

# 5

## Environmental Impacts

This section evaluates the potential direct, indirect, short-term, and long-term impacts on the human and natural environments resulting from the implementation of the Project. Proposed mitigation measures to minimize or avoid adverse impacts are also discussed for each of the resources evaluated in this section. As previously mentioned, this DGEIS addresses impacts based on the full build-out of the ROC Master Plan and assumptions made regarding foreseeable reuse of the property.

As previously mentioned in Chapter 1, the ROC Master Plan is being assessed under a GEIS given the conceptual nature of the Project. As such, the assessments made in this chapter are “generic” – based upon a future reuse/redevelopment scenario (see **Chapter 3**).

Potential environmental impacts are identified, where applicable, according to their significance (likelihood, scale, importance, and timeframe) and on the following considerations:

- The degree to which the proposed action affects public health or safety;
- Unique characteristics of the geographic area;
- The degree to which the effects on the quality of the human environment are likely to be highly controversial;
- The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration;
- The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the S/NRHP or may cause loss or destruction of significant scientific, cultural, or historical resources;
- The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical; and

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- Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment; and
- Whether implementation of components of the Project would require subsequent reviews, public comment, permitting or consultation.

In addition, a evaluation of the potential cumulative impacts resulting from the Project, when added to other past, present, and reasonably foreseeable future actions, is presented in **Chapter 6**.

### 5.1 Cultural/Historic Resources

Impacts to cultural resources can result from activities that result in either direct or indirect effects on a resource. Direct effects involve a physical change to a historic resource, such as removal, demolition, damage, or alteration of the resource. Indirect or contextual effects involve a change to the setting within which the resource is viewed, such as changes in the scale or pattern of surrounding development which affect the context or visual prominence of a resource. A significant impact would typically occur when the effects from a proposed activity would either directly or indirectly compromise or diminish the characteristics that make a resource eligible for listing on the S/NRHP, including the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association.

#### 5.1.1 The Project

##### Historic Properties/Architectural Resources

The ROC Master Plan calls for the stabilization and complete reuse of the historic Buffalo State Hospital buildings, rehabilitation of portions of the ROC grounds, and the addition of new development in the northwest corner of the ROC. The primary focus is the rehabilitation and reoccupation of the historic structures and site including the reuse of the Buffalo State Hospital buildings for a mix of uses.

Implementation of the ROC Master Plan would not significantly impact properties included in or eligible for listing in the S/NRHP (i.e., Buffalo State Hospital buildings). Importantly, the implementation of the first three phases of the ROC Master Plan, including the Core Project, Expanded Core Project, and Full Reuse of All Historically Significant Structures, would be expected to have a beneficial impact on the historic Buffalo State Hospital buildings. These three phases would include the stabilization, redevelopment, and reuse of these currently vacant and underutilized buildings and surrounding grounds. It would also include components that would increase the level of access and interpretation of the ROC's resources (e.g., Architecture Center and Visitor Center).

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Importantly, the ROC Master Plan would rehabilitate the “South Lawn.” Viewed as the most neglected aspect of the historic landscape, the plan places priority on the stabilization and rehabilitation of the lawn between Building 45 and its historic approach from Forest Avenue. Rehabilitation of the South Lawn would result in the removal of the invasive circulation and parking patterns that have eroded the continuity of the space over time.

The ROC Master Plan also proposes constructing a structure at the north side of Building 45 that would serve as a new visitor entrance to the ROC. While specific details of this addition are not known at this time, it is proposed that the addition would be located at the northern/rear elevation of Building 45. The “preferred addition alternative” would be comprised of a multi-story structure, possibly glass, and would serve as the main entry point to the ROC. This portion of Building 45 has previously undergone “non-significant” alterations and would potentially have a less significant impact than being constructed at the southern and more architecturally detailed side of Building 45 (RCC 2009). The addition to Building 45 is intended to provide vertical circulation and space for modern public accommodations (e.g., restrooms, elevators, ADA compliance, etc.). The involvement of the OPRHP, as an RCC Board member, has been invaluable in progressing conceptual design for this Project component. Future consultation with OPRHP and site plan approval by the City Planning Board will be required as the design advances in the future.



1927 rear addition to Building 45 (Source: Goody Clancy 2009)

Implementation of the proposed Development Landholding phase could result in impacts to Building 30 (Wagon Shed) and visual impacts on the adjacent S/NRHP-listed historic properties and landscape. Building 30 (Wagon Shed) is located in the northwest corner of the ROC property. This structure is currently used as a SUNY storage facility, but it is a contributing element of the Buffalo State Hospital’s NHL designation. New development in this area, as proposed

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under the Development Landholding phase, would have the potential to adversely impact this historic resource. While the ROC Master Plan does not identify a proposed future use for this structure, the RCC will need to consult with the OPRHP and consider possible impacts on Building 30 when refining development plans for the northwest corner and implementing the Development Landholding phase of the Project.



**Building 30 – Wagon Shed** (Source: Goody Clancy 2009)

In addition, construction of the proposed Development Landholding phase would introduce structures into a portion of the ROC, the far northwest corner, which has remained largely undeveloped throughout its history. More recently, this portion of the ROC has been partially comprised of maintenance buildings, recreation fields and open space, and surface parking. As identified in the ROC Master Plan, the maintenance buildings are particularly problematic as they are impediments to the expansive views of the Buffalo State Hospital buildings from Rockwell Road, and present programmatic incongruities with reuse options that are public in nature (RCC 2009). It is assumed that the replacement of these structures with new development would also result in some of the same visual impacts.

