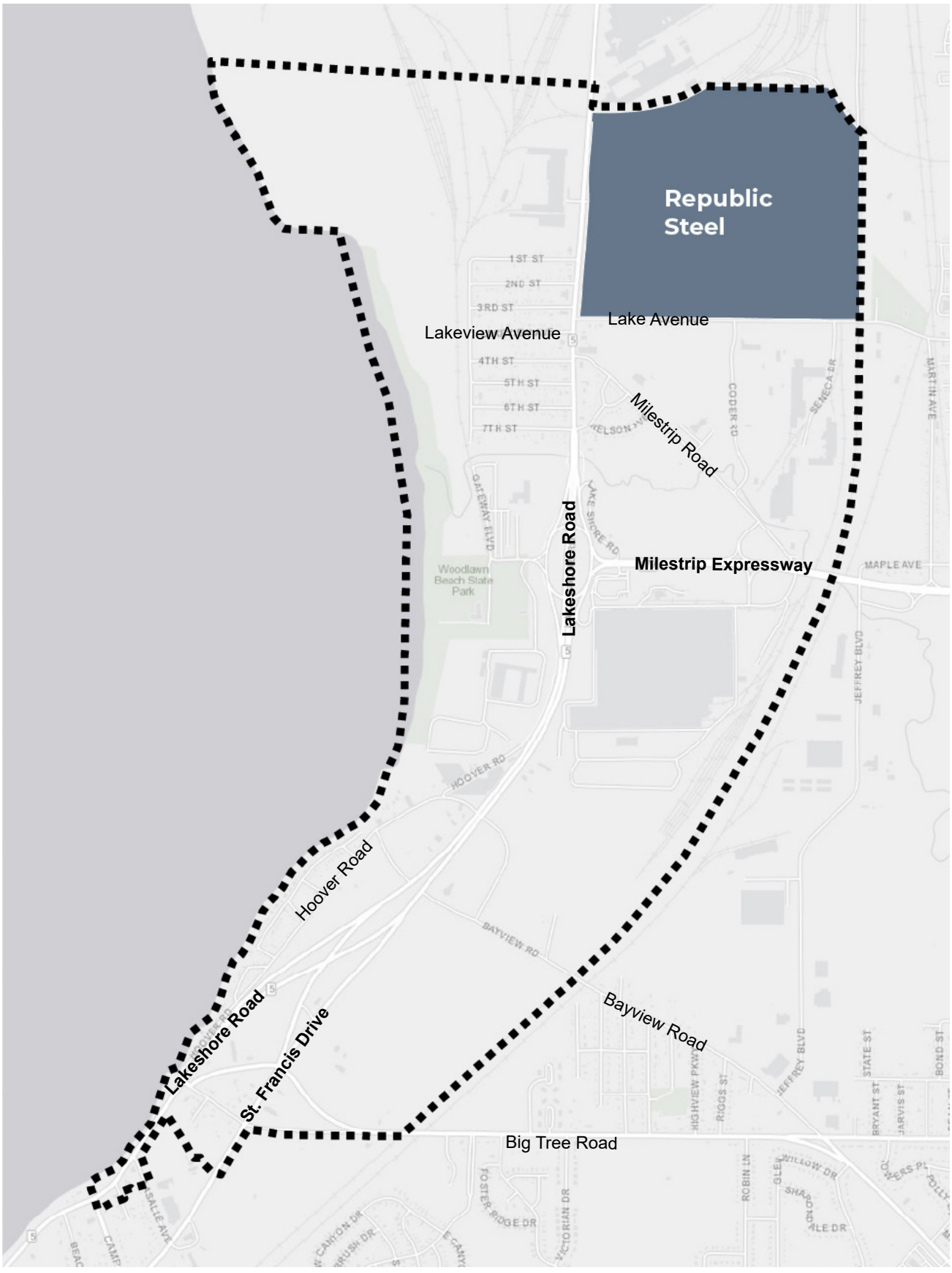


Figure 5.9: Republic Steel Strategic Area

Republic Steel (RS)
Concept Plan
Scenario 1: Rehab and Reuse

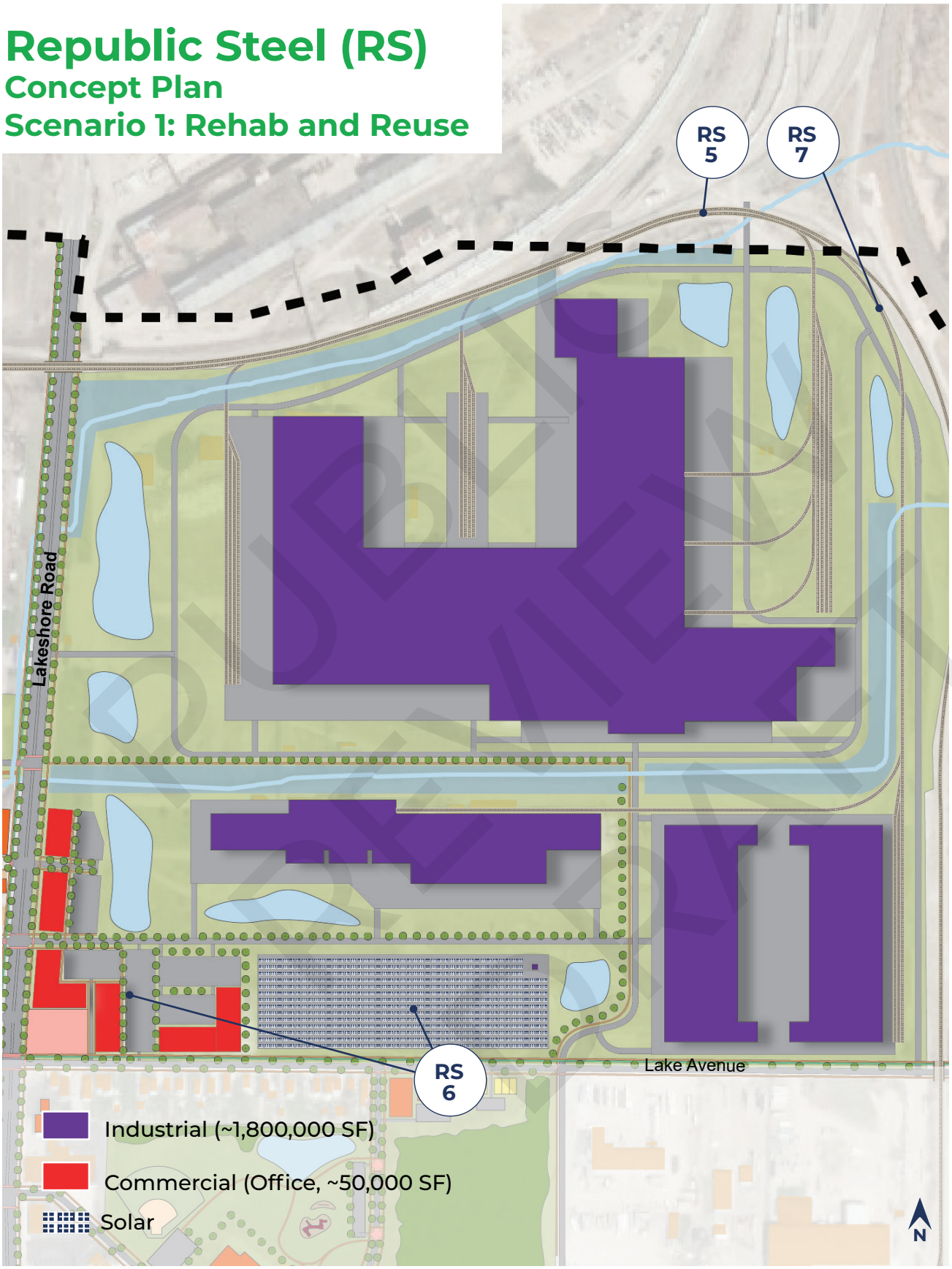


Figure 5.10: Republic Steel (RS) Concept Plan Scenario 1

PUBLIC REVIEW DRAFT

Republic Steel (RS)
Concept Plan
Scenario 2: Advanced Manufacturing

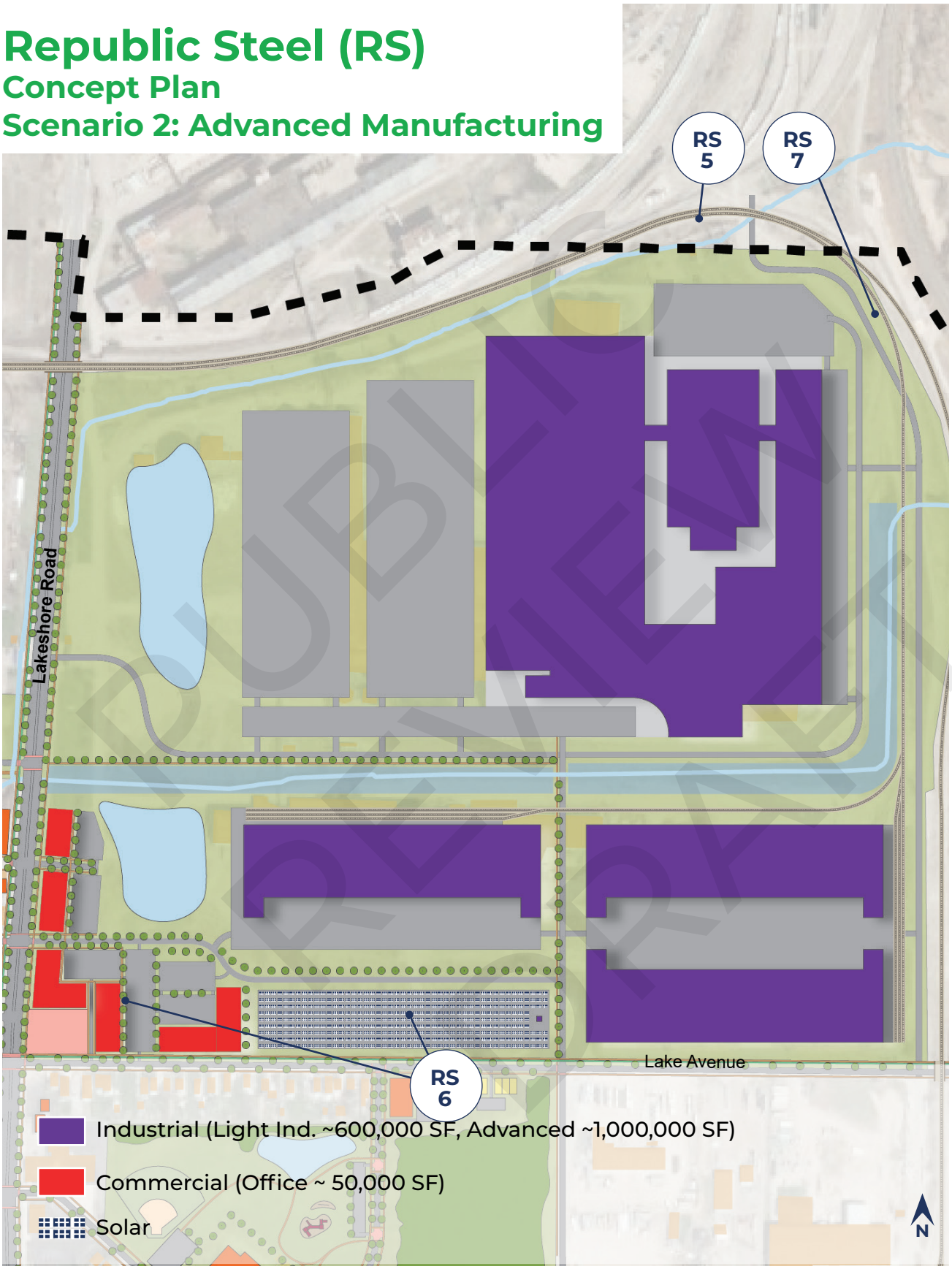


Figure 5.11: Republic Steel (RS) Concept Plan Scenario 2

PUBLIC REVIEW DRAFT

Republic Steel (RS)
Concept Plan
Scenario 3: Light Industrial Campus

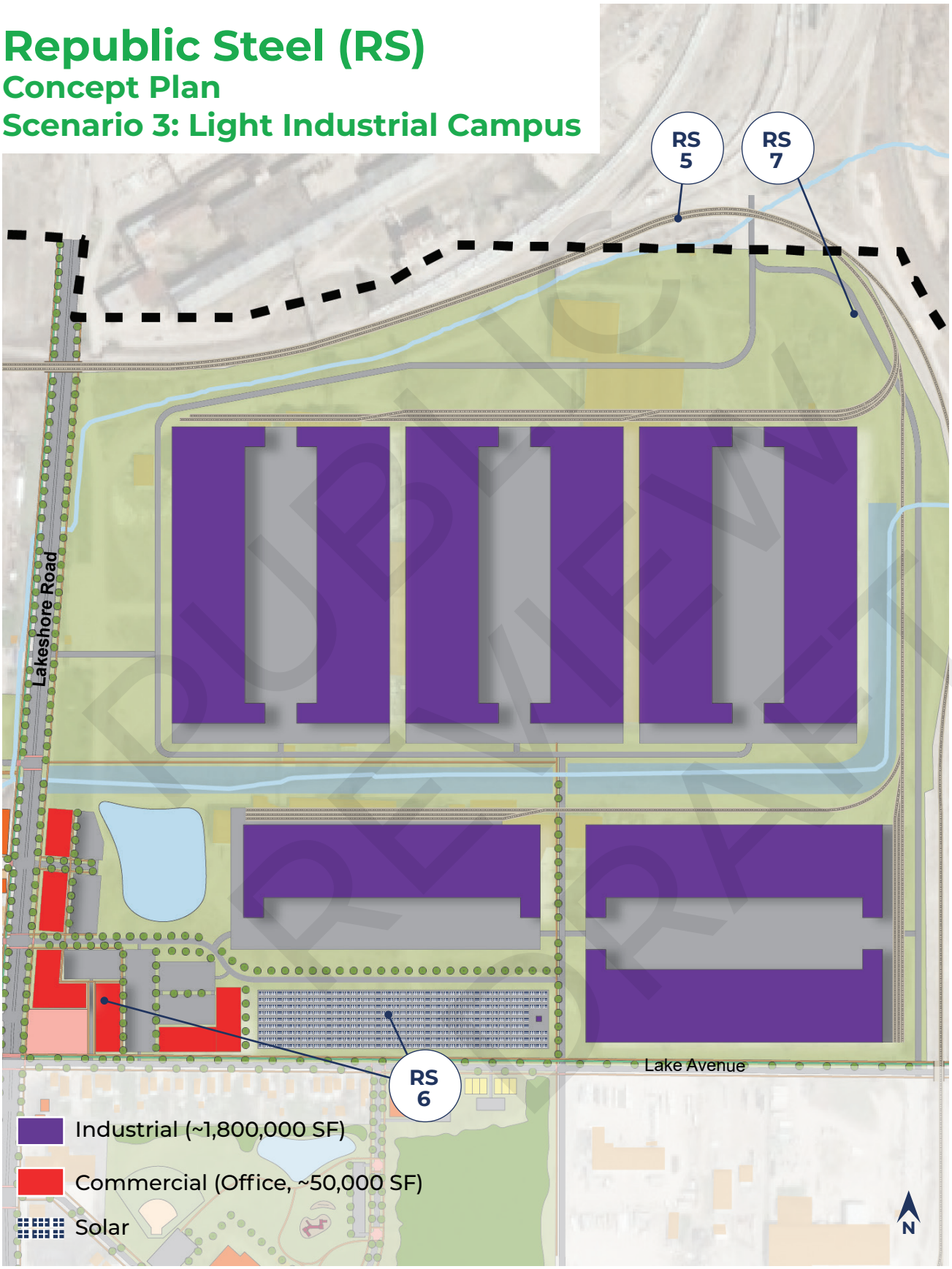


Figure 5.12: Republic Steel (RS) Concept Plan Scenario 3

PUBLIC REVIEW DRAFT

Republic Steel (RS)
Economic Impacts Comparison

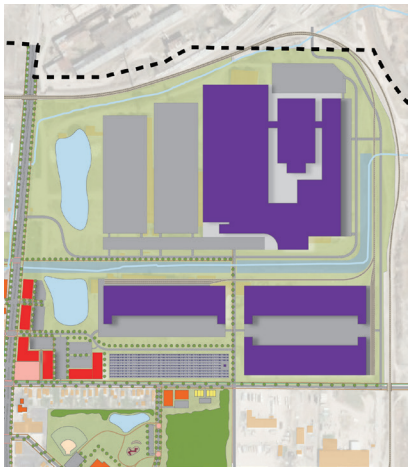


Scenario 1: Rehab and Reuse

Economic Impacts (Year 2-5)

Employment	1,521
Labor Income (millions)	$371.8
Value Added (millions)	$489.8
Taxes (millions)	$91.7

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5



Scenario 2: Advanced Manufacturing

Economic Impacts (Year 2-5)

Employment	2,331
Labor Income (millions)	$1,071.3
Value Added (millions)	$1,905.1
Taxes (millions)	$309.7

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5



Scenario 3: Light Industrial Campus

Economic Impacts (Year 2-5)

Employment	1,521
Labor Income (millions)	$371.8
Value Added (millions)	$489.8
Taxes (millions)	$91.7

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5

Republic Steel (RS)
Detailed Recommendations and Implementation

RS 1

Study potential public ownership of the site to coordinate remediation and position the site for future economic development.

The campus was fragmented after the closure of Bethlehem Steel, resulting in a disjointed ownership pattern that limits the potential for remediation and future redevelopment of the site. The possibility of public ownership of the entirety of the campus (bounded by Lakeshore Road, Lake Avenue, and the mainline railways) should be explored to facilitate remediation and position the site for future redevelopment.

RS 2

Undertake recommended clean-up and remediation actions.

Recommendations from Phase I and II Environmental Site Assessments and future remediation plans should be implemented on the campus to position the site for future development and prevent further contamination of the natural environment and nearby residential areas.

RS 3

Create a master plan for the former Republic Steel Campus.

Due to the large size and complexity of the Republic Steel Campus, a master plan should be created to explore the potential development options for the site. A master plan can help market the site as an industrial center for the region. This master plan should be created in collaboration with the Town of Hamburg, the Village of Blasdell, Erie County, New York State, other government partners, and corresponding industrial development agencies.

RS 4

Work with local and statewide economic development agencies to market the site as a key light industrial or advanced manufacturing business park.

Local officials should coordinate with the Hamburg IDA, Erie County IDA, Empire State Development, and other government partners to market the property for industrial redevelopment. This will help to promote the site to a regional, statewide, and national market for the large-scale development needed to catalyze development.

RS 5

Evaluate the existing rail networks to ensure efficient connections to nearby freight assets and transfer points.

The rail network on the campus was created to facilitate connection with the entirety of the Bethlehem Steel Campus, but many of these connections may no be longer needed. A study should be completed to evaluate and plan for the efficient connection of the site to the regional rail network while preserving access for adjacent railways.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Erie County Private Owner(s)	Short	$$$		Real estate services Building conditions studies
Town of Hamburg Erie County Private Owner(s)	Medium	$$	USEPA Brownfield Assessment Grant Funds	Environmental reports
Town of Hamburg Hamburg IDA Erie County Private Owner(s)	Short	$$	ESD Planning and Feasibility Studies Program	Development and implementation of marketing strategies Development of plans and specifications Building conditions studies Infrastructure analyses
Town of Hamburg Hamburg IDA Empire State Development Corp.	Short	$	Industrial Development Association Funding	Development and implementation of marketing strategies
Town of Hamburg CSX BPRR NS	Short	$	FRA funding (multiple programs)	Infrastructure analyses

PUBLIC REVIEW DRAFT

Republic Steel (RS)
Detailed Recommendations and Implementation

RS 6

Create buffers along Lakeshore Road and Lake Avenue through the use of berms, natural spaces, or less impactful transitional uses like smaller scale commercial.

Land use conflicts were identified between non-residential uses within the focus area and adjacent residential uses. These conflicts affect quality of life and property values. The creation of buffers and other screens to limit the impact of conflicting land uses should be explored as the site is redeveloped. Updates to the Town's zoning regulations may be necessary to mandate appropriate buffers.

RS 7

Create new and improved connections with the CSX railyard through the site.

The CSX Railyard located to the north of the campus does not have direct access to the roadway network. The connections to the railyard through the site should be improved to help facilitate redevelopment of the site while preserving access to the yard.

RS 8

Identify and work with a future developer to implement a Planned Unit Development (PUD) or Pre-Permitted Designation to maximize reuse potential while minimizing the impacts to neighboring residential properties.

After the creation of a master plan (RS 3), a request for proposals from potential site developers should be pursued. Local officials should work with the identified developer(s) to implement a PUD to tailor the zoning of the site to the needs of the identified future uses.

RS 9

Coordinate with local and regional economic development partners to prepare the site for future industrial development.

The RS site is a key industrial parcel for the Town and the region. Local officials should coordinate with the property owner, the Hamburg IDA, Erie County IDA, and Empire State Development to prepare the site for future development, with activities including environmental testing and remediation, infrastructure analysis and improvements, zoning changes, and necessary marketing or master plans to attract future users.

RS 10

Work with local, state, and federal partners to obtain "FAST NY Shovel Ready" certification and market the site as certified.

After necessary site improvements have been undertaken (RS 9), certifying the site as "Shovel Ready." This will help to market the industrial portion of the site for redevelopment and future investment to statewide and national developers looking for prime industrial space. This includes securing funding for site remediation and infrastructure improvements through state and federal incentives and programs.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Private Owner(s)	Long	$$		
Town of Hamburg CSX Private Owner(s)	Medium	$$	FRA funding (multiple programs)	Development of plans and specifications
Town of Hamburg Hamburg IDA	Short	$	FAST NY	Zoning and regulatory updates
Hamburg IDA Erie County Empire State Development Corp.	Short	$	FAST NY	Development and implementation of marketing strategies
Hamburg IDA Erie County Empire State Development Corp.	Short	$	FAST NY	Development and implementation of marketing strategies

PUBLIC REVIEW DRAFT

Gateway (GW)
Recommendations Summary

The Gateway Strategic Area includes a collection of sites at the intersection of Gateway Boulevard, Milestrip Expressway, and Lakeshore Road, identified in figure 5.13.

GW 1	Create a welcoming bike- and pedestrian-friendly entrance to Woodlawn Beach State Park. If the interchange is reconfigured, reclaimed land may create additional opportunity for an enhanced gateway.
GW 2	Protect existing wetlands from development through a conservation-focused natural park at the Crossroads Industrial Park.
GW 3	Rebuild or rehabilitate the existing pedestrian bridge to create a more welcoming and accessible gateway into the Hamlet of Woodlawn and the Woodlawn Beach State Park.
GW 4	Redevelop the former Gateway Center of Commerce (3556 Lakeshore Road) into a mixed-use center and community asset.
GW 5	Develop a mixed-use center on land currently being used by the Lakeshore Road/Milestrip Expressway Interchange.

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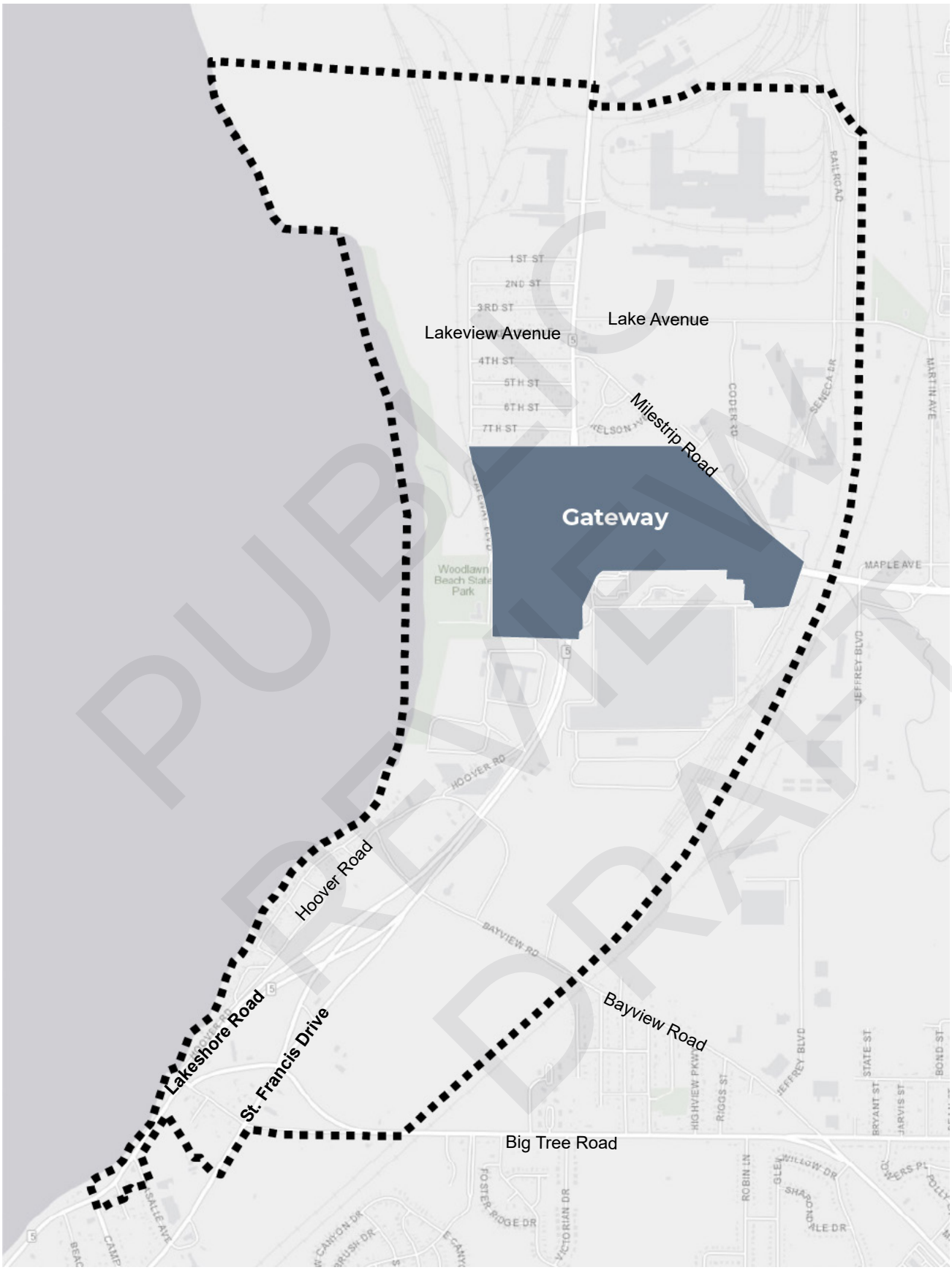