No uses or associated design guidelines have been specifically identified for the Development Landholding phase at this time. The ROC Master Plan identifies that any development in this area will be used to enhance and complement the adjoining historic hospital buildings (RCC 2009). New development will be compatible with the ROC Master Plan, have a strong emphasis on green space with the built form dense and urban. Additionally, any potential development in this area will be designed to continue the existing land use ratios to provide

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major landscaped open space, and complement the historic buildings in form and use. However, priority for development is still to utilize the historic buildings first.

The redevelopment of the ROC will be completed in accordance with federal and state historic preservation standards, using the Secretary of the Interior's *Standards for the Treatment of Historic Properties, Historic Structures Report, the Richardson Olmsted Complex, Buffalo, NY* and *Cultural Landscape Report, the Richardson Olmsted Complex, Buffalo, NY* as guidance (NPS 2010b, Goody and Clancy 2008, Heritage Landscapes 2008).

Consultation with OPRHP will be required after specific design and construction details are identified to make a determination if the implementation of the ROC Master Plan would result in a significant impact to the S/NRHP-listed historic properties and grounds. Specifically, in accordance with Section 14.09 of the NYS Historic Preservation Law, detailed measures to avoid, reduce, or mitigate any direct or indirect impacts on cultural resources and any adverse effects on historic properties will be developed, as necessary, as part of the consultation with the OPRHP. In fact, given the importance of the ROC, dialogue between the RCC and OPRHP historic review staff is already established, as the OPRHP has maintained a close relationship with RCC efforts to date and participates on the RCC board.

Additionally, local reviews and approvals by the City of Buffalo will be required to allow for such future development (e.g., site rezoning, site plan review, and utility connections).

Moreover, in order to mitigate potential impacts from the implementation of the Project, it is anticipated that that a Letter of Resolution (LOR) will be entered into by the involved parties in an effort to protect the ROC's cultural resources. The LOR will likely include programmatic provisions pertaining to the future redevelopment and reuse of the ROCs historic buildings as well as procedures for the recovery and management of archaeological remains that may be affected by potential future development. When appropriate, the RCC will initiate discussions with the OPRHP.

### **Archaeological Resources**

The implementation of the ROC Master Plan would have the potential to impact archaeological resources, specifically in the northwest corner of the ROC where the Development Landholding phase would occur. This phase includes the potential for up to 400,000 GSF of new development in the "Northern Lands" portion of the ROC, which is currently used partially as recreational fields/open space and surface parking. Of note, no programs or specific users have been identified for this phase of development (RCC 2009). The Northern Lands have

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historically remained mostly undeveloped and includes a portion of the original hospitals farmlands. As identified in Section 4.1, there is the potential that the ROC may contain archaeological resources. As stated by the OPRHP, due to the relationship of the site to the Scajaquada Creek, and the potential for Native American resources, the entire area has been determined archeologically sensitive (Adams 2008).

Implementation of the first three phases of the ROC Master Plan, including the Core Project, Expanded Core Project, and Full Reuse of All Historically Significant Structures, would not be expected to have a significant impact on archaeological resources. These phases would include the reuse of the existing historic structures of the ROC and would not be expected to include significant excavations or the construction of new buildings or structures, minimizing the likelihood of impacting any potential archaeological resources. There is the potential for archaeological impacts during ground disturbing activities associated with the utilities, vehicle and pedestrian driveway, and parking area reconfiguration components of the Project.

Implementation of the ROC Master Plan will require further consultation with OPRHP regarding archaeological resources and additional investigations may be required prior to the start of any future work. In addition, any excavation or other type of ground disturbing activity will require a Phase 1B or other type of excavation-directed investigation in the location of that action to determine the potential extent of archeological resources and appropriate avoidance or treatment plans (Adams 2008). Provisions for such future investigations would be included in the LOR for the Project.

### 5.1.2 No-Build Alternative

Under the No-Build Alternative, the historic buildings and grounds of the ROC would be retained by NYS and no transfer of surplus lands would occur. No reuse or redevelopment of the historic Buffalo State Hospital, its grounds, or new development in the northern parcels would occur under this alternative. The historic Buffalo State Hospital buildings would be left vacant and underutilized. Under the No-Build Alternative, no building stabilization work would be implemented beyond that which is currently under way. As a result, it is anticipated that the buildings and site would further deteriorate.

The No Build Alternative would not result in any impacts to archaeological or architectural resources within the Project Area.

## 5.2 Visual Resources

### 5.2.1 The Project

The Project would include the stabilization and complete reuse of the historic Buffalo State Hospital buildings, rehabilitation of portions of the ROC grounds, and the addition of new development in the northwest corner of the ROC. The focus of all proposed actions is the rehabilitation and reoccupation of the historic structures and site including the reuse of the Buffalo State Hospital buildings for a mix of uses.