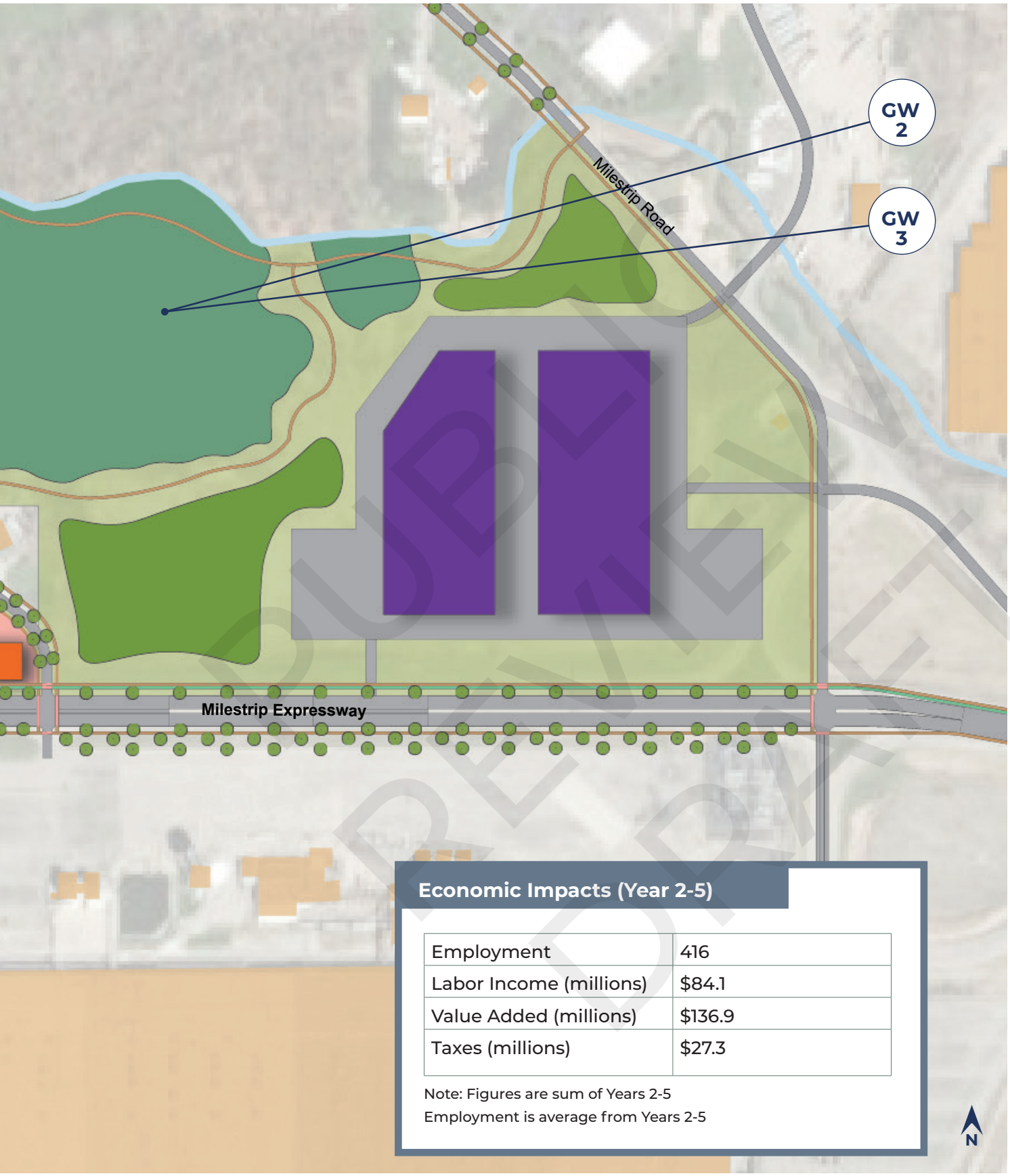
Figure 5.13: Gateway Strategic Area

Gateway (GW)
Concept Plan



Figure 5.14: Gateway Concept Plan

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Economic Impacts (Year 2-5)

Employment	416
Labor Income (millions)	$84.1
Value Added (millions)	$136.9
Taxes (millions)	$27.3

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5

PUBLIC REVIEW DRAFT

Gateway (GW)
Detailed Recommendations and Implementation

GW 1

Create a welcoming bike- and pedestrian-friendly entrance to Woodlawn Beach State Park. If the interchange is reconfigured, reclaimed land may create additional opportunity for an enhanced gateway.

In addition to recommendation RO 3, a welcoming gateway to Woodlawn Beach State Park should be created that focuses on pedestrian and bicycle connections, creating human scaled entrances, and extensive plantings which emphasize the area's natural importance.

GW 2

Protect existing wetlands from development through a conservation-focused natural park at the Crossroads Industrial Park.

Existing wetlands at the Crossroads Industrial Park should be delineated and preserved to help protect natural spaces and limit downstream flooding. Minimally disruptive recreational spaces such as boardwalks and walking trails should be created to allow for publicly accessible open spaces.

GW 3

Rebuild or rehabilitate the existing pedestrian bridge to create a more welcoming and accessible gateway into the Hamlet of Woodlawn and the Woodlawn Beach State Park.

The existing pedestrian bridge across Lakeshore Road is in disrepair and not ADA accessible. The bridge currently acts as the gateway into the Hamlet of Woodlawn and Woodlawn Beach State Park and should be rebuilt or rehabilitated to create an attractive, welcoming, and accessible gateway while allowing for safe crossing of Lakeshore Road.

GW 4

Develop the former Gateway Center of Commerce (3556 Lakeshore Road) into a mixed-use center and community asset.

The Gateway Center of Commerce is currently underutilized and largely vacant. Due to the low demand for office space in the BOA and the development potential of the site, the site should be developed as a mixed-use center and community asset. Existing proposals for the site should be supported through necessary zoning modifications and infrastructure upgrades.

GW 5

Develop a mixed-use center on land currently being used by the Lakeshore Road/Milestrip Expressway Interchange.

Pursue a transportation feasibility study to understand configuration changes that will allow for redevelopment of this land and lead into a master plan for any reclaimed land.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
NYS Parks NYSDOT Town of Hamburg Erie County	Medium	$$	NYSOPRHP EPF	
Town of Hamburg Hamburg IDA Erie County NYSDEC	Medium	$$	NYSOPRHP EPF	Environmental Studies
Town of Hamburg NYSDOT	Long	$$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Infrastructure analyses
Private Owner(s)	Long	$$$		Zoning and regulatory updates
Town of Hamburg NYSDOT Private Owner(s)	Long	$$$	NYSDOS LWRP	Development of plans and specifications Housing and economic studies

PUBLIC REVIEW DRAFT

Bayview Village (BV)
Recommendations Summary

Bayview Village includes a collection of underutilized properties between Lakeshore Road and Hoover Road east Hoover Beach, identified in Figure 5.15.

BV 1	Develop pedestrian and bike infrastructure along Hoover Road.
BV 2	Create connections between Hoover Beach/Bayview Road and the waterfront, including Woodlawn Beach State Park.
BV 3	Create a community gathering space on Town-owned land south of Britton Drive.
BV 4	Utilize vacant land to create a neighborhood with a diverse range of housing options including single family homes, townhomes, and small mixed-use buildings.
BV 5	Work with property owners and developers to coordinate redevelopment and tailor zoning to the needs of the site.
BV 6	Protect historic assets along Hoover Road and work with property owners to restore these properties.