Implementation of the ROC Master Plan would not significantly impact visual resources at the ROC, including the historic Buffalo State Hospital Buildings and grounds. Importantly, the implementation of the first three phases of the ROC Master Plan, including the Core Project, Expanded Core Project, and Full Reuse of All Historically Significant Structures, would be expected to have a beneficial impact. These beneficial impacts would include the reuse of these currently vacant and underutilized buildings; stabilization and rehabilitation of the deteriorated and remaining Olmsted and Vaux-designed grounds, and the reconfiguration of the existing on-site circulation and parking system. The objective would be to preserve the character of Olmsted and Vaux's original vision while providing a landscape design for today's needs (i.e., parking, circulation, ADA compliance, active psychiatric center, and other services) and to accommodate additional uses in the future by enhancing the existing historic views throughout the site, including significant views to the site, views to the towers, and the visual entry sequence. Short-term, minor impacts on the visual environment would occur during construction activities due to the use of various types of construction equipment (e.g., bulldozer, backhoe, etc.).

The Project would, through specific redevelopment activities, improve the historic spatial organization, views, and patterns; reinstate specific features to enhance historic character; bolster historic character where practical and achievable; and adapt the property to future needs and resources. The Project also includes basic preservation interventions such as stabilization and repair of deteriorating remaining landscape features, such as the iron perimeter fence, stone piers, and vegetation management of existing trees. The implementation of the ROC Master Plan would not preclude the selected preservation, restoration, or reconstruction of lost or partially remaining individual features within the landscape.

Implementation of the proposed Development Landholding phase could result in visual impacts on the adjacent S/NRHP-listed historic properties and landscape. Specifically, construction of the proposed Development Landholding phase would introduce up to 400,000 GSF of new building space into a portion of the ROC that have remained largely undeveloped throughout

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its history. More recently, this portion of the ROC has been partially comprised of maintenance buildings, recreation fields and open space, and surface parking. As identified in the ROC Master Plan, the maintenance buildings are particularly problematic as they are impediments to the expansive views of the Buffalo State Hospital buildings from Rockwell Road, and present programmatic incongruities with reuse options that are public in nature (RCC 2009). It is assumed that the replacement of these structures with new development could also result in some of the same visual impacts.

No uses or design guidelines have been identified for the Development Landholding phase at this time. The ROC Master Plan states that any development in this area will be used to enhance and complement the adjoining historic hospital buildings (RCC 2009). New development will be compatible with the ROC Master Plan, have a strong emphasis on green space with the built form dense and urban. Additionally, any potential development in this area will be designed to continue the existing land use ratios to provide major landscaped open space, and complement the historic buildings in form and use.

In addition, the ROC Master Plan also proposes constructing a structure at the north side of Building 45 that would serve as a new visitor entrance to the ROC and include space for modern public accommodations (e.g., ADA compliance, elevators, restrooms, etc.). While specific details of this addition are not known at this time, it is proposed that the addition would be located at the northern/rear elevation of Building 45. The “preferred addition alternative” would be comprised of a multi-story structure, possibly glass, and would serve as the main entry point to the ROC. The addition would change the existing form of the north side of Building 45 and result in an impact to the existing character and views of the structure. See **Section 3.2.1.4** for a conceptual representation of the proposed central entrance addition to Building 45.

To mitigate any potential visual impact (e.g., Development Landholding phase, addition to Building 45, etc.), the redevelopment of the ROC will be completed in accordance with federal and state historic preservation standards, using the Secretary of the Interior’s *Standards for the Treatment of Historic Properties, Historic Structures Report, the Richardson Olmsted Complex, Buffalo, NY* and *Cultural Landscape Report, the Richardson Olmsted Complex, Buffalo, NY* as guidance (NPS 2010b, Goody and Clancy 2008, Heritage Landscapes 2008).

The RCC will consult the OPRHP after specific design and construction details are identified to make a determination if the implementation of the ROC Master Plan would result in a significant impact to the S/NRHP-listed historic properties and grounds. Specifically, in accordance with Section 14.09 of the NYS Historic Preservation Law, detailed measures to avoid, reduce, or mitigate any direct or indirect impacts on cultural resources and any adverse effects on historic

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properties will be developed, as necessary, as part of the consultation with the OPRHP. In fact, given the importance of the ROC, dialogue between the RCC and OPRHP historic review staff is already established, as the OPRHP has maintained a close relationship with RCC efforts to date and participate on the RCC board.

Additionally, local reviews and approvals by the City of Buffalo will be required to permit the envisioned future development program (e.g., site rezoning, site plan review, supplemental environmental studies).

### Landscape Units

The Project identifies the following actions, which would result in the following changes to the visual character of the ROC site and previously identified Landscape Units (see **Section 4.2**). Of note, detailed circulation system, parking areas, and landscape plans have not yet been developed. The following descriptions are derived from the ROC Master Plan and are considered conceptual. The RCC will be required to consult with the OPRHP and consider and mitigate potential impacts to visual resources as final designs and plans are developed.

### Site-Wide Changes

As previously stated, implementation of the Project including the redevelopment of the historic Buffalo State Hospital buildings, rehabilitation of the Olmsted and Vaux design grounds, reconfiguration of the existing circulation and parking system would result in beneficial impacts including rehabilitating remaining historic features, the historical character, spatial organization, and visual relationships of the site. Key changes that would impact the visual resources of the ROC site include:

- Create a new identity for the ROC through the reuse of existing structures as a mixed-use development with the towers of Building 45 serving as the center of redevelopment.
- Strengthen the connection between the ROC and the Buffalo Olmsted Park and Parkway System through new pedestrian and vehicle connections, open space interventions and public art infrastructure.
- Rationalize the site to create a more cohesive site and reduce perceived divisions in the property (e.g., active BPC operations vs. historic Buffalo State Hospital buildings).
- Re-established a pervasive canopy of trees to subsume structures into a unified park setting.
- Preserve and enhance historic views of the towers, open spaces, and entry sequences.

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The on-site vehicular and pedestrian circulation system and parking areas would be reconfigured and a unified and coherent vehicular circulation system would be established on the site. While not specifically planned or detailed, parking would be visually subordinate to the landscape by employing a strategy of well landscaped, dispersed surface parking lots and parallel parking along drives. Importantly, existing surface parking lots would be removed and relocated away from the South Lawn.

### Landscape Unit 1: Elmwood and Forest Avenues Park Landscape

Landscape improvements would be made within the southeast corner of the ROC and along Elmwood and Forest Avenues (see **Figure 5.2-1**). These improvements would reinstate the former dense canopy of trees and shrubs which historically shield views of the site from traffic along Elmwood Avenue. The Project would also integrate the BPC recreation space and grounds into the entire ROC and redistribute BPC parking on-street and in dispersed on-site parking areas. Landscape Unit 1 would also experience changes to its circulation system, which would be integrated with the site-wide vehicle and pedestrian system. In addition, the Project includes a driveway and loop road to provide access directly to the BPC from Elmwood Avenue. Of note, the northern portion of Landscape Unit 1 includes the Burchfield Penney Art Center and BSC property. The RCC does not own or control the use of this land.

### Landscape Unit 2: Complex Entrance and Main Building Landscape

The Project includes the construction of a new east-west road (i.e., East-West Address Road) and new arrival loop that would provide northern access to the Buffalo State Hospital buildings. In addition, an addition is proposed to the north-side of Building 45. These changes would essentially re-orientate Building 45 so that the existing backside (north side) of the building becomes the front or entrance to the ROC. This would accomplish the following:

- Rehabilitate the full bucolic character of the South Lawn.
- Allow for a greater intensity of use and access to the complex from the north without diminishing the importance of the historic south entrance.
- Diminish the visual presence of the modern Strozzi Building when entering from the north.

The south entrance to Building 45 would remain a ceremonial point of entry, complemented by a new vehicular entrance loop along Forest Avenue and pedestrian paths on the South Lawn, reminiscent of the historical alignment intended by Olmsted and Vaux.

Landscape improvements would reinstate the former canopy of trees, both along Forest Avenue and surrounding the buildings of the Buffalo State Hospital, and the reconfiguration of on-site vehicle and pedestrian paths to

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create a unified on-site circulation system. The intent would be to create spaces with views under the tree canopy which would frame the surrounding architecture and views to the towers of the Building 45. These open spaces would contribute to the unique character of the ROC and would recapture lost historic character through the removal of parking lots and other contemporary features.

### Landscape Unit 3: Rees Street and Forest Avenue

The Project would include activities to stabilize and rehabilitate the South Lawn, including the reconfiguration of the existing circulation and parking areas and reinstating the historic southern loop road. Plantings would be focused along Forest Avenue and Rees Street, shielding views of the ROC from the street and framing public open space behind Building 37.

Views throughout the area would vary, focusing on the towers of Building 45 to the east and the surrounding neighborhood and streetscape to the west. The more pastoral character of the east section of Unit 3 would be preserved. Implementation of the proposed landscape would create a unified pastoral park along the southwestern edge of the ROC (i.e., Forest Avenue).