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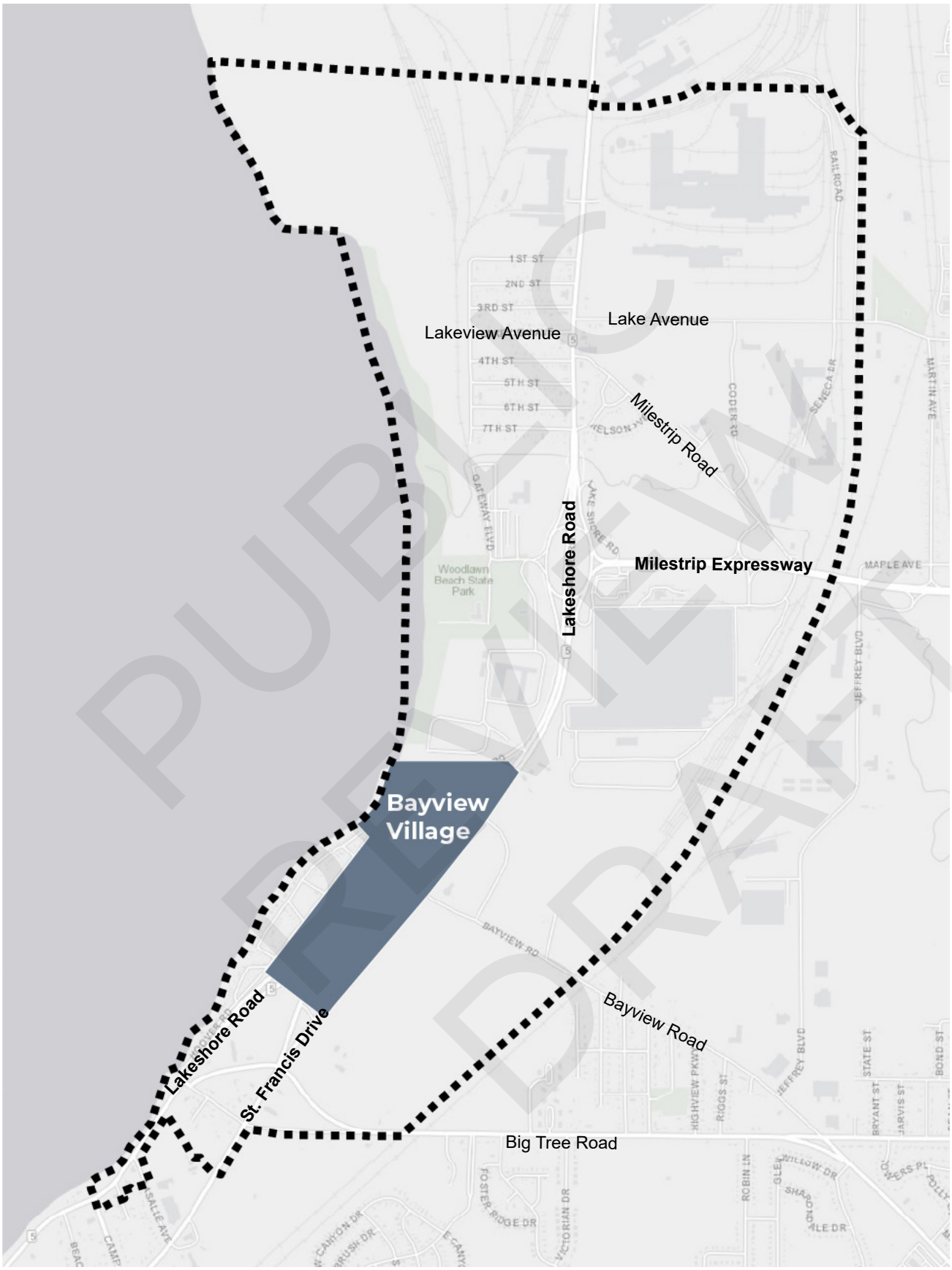


Figure 5.15: Bayview Village Strategic Area

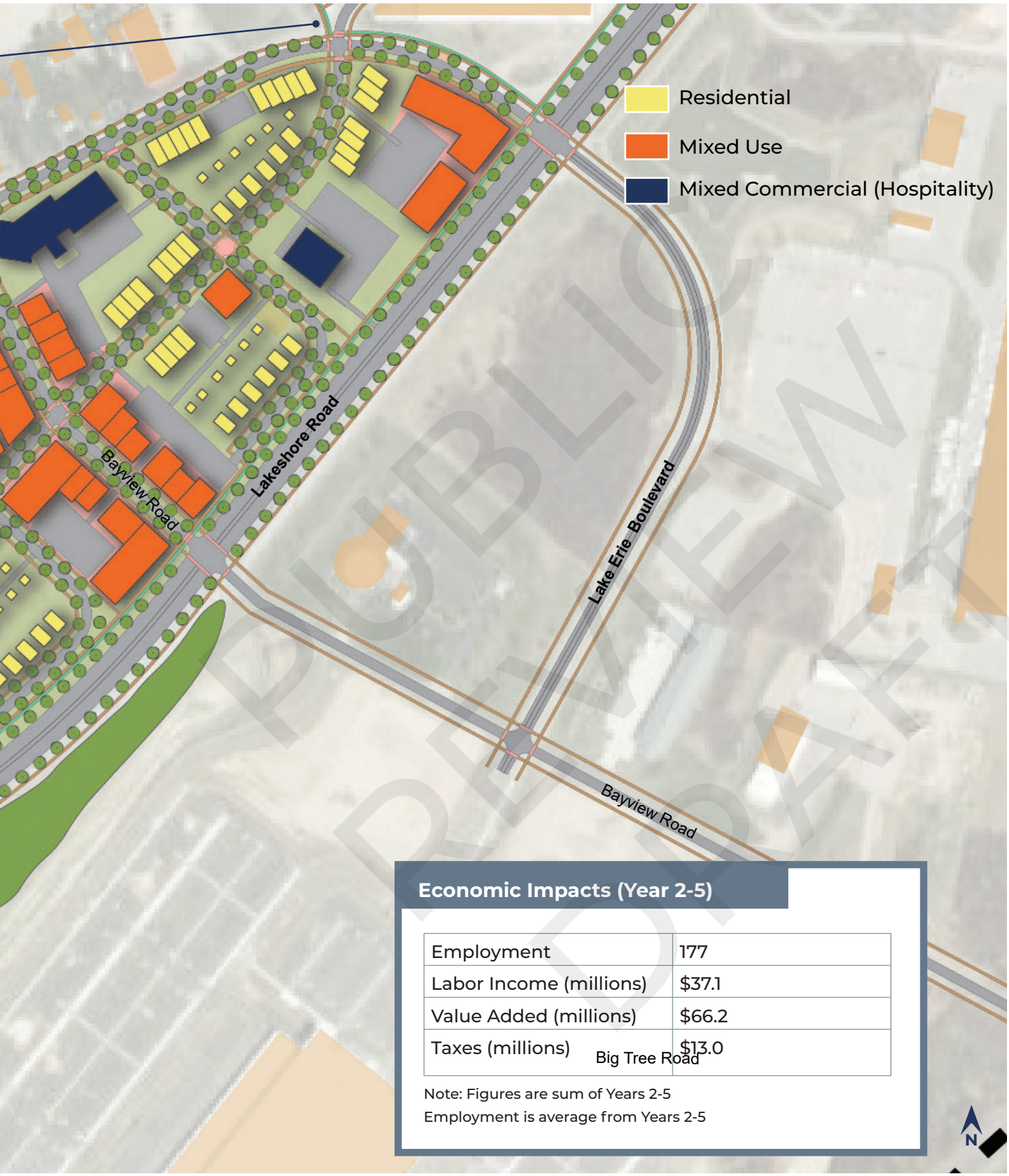
PUBLIC REVIEW DRAFT

Bayview Village (BV)
Concept Plan



Figure 5.16: Bayview Village Concept Plan

PUBLIC REVIEW DRAFT



Economic Impacts (Year 2-5)

Employment	177
Labor Income (millions)	$37.1
Value Added (millions)	$66.2
Taxes (millions)	$13.0

Note: Figures are sum of Years 2-5
Employment is average from Years 2-5

PUBLIC REVIEW DRAFT

Bayview Village (BV)
Detailed Recommendations and Implementation

BV 1

Develop pedestrian and bike infrastructure along Hoover Road.

Hoover Road is an important connection between the Hamlets of Woodlawn and Athol Springs, but currently lacks any pedestrian infrastructure. Infrastructure should be created, including sidewalks or a wide multimodal pathway and curbing, to facilitate multimodal connections between Athol Sings and Woodlawn.

BV 2

Create connections between Hoover Beach/Bayview Road and the waterfront, including Woodlawn Beach State Park.

Despite Hoover Beach's focus on the waterfront, there are no publicly accessible waterfront areas or connections to Woodlawn Beach State Park. Access to Woodlawn Beach State Park through the northern portion of the area should be created and vacant waterfront land should be preserved for public use.

BV 3

Create a community gathering space on Town-owned land south of Britton Drive.

The Town of Hamburg owns a large parcel that once housed the town wastewater treatment facility. This parcel is underutilized and should be developed into a community gathering space and asset, particularly south of Britton Drive where development is infeasible due to flooding concerns.

BV 4

Utilize vacant land to create a neighborhood with a diverse range of housing options including single family homes, townhomes, and small mixed-use buildings.

There is a collection of vacant and underutilized land between Lakeshore Road and Hoover Road, centered around Bayview Road. This land presents an opportunity to create a mixed-use center comprised of small (2-3 story) mixed-use buildings, single family homes, and townhomes, centered around access to the waterfront and community assets.

BV 5

Work with property owners and developers to coordinate redevelopment and tailor zoning to the needs of the site.

The zoning requirements in the area are likely to restrict the types of development, namely requiring large side yards and parking areas that reduce walkability. Once plans are further developed, the Town of Hamburg should work with site developers to tailor zoning to allow for walkable development that is compatible with the surrounding area and creates the Hamlet Character found throughout the BOA.

PUBLIC REVIEW DRAFT

Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg	Short	$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Development of plans and specifications
Town of Hamburg Erie County	Medium	$$$	NYSDOT TAP/CMAQ NYSDOT HSIP NYSOPRHP EPF	Development of plans and specifications
Town of Hamburg	Medium	$$	NYSOPRHP EPF	Development of plans and specifications
Town of Hamburg Private Owner(s) NYSDOT	Long	$$$		Development of plans and specifications Real estate services
Town of Hamburg Private Owner(s)	Short	$	NYSDOS Smart Growth Community Planning + Zoning	Zoning and regulatory updates

PUBLIC REVIEW DRAFT

Bayview Village (BV)
Detailed Recommendations and Implementation

BV 6

Protect historic assets along Hoover Road and work with property owners to restore these properties.

Some of the oldest properties in the Town of Hamburg are located along Hoover Road. These properties should be protected and preserved, and local officials should work with property owners to restore these properties, including identifying grant opportunities and potential tax credits to offset restoration costs.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg Private Owner(s) NYS SHPO	Short	$$	NYSOPRHP EPF	Building conditions studies

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Bayview Village (BV)
Concept Rendering



Figure 5.17: Bayview Village Concept Rendering

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Athol Springs (AS)
Recommendations Summary

Athol Springs is a Hamlet located at the South end of the BOA, from Lakeshore Road/St Francis Drive Interchange to St Francis High School, identified in figure 5.18.

AS 1		Work with NYSDOT to improve pedestrian crossing along Lakeshore Road and St Francis Drive from the east.
AS 2		Implement area-wide roadway improvements including sidewalks, street trees, curbing, crosswalks, and paving.
AS 3		Relocate Hoover Road/Lakeshore Road intersection to the north.
AS 4		Improve public access to the Lake Erie waterfront around the Hamburg Clock Tower
AS 5		Explore community parking facilities at the NFTA Park and Ride to allow parking to be relocated from the waterfront.
AS 6		Prioritize commercial and mixed-use development along Lakeshore Road, focusing on water enhanced uses.
AS 7		Create a commercial facade improvement program for existing buildings on Lakeshore Road and St Francis Drive.

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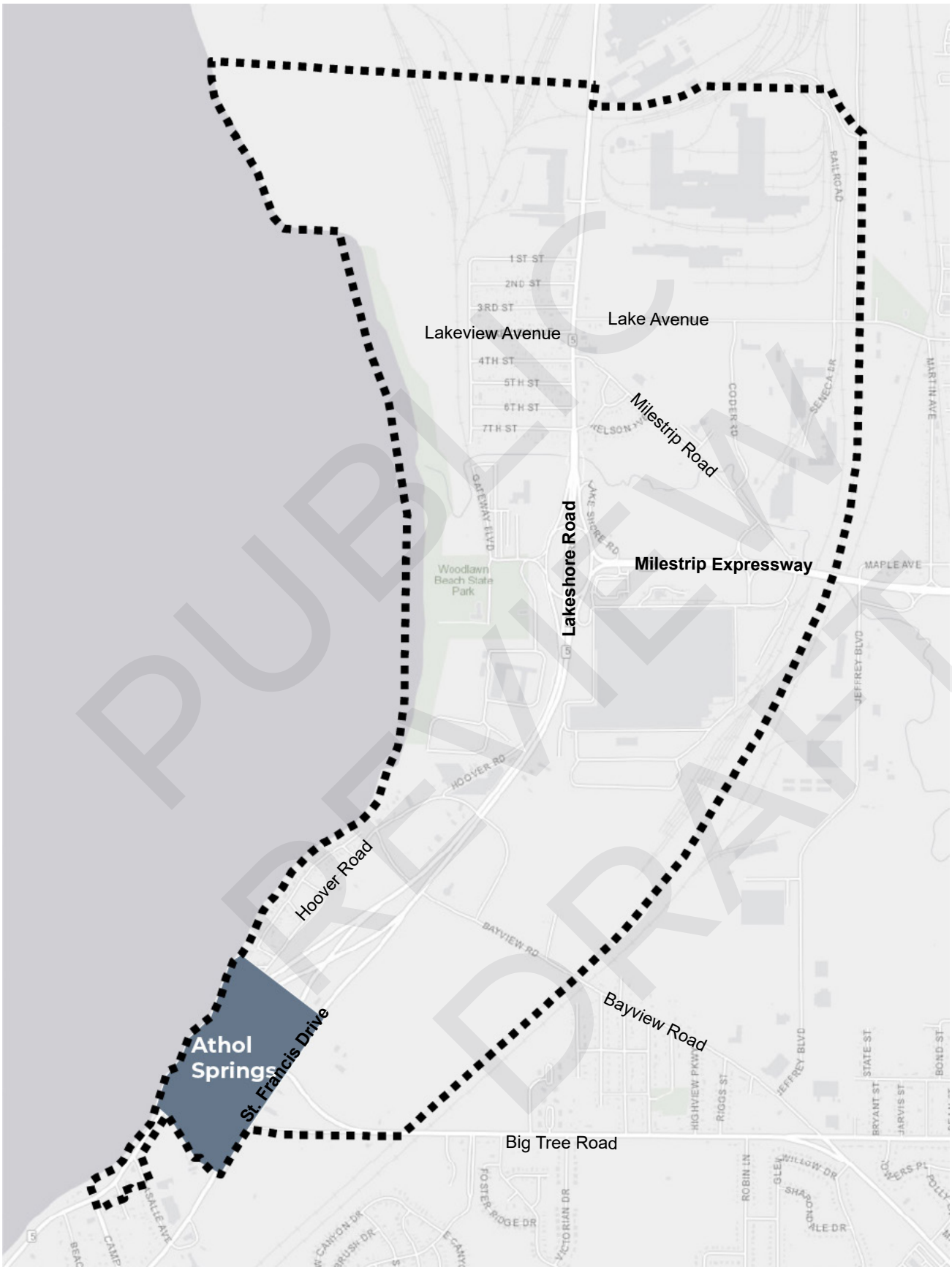


Figure 5.18: Athol Springs Strategic Area

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Athol Springs (AS)
Concept Plan

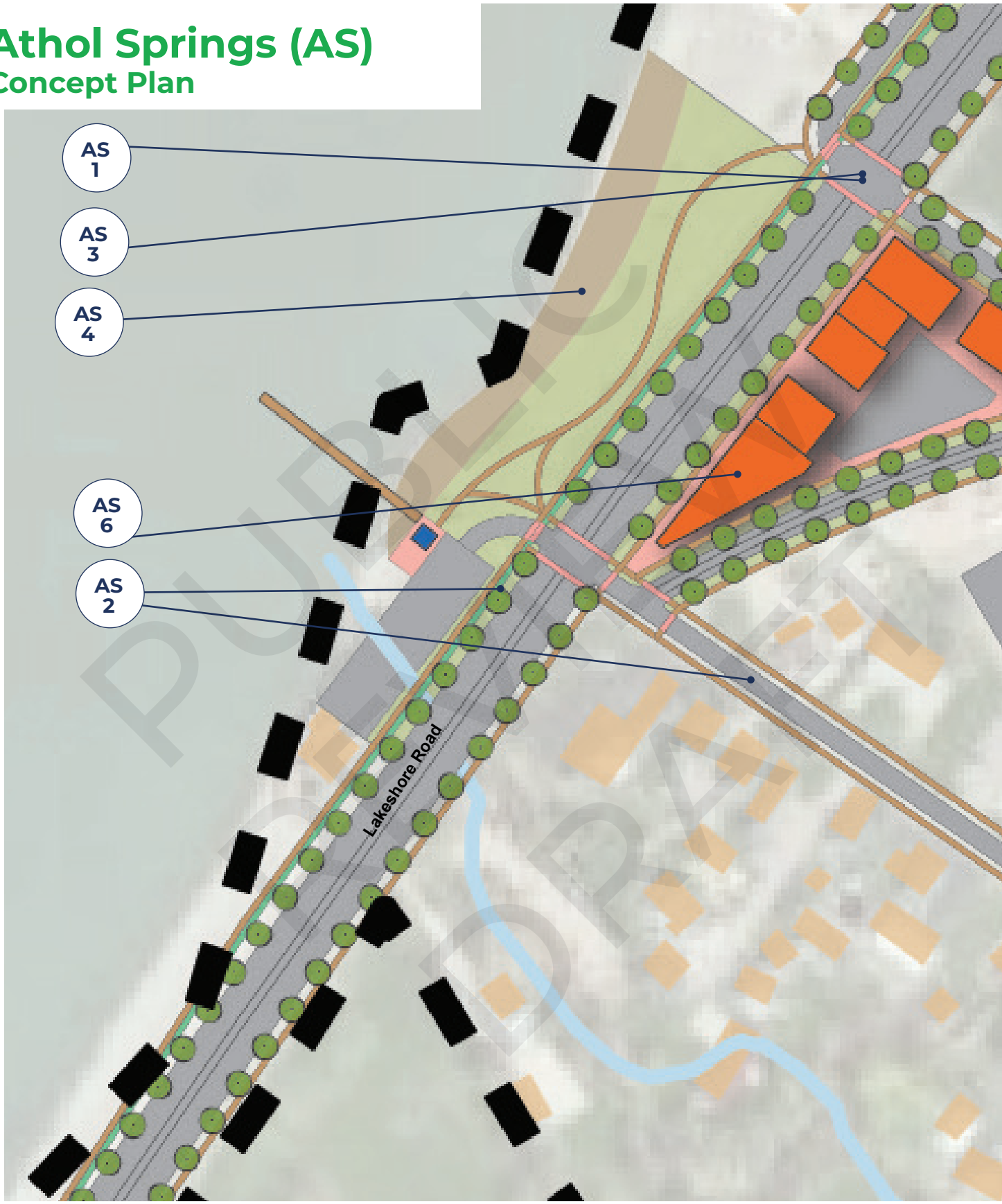


Figure 5.19: Athol Springs Concept Plan



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Athol Springs
Detailed Recommendations and Implementation

AS 1

Work with NYSDOT to improve pedestrian crossing along Lakeshore Road and St Francis Drive from the east.