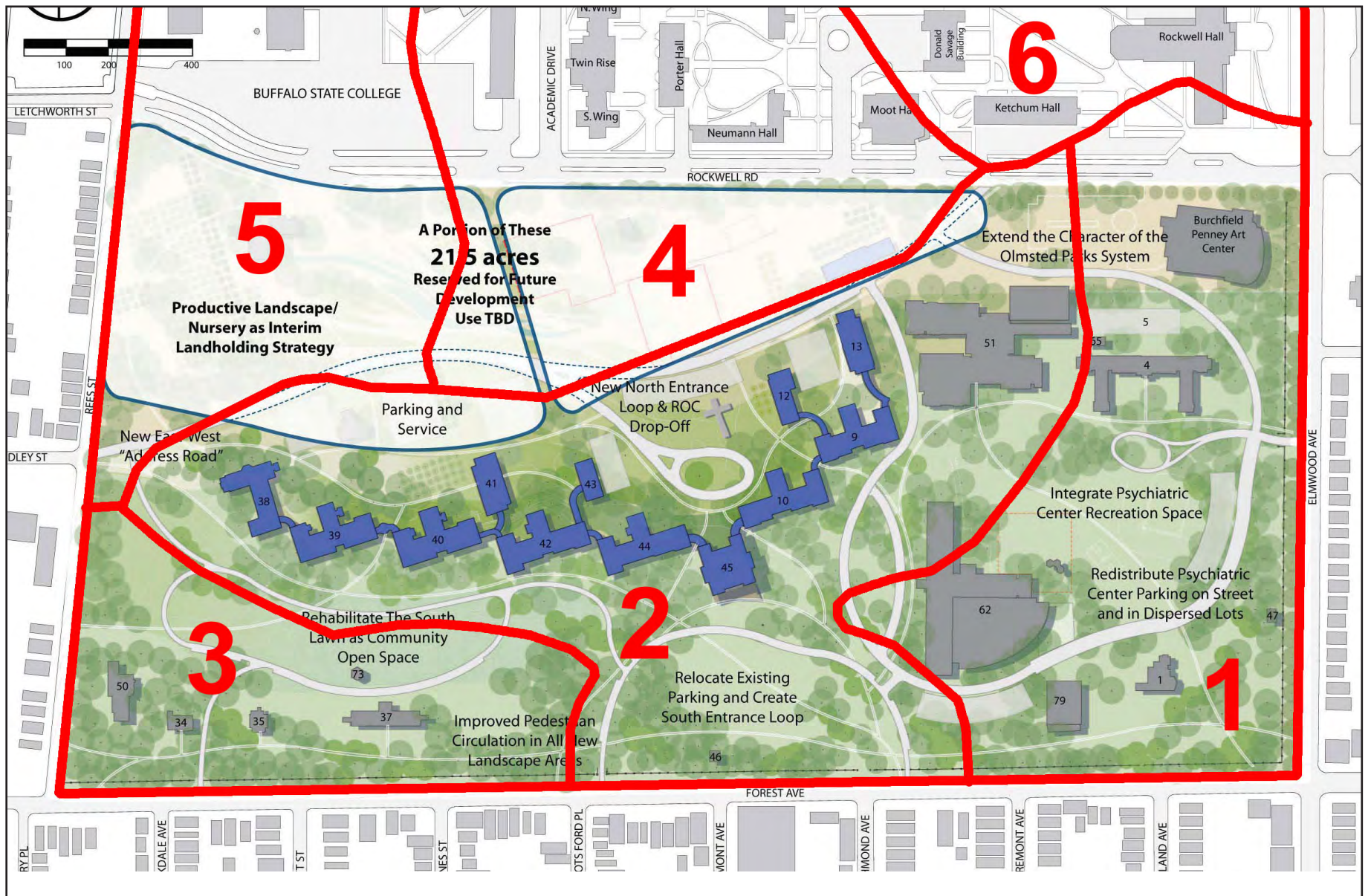
### Landscape Unit 4: Service Area and Landscape Unit 5: Former Farmland

The Project, specifically the implementation of the Development Landholding phase, would result in the relocation of the existing BPC and BSC maintenance facilities and the construction of up to 400,000 GSF of new building space in Landscape Units 4 and 5. The development of this portion of the ROC would change the built environment of Unit 5, by introducing new structures and land uses into the far northwest portion of the ROC, which has remained largely undeveloped throughout its history. Furthermore, the BSC and BPC maintenance facilities are located within Unit 4. As identified in the ROC Master Plan, these maintenance facilities interrupt and block the viewshed and arrival sequence to Building 45 and are identified to be relocated. In addition, it has been identified that the permanent presence of these two buildings and uses constitute a serious obstacle to the reuse potential of the ROC (RCC 2009). Unit 4 is identified for the development of new construction after the relocation of the maintenance facilities. It would be expected that new development within this same area would also result in blocking the viewshed and arrival sequence to Building 45, therefore, negating the potential benefit of relocating the maintenance facilities.

Development in both Units 4 and 5 has the potential to adversely impact visual resource at the ROC, including obstructing views of the historic Buffalo State Hospital buildings from the north-end of Rees Street and Rockwell Road. As identified in the ROC Master Plan, the visibility of Building 45 and its towers from Rockwell Road provides the most appealing views of the complex, and its

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setback from Rockwell creates a unique opportunity to provide a striking arrival sequence when arriving by foot or by vehicle (RCC 2009).



Source: Modified from RCC 2009

Figure 5.2-1  
 ROC Master Plan and Landscape Units  
 Buffalo, New York

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At this time, no detailed development plans or specific design guidelines have been approved for new construction on the ROC site. The ROC Master Plan states that any new development would be compatible with the master plan and have a strong emphasis on green space with the built form approximating the existing campus in density and urban character. It would also continue the existing land use ratios to provide major landscaped open space, and complement the historic buildings in form and use.

Regardless, the RCC will be required to develop, in consultation with OPRHP, detailed design guidelines that preserve the historic character of the ROC and important viewsheds before any new construction could begin. In addition, consultation with the OPRHP will be required after specific design and construction details are identified to make a determination if new development within Units 4 and 5 would result in a significant impact to the S/NRHP-listed historic properties and grounds. In accordance with Section 14.09 of the NYS Historic Preservation Law, detailed measures to avoid, reduce, or mitigate any direct or indirect impacts on cultural resources and any adverse effects on historic properties will also be developed, as necessary, as part of the consultation with the OPRHP.

### Landscape Unit 6: Former Elmwood Complex Landscape

This landscape unit is located outside the property boundaries of the ROC and includes land owned by BSC. No changes to these lands are proposed under the ROC Master Plan. Therefore, no visual impact would occur.

### **5.2.2 No-Build Alternative**

Under the No-Build Alternative, the historic buildings and grounds of the ROC would be retained by NYS and no transfer of surplus lands would occur. No reuse or redevelopment of the historic Buffalo State Hospital, its grounds, or new development in the northern parcels would occur under this alternative. The historic Buffalo State Hospital buildings would be left vacant and underutilized. No stabilization work would be implemented beyond that which is currently underway. As a result, the visual environment, both buildings and landscape, is anticipated to further deteriorate, negatively impacting the surrounding neighborhoods.

## **5.3 Land Use and Development Policies**

This section summarizes the potential land use impacts resulting from the implementation of the ROC Master Plan and the No-Build Alternative. It includes an examination of site specific land use and zoning, local zoning and land use plans, and impacts on surrounding land use and zoning. The study area includes the ROC and the land immediately adjacent to it.

### 5.3.1 The Project

#### ROC Land Use

Approximately 38.2-acres of the ROC site have been designated as “surplus” property by OMH, and are available for redevelopment. Implementation of the ROC Master Plan would result in the stabilization, redevelopment, and reuse of approximately 480,000 GSF of currently vacant building space located within the historic Buffalo State Hospital and the construction of up to 400,000 GSF of new building space at the ROC. The build-out would include a mix of land uses and activities including an architectural center, visitor center, boutique hotel, conference space, arts- and academic-related space, potential condominium-style development, and other commercial use. The plan would also include landscape improvements to the historically significant Olmsted and Vaux designed ROC grounds and other site improvements such as new internal circulation roads and walkways, parking, and improved public access to the site. The remaining ±52.8 acres of the site are expected to be retained by the current owner. Of note, up to an additional 7.2 acres of this land area may be declared surplus and would potentially be available for redevelopment.

Implementation of the ROC Master Plan would result in the following key land use changes:

- Stabilization, redevelopment, and reuse of the historic Buffalo State Hospital buildings (480,000 GSF);
- Construction of up to 400,000 GSF of new building space;
- Addition of a new entry structure to Building 45;
- Relocation of the BPC and BSC maintenance buildings;
- Reorientation of the historic Buffalo State Hospital buildings through the addition of new northern access road so that the back (or north side) of Building 45 would become an entry point to the ROC;
- Reconfiguration of the internal road and pathway system;
- Construction of an East-West Address Road and north entrance loop and drop-off point;
- Improved public access to the site through the addition of 3 new road entrance points;
- Landscape stabilization along Rockwell Road;
- Landscape improvements at Elmwood and Forest Avenues;
- Stabilization and rehabilitation of the South Lawn;
- Relocation of existing parking lots and creation of a new South Entrance Loop;

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- Redistribution of BPC parking on street and in dispersed lots;
- Reconfiguration of existing parking to include smaller dispersed surface parking lots and parallel parking along drives; and
- Improved connections between the ROC and Buffalo's Olmsted Park System.

The Project would not have a significant adverse impact on existing land use or adjacent uses surrounding the ROC. The implementation of the first three phases of the ROC Master Plan, including the Core Project, Expanded Core Project, and Full Reuse of All Historically Significant Structures, would be expected to have a beneficial impact on the existing land uses within the boundaries of the ROC. These impacts would include the reuse of the currently vacant and underutilized Buffalo State Hospital buildings, landscape rehabilitation and improvements, and improved public access (e.g., East-West Address Road). Of note, implementation of the proposed Development Landholding phase would introduce new structures into the far northwest portion of the ROC, which has remained largely undeveloped throughout its history.

The Project would result in the relocation of the BPC and BSC maintenance facilities. As identified in the ROC Master Plan, the capital budgets of neither BSC or BPC incorporate resources dedicated to the relocation costs associated with the maintenance buildings. These two large structures still house critical operations for the two neighboring institutions and have a great deal of associated infrastructure. The RCC will need to work with the BSC and BPC to consider relocation options for these uses that will meet the long-term needs of both the RCC and its neighboring institutional partners (RCC 2009). Furthermore, while the ROC Master Plan defines the future vision of the historic Buffalo State Hospital and surrounding grounds, the majority of the remaining ROC site (i.e., non-surplus property) will continue to be utilized by existing land owners who have their own specific operational needs and requirements for staff, patients, and visitors.

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BPC and BSC Maintenance Facilities

### Internal Road Network, Site Access, and Parking

#### Internal Road Network and Site Access

The Project would not result in a significant adverse impact to the site's internal circulation network or access. Implementation of the ROC Master Plan would result in the development of an improved system of internal streets and pedestrian paths on the ROC, providing improved site circulation. In addition, the system would also closely follow the circulation path of the original Olmsted and Vaux design grounds, recreating to an extent, the historical ROC driveways. The goal is to establish a unified and non-invasive vehicular and independent pedestrian circulation system throughout the ROC to connect the various activities located on-site. A conceptual plan for drives, parking, and pedestrian paths has been developed for the ROC (see Figure below), which closely follows the historical curvilinear drive alignment of the original hospital grounds. Key internal road network activities would include:

- The addition of a East-West Address Road to provide access to the northern portion of the ROC. The new roadway would connect Rees Street and Rockwell Road.
- The addition of a North Entrance Loop road and ROC visitor Drop-Off point.
- Reconfigured vehicular circulation system.
- An improved pedestrian circulation system.

Public access onto the ROC would also improve, due to an increase in the number of site access points. The Project includes six access points, including the reuse of three existing and the addition of three new access points.