Both Lakeshore Road and St Francis Drive act as barrier to waterfront access for residents of the BOA and visitors. In coordination with NYSDOT, crossings along Lakeshore Road and St Francis Drive should be improved to allow safe and convenient access to the waterfront for pedestrians.

AS 2

Implement subarea-wide roadway improvements including sidewalks, street trees, curbing, crosswalks, and paving.

Roadways and their associated infrastructure is crucial for maintaining the quality of life for existing residents in Athol Springs and incentivizing future infill development. This infrastructure should be maintained and improved or replaced where necessary. Sidewalks, crossings, curbing, and street trees should be added where they are currently missing.

AS 3

Relocate Hoover Road/Lakeshore Road intersection to the north.

The Hoover Road/Lakeshore Road intersection is complicated and potentially hazardous due to the intersection of five roadways at a single point. Additionally, the intersection requires a portion of roadway dedicated solely to Hoover Road, which is susceptible to erosion and costly to maintain. To alleviate these issues, the intersection should be relocated to the north, near the entrance of 4038 Hoover Road.

AS 4

Improve public access to the Lake Erie waterfront around the Hamburg Clock Tower

The lakefront in Athol Springs is primarily dedicated to roadway infrastructure, limiting public access to the waterfront. Along. In line with the Town's Marina Feasibility Study and recommendation AS 3, improvements may include a waterfront park and open space area to connect with the existing Clock Tower, a publicly accessible pier, or wading beach area.

AS 5

Explore community parking facilities at the NFTA Park and Ride to allow parking to be relocated from the waterfront.

A significant portion of the waterfront in Athol Springs is devoted to surface parking. Creating a shared parking strategy utilizing the pre-existing NFTA commuter lot would allow for some of this parking to be redeveloped for water enhanced uses that better take advantage of the Lake Erie waterfront.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg NYSDOT	Short	$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Development of plans and specifications
Town of Hamburg NYSDOT Erie County	Medium	$$	NYSDOT TAP/CMAQ NYSDOT HSIP	Development of plans and specifications
Town of Hamburg NYSDOT	Medium	$$$	NYSDOT TAP/CMAQ NYSDOT HSIP NYSDOS LWRP	Development of plans and specifications
Town of Hamburg NFTA Business Owners	Short	$	NYSDOS LWRP	Infrastructure analyses

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AS 6

Prioritize commercial and mixed-use development along Lakeshore Road, focusing on water enhanced uses.

Lakeshore Road in Athol Springs acts as both the hamlet's Main Street and waterfront. Land on the eastern side of Lakeshore Road should be redeveloped for mixed-use and commercial development, particularly water enhanced uses, that take advantage of their location along the Lake Erie waterfront.

AS 7

Create a commercial facade improvement program for existing buildings on Lakeshore Road and St Francis Drive.

Many of the commercial properties on Lakeshore Road struggle from disinvestment, particularly on their exteriors. A commercial facade improvement program should be developed to assist property owners with exterior repairs and upgrades which improve the vitality of commercial businesses in the corridor.

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Partners	Timeframe	Cost	Funding	Pre-Development
Town of Hamburg	Medium	$		Zoning and regulatory updates
Town of Hamburg Erie County	Short	$$	NYSHCR Main Streets Program	Building conditions studies

PUBLIC REVIEW DRAFT

Recreational Opportunity Areas (RO)
Recommendations Summary

	RO 1	Create a master plan for Woodlawn Beach State Park in coordination with the New York State Department of Parks, Recreation, and Historic Preservation.
	RO 2	Increase connectivity between residential areas and recreational space throughout the BOA.
	RO 3	Expand regional multimodal trails to connect with recreational opportunity areas in the BOA.
	RO 4	Identify opportunities to increase parklands through acquisition of neighboring vacant and underutilized properties, particularly those identified as strategic sites.

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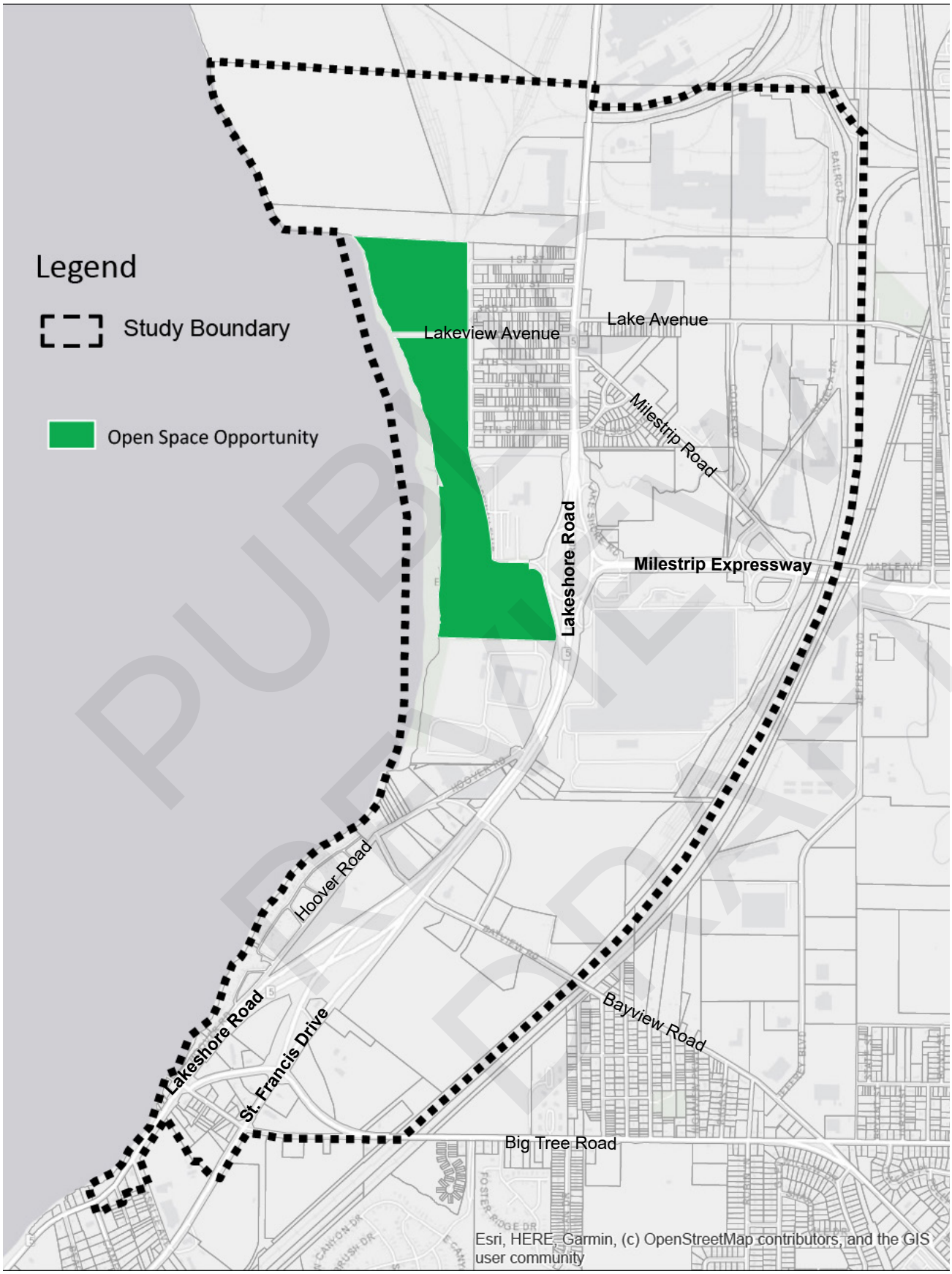


Figure 5.20: Open Space Opportunity Areas

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Recreational Opportunity Areas (RO)
Detailed Recommendations and Implementation

RO 1

Create a master plan for Woodlawn Beach State Park in coordination with the New York State Department of Parks, Recreation, and Historic Preservation.

Woodlawn Beach State Park is one of the greatest assets in the BOA and greater region. While the southern portion of the park contains a variety of amenities, the northern portion of the park is largely unimproved and still contains much of the legacy industrial infrastructure Additionally, the BOA Plan has identified opportunities for potential expansion of the State Park to the north and east. A park master plan that examines the feasibility for future expansion, additional amenities for families, youth, and seniors, and creation of more multimodal infrastructure to access the park should be completed.

RO 2

Increase connectivity between residential areas and recreational space throughout the BOA.

Many recreational areas in the BOA are closed off from local residential neighborhoods, prohibiting easy access by residents. Connectivity can be increased by formalizing and maintaining pedestrian access points and developing infrastructure to allow for direct connection between neighborhoods and community spaces.

RO 3

Expand regional multimodal trails to connect with recreational opportunity areas in the BOA.