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ROC conceptual drive and path system (Source: RCC 2009)

### Parking

Full build-out of the ROC Master Plan would result in the reconfiguration of the ROCs existing system of surface parking lots. A detailed parking plan for the full build-out of the ROC Master Plan has not been completed. No specific on- or off-street parking plan; design, location or configuration of future parking areas; future parking demand analysis; or a parking management plan (e.g., maintenance, fee-based system, parking enforcement, etc.) is identified within the ROC Master Plan or has been completed to date. Therefore, a full assessment of potential future parking impacts cannot be completed at this time.

However, while conceptual, the plan identifies the following key actions related to parking:

- Relocation of existing parking to the south of Building 45;
- Reduce the amount of surface parking in the “south lawn” by relocating spaces;
- The addition of a parking and service area to the north of the historic buildings;

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- Relocation of the BSC Maintenance Facility, assumed loss of associated parking area;
- Development within the ROCs northwest corner, assumed relocation of BSC surface parking lot and loss of 558 parking spaces;
- Redistribution of on-site parking to site roads (i.e. on-street parking) and in dispersed lots;
- Address the Buffalo Psychiatric Center parking needs within the active portion of Center; and
- Rationalize parking on site to meet requirements of new uses.

The overall intent of the ROC Master Plan would be to reconfigure the existing parking system to make parking at the ROC visually subordinate to the landscape by employing a strategy of smaller dispersed surface parking lots and parallel parking along drives. Future additions to site parking would be visually recessive and would not be located within the primary vistas along Forest Avenue. Other options to be considered to reduce the amount of large surface parking lots include the implementation of alternative parking configurations such as structured parking and parallel/angled parking along park drives. In addition, it has been identified that parking areas will be relocated where they can still meet the needs of the BPC.

Regardless of what the future configuration of parking is on-site, it will need to include a number of spaces that would meet the regulatory requirements of the City of Buffalo and operational needs of the proposed redevelopment and other ROC land owners including the BPC, OMH, and Burchfield Penney Art Center.

Full build-out of the ROC Master Plan would result in the reconfiguration of the ROC's existing system of surface parking lots. BY applying current parking requirements contained in the Buffalo Zoning Ordinance to the proposed ROC development program, a total of 1,002 off-street parking spaces would be required for the ROC redevelopment (see Table 5.3-1). An additional 696 off-street parking spaces would be required to accommodate existing site users (i.e. BPC and Burchfield Penney Art Center). In total, full build-out of the ROC Master Plan would require 1,698 parking spaces.

It is worth noting that the City of Buffalo recently embarked on a project to update/rewrite its zoning ordinance. The above parking demand estimates may be revised in the future to reflect potential changes to the City zoning ordinance.

Full buildout of the Project would also result in the loss of 713 existing BSC surface parking spaces located on the ROC. Currently, 558 spaces are located in the 38.2-acre parcel of surplus land that would be acquired by the RCC.

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Additionally, 155 parking spaces are located adjacent to the BSC maintenance building that would be relocated in later ROC phases.

While in general terms the ROC would be expected to generate a significant demand for off-street parking, the mixed-use nature of the project would not require a cumulative number of spaces for each individual use. The location of the site, being a dense urban area, would likely encourage walking, bicycling, and public transportation use thereby reducing the demand for parking. Additionally, parking demand peaks would vary among proposed uses resulting in a reduced parking demand. For example, office uses would require weekday parking while the visitor center would likely require weekend parking.

**Table 5.3-1 Projected Minimum Parking Spaces –ROC Master Plan**

Proposed Use	Square Feet	Zoning Requirement <sup>1</sup>	Minimum Parking Spaces Required
<b>Core Project</b>			
Visitor Center, Architecture Center, Conference / Event Space	83,532	1 space for every 300 square feet	278
Hotel	104,468 (96 rooms)	1 space for every 3 hotel rooms	32
<b>Expanded Core Project</b>			
Arts-related use	53,946	1 space for every 1,000 square feet	54
Academic-related use	107,054	1 space for every 1,000 square feet	107
<b>Reuse of All Historically Significant Buildings</b>			
Institutional use	131,000	1 space for every 1,000 square feet	131
<b>Development Landholding</b>			
Commercial/Professional Office Use	400,000	1 space for every 1,000 square feet	400
<b>SUBTOTAL</b>			<b>1,002</b>
<b>Existing User Requirements</b>			
Burchfield Penney Art Center	NA	NA	98
Buffalo Psychiatric Center	NA	NA	598
<b>SUBTOTAL</b>			<b>696</b>
<b>TOTAL</b>			<b>1,698</b>

Note:

1 - Source: City of Buffalo Zoning Ordinance

An assessment of potential parking impacts will need to be made following the development of a site parking plan, which should include a future parking demand and utilization analysis, detailed parking configuration designs, and a parking management plan to better understand the needs of the users being served at the ROC, particularly as they relate to site design priorities of the ROC Master Plan. Further, the RCC will need to work with the other entities located

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on-site or adjacent to it, including BSC and BPC, to ensure that future RCC activities and operations do not conflict with the parking needs of the BPC, BSC, and adjacent neighborhoods.