Despite the BOA's proximity to regional multimodal trail networks, many recreational areas in the BOA are primarily accessible by car, particularly for those coming from outside of the BOA. Efforts should be made to connect recreational assets to regional multimodal networks. This includes implementing the recommendations of the Shoreline Trail Master Plan, which identified a preferred alternative route to Woodlawn Beach Sate Park from the end of the Shoreline Trail in the City of Lackawanna, and the Hamburg Multimodal Trails Master Plan which identified additional trail connections between the BOA and the Town of Hamburg.

RO 4

Identify opportunities to increase parklands through acquisition of neighboring vacant and underutilized properties, particularly those identified as strategic sites.

The BOA Plan identifies potential opportunities to expand existing parklands and open space on underutilized and vacant lands. Waterfront property owners, , including the Town of Hamburg, Erie County, and New York State, should explore these opportunities on underutilized sites.

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Partners	Timeframe	Cost	Funding	Pre-Development
NYS Parks Erie County	Short	$	NYSOPRHP EPF	Development of plans and specifications Public outreach
NYS Parks Town of Hamburg Railroad Operator (BSOR)	Short	$	NYSOPRHP EPF	
NYS Parks Erie County Town of Hamburg GO Bike Buffalo	Medium	$$$	NYSOPRHP EPF	Development of plans and specifications
NYS Parks Erie County Town of Hamburg	Short	$	NYSOPRHP EPF NYSOPRHP RTP	Development of plans and specifications Public outreach

PUBLIC REVIEW DRAFT

Industrial Opportunity Areas (IO)
Recommendations Summary

IO 1	Work with businesses to locate and remediate contamination found on active industrial sites.
IO 2	Work to reduce potential stormwater impacts on existing industrial properties.
IO 3	Continue to invest in the future of the area's industrial businesses.
IO 4	Promote the utilization of areas with transportation resources, including rail and harbor access, to capitalize on their strategic location.
IO 5	Where zoning permits, develop vacant land for industrial or commercial uses.
IO 6	On industrial sites adjacent to residential areas, create buffers through the use of berms, natural spaces, or less impactful transitional uses such as commercial development.

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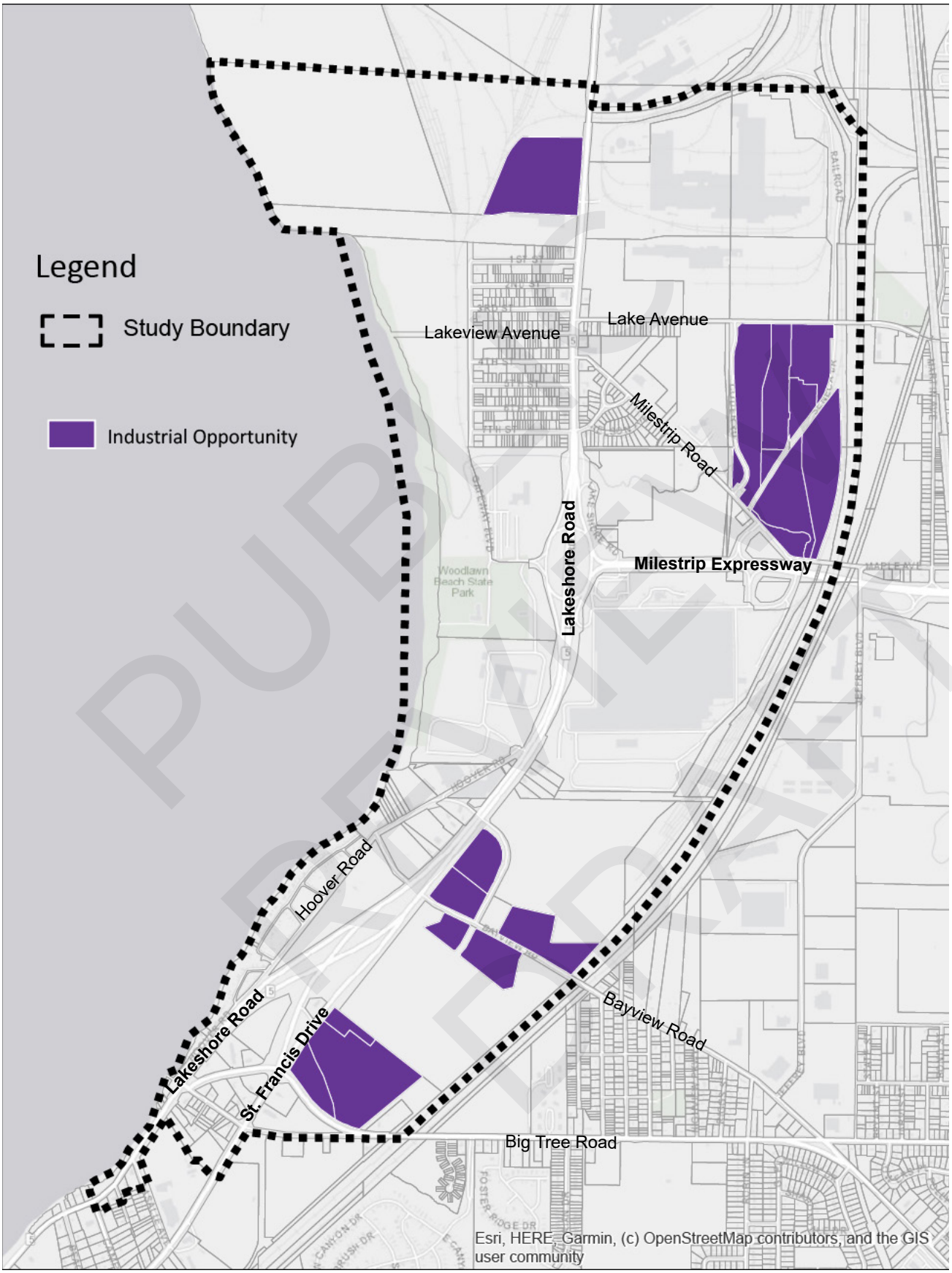


Figure 5.21: Industrial Opportunity Areas

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Industrial Opportunity Areas (IO)
Detailed Recommendations and Implementation

IO 1

Work with businesses to locate and remediate contamination found on active industrial sites.

Active industrial areas are operating on former heavy industrial sites that may have legacy contamination. Local officials should work with these businesses to perform site investigation and remediation on sites where contaminants have been identified, particularly those where legacy contamination exists. Potential programs and grant funding for remediation should be identified to reduce the burden on operating businesses.

IO 2

Work to reduce potential stormwater impacts on existing industrial properties.

Coastal communities in the BOA experience the brunt of the forces of nature from Lake Erie. The Town of Hamburg, Erie County, and New York State should continue to study, assess, and develop protective infrastructure to protect the shoreline in the BOA and mitigate hazardous impacts on lakefront development.

IO 3

Continue to invest in the future of the area's industrial businesses.

The success of existing businesses is crucial to the future of the BOA and the region, and their operations should be supported through infrastructure investments and programs that incentivize their expansion.

IO 4

Promote the utilization of areas with transportation resources, including rail and harbor access, to capitalize on their strategic location.

Legacy transportation infrastructure to support the Bethlehem Steel complex is still present and active within the BOA. Local businesses should be encouraged to use this infrastructure, and undeveloped and underutilized areas should connect to these transportation resources to take advantage of the areas strategic location.

IO 5

Where zoning permits, develop vacant land for industrial or commercial uses.

Shovel-ready industrial sites in the region are in high demand. Future industrial and commercial development should strive for the highest and best use of underutilized sites, as current (or amended) zoning permits. New development should maximize both land and infrastructure capacity.

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Partners	Timeframe	Cost	Funding	Pre-Development
Private Owner(s) Town of Hamburg NYSDEC	Long	$$$	NYSDOS BOA Site Assessment (SA) Funding	Environmental studies
Private Owner(s) Town of Hamburg NYSDEC	Medium	$$	NYSDOS LWRP CSC Funding NYSDEC WQIP	Environmental studies
Town of Hamburg Hamburg IDA Erie County	Long	$$		
Town of Hamburg Hamburg IDA Erie County	Long	$		Development and implementation of marketing strategies
Private Owner(s) Town of Hamburg Hamburg IDA Erie County	Long	$$$		Real estate services Development and implementation of marketing strategies

PUBLIC REVIEW DRAFT

Industrial Opportunity Areas (IO)
Detailed Recommendations and Implementation

IO 6

On industrial sites adjacent to residential areas, create buffers through the use of berms, natural spaces, or less impactful transitional uses such as commercial development.

Land use conflicts were identified throughout the BOA between residential and non-residential uses. These conflicts affect quality of life and property values. The creation of buffers and other screenings to limit the impact of conflicting land uses should be explored on existing properties. Updates to the Town's zoning regulations may be necessary to mandate appropriate buffers.

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Partners	Timeframe	Cost	Funding	Pre-Development
Private Owner(s) Town of Hamburg	Medium	$$	NYSDOS LWRP	Environmental studies

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Hamburg Woodlawn Gateway Brownfield Opportunity Area Plan



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