### Surrounding Land Uses

The Project would not result in a significant adverse impact to surrounding land use or community cohesion in the neighborhoods surrounding the ROC, which is comprised of a fully developed urban environment and includes a mix of residential, commercial, academic, recreational, cultural land uses, and natural areas. The land use plan for the ROC, which includes a mix of land uses and large landscaped areas, complements the surrounding built environment, land uses, zoning, and planning areas. Implementation of the ROC Master Plan would likely have a beneficial impact on surrounding land uses and would fill a void in the existing urban form, since the historic Buffalo State Hospital buildings and surrounding grounds have sat vacant and underutilized for over 30 years. The Project is also expected to have a beneficial impact on neighborhood character and community cohesion by providing improved connectivity and linkages between the existing Project Area neighborhoods (i.e., Olmsted Crescent, Buffalo State College, Grant/Ferry Neighborhood, Forest Avenue & Vicinity, and Elmwood Village), local cultural attractions, and ROC grounds and activities.

While the ROC Master Plan defines the future vision of the historic Buffalo State Hospital and surrounding grounds, the majority of the remaining ROC site (i.e., non-surplus property) will continue to be utilized by existing land owners who have their own specific operational needs and requirements for staff, patients, and visitors. The RCC will need to work with these entities, including BSC, BPC, and the Burchfield Penney Art Center to ensure that future RCC activities and operations do not conflict with both the short- and long-term needs of the ROCs other land owners.

### Consistency with Local Land Use Policies and Development Plans

The Project would largely adhere to the local development policies that were summarized in **Section 4.3**. In fact, the Project would accomplish the primary goals and objectives of the various plans that call for coordinated and strategic investments in economic development, neighborhood revitalization, and the infrastructure of the City to improve the quality of the physical environment and to reverse population and employment decline. This would be achieved by the ROC Master Plan resulting in the creation of a destination with multiple uses and activities that would create a vibrant urban setting for residents and regional visitors.

While these local development policies have limited, specific statements about the ROC, they generally call for the preservation and redevelopment of the

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ROC. The Project would not only achieve this goal, but also would facilitate other objectives of these plans. For example, the Project would create a destination that would allow for the better integration of the ROC into the surrounding neighborhoods and into the Buffalo Olmsted Park and Parkway System, objectives of the Good Neighbors' Planning Alliance and the Buffalo Olmsted Park System: Plan for the 21st Century respectively.

Although the Project would be consistent with most of the citywide development policies, it would require an amendment to the City of Buffalo's current Zoning Ordinance. As discussed in **Section 4.3**, the ROC is currently zoned as Dwelling District (R2). An identified action of the Project involves the RCC applying to the City of Buffalo to amend the City Zoning Ordinance to permit the uses proposed in the ROC Master Plan. In particular, the surplus lands would be proposed for re-zoning from its current Dwelling District (R2) classification to the Community Business District (C2) classification or an equivalent classification to specifically permit uses anticipated under the ROC Master Plan. Such a change in zoning classification would not be expected to adversely impact the surrounding neighborhoods due in part to the fact that the proposed ROC land uses complement the surrounding land uses.

The process to amend the zoning regulating the ROC would involve ample opportunity for public comment. The process involves public hearings by both the City Planning Board and Common Council. Additionally, the Common Council would have to make its own SEQRA findings.

### 5.3.2 No-Build Alternative

Under the No-Build Alternative, the currently vacant Buffalo State Hospital buildings and surrounding grounds would continue to be retained by NYS and no transfer of surplus land would take place. No reuse or redevelopment of the ROC property would occur under this alternative. Implementation of the No-Build Alternative would result in approximately 38.2 acres and 480,000 GSF of vacant and underutilized building space being left unused.

As a result, the ROC would likely remain a "void" between the neighborhoods. The abandoned appearance of the site would continue to attract undesirable activities to the site. The grounds would not be rehabilitated and opened for public use, and the opportunity to reuse the historic structure for complementary neighborhood uses would be missed.

## 5.4 Socioeconomics

This section presents an analysis of the potential socioeconomic impacts (on population, income, employment, housing, and environmental justice) from the implementation of the Project and the No-Build Alternative.

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### 5.4.1 The Project

Implementation of the ROC Master Plan would not result in a significant adverse impact, and would be expected to have a beneficial impact on regional and local socioeconomic conditions.

#### **Population, Racial and Ethnic Distribution, Trends, Housing Characteristics, Resident/Visitor Market Areas, and Tourism**

Implementation of the ROC Master Plan would not be expected to result in a significant adverse impact to the City of Buffalo or the region's population, housing characteristics, minority and low-income populations, residential/visitor market area, or tourism industry. Conversely, the Project would be expected to have a positive influence on the surrounding neighborhoods and community by providing an active, accessible and publically-oriented landscape, by having active uses within the ROC, and by prioritizing the site as a catalyst for neighborhood revitalization initiatives directed by the city. Furthermore, redevelopment and reoccupation of the currently vacant Buffalo State Hospital has the potential to improve:

- The quality of life of the surrounding neighborhoods by providing public recreation space and gathering areas;
- Public accessibility of the site, including enhancing connections between surrounding residential neighborhoods, commercial districts, institutions, and cultural amenities; and
- Opportunities for economic development that could attract people to the ROC; increase the success of neighborhood businesses and the regional economy; and improve connections of site users to the surrounding community businesses districts and surrounding cultural and tourism assets.

#### **Direct and Indirect Employment and Fiscal Impacts**

The Project would not result in an adverse employment or fiscal impact on the City or region, but would be expected to have a positive short-term (construction) and long-term economic and fiscal impact. Implementation of the Project would result in beneficial direct and indirect employment and fiscal impacts as well as accrual of tax revenues due to changes in land use at the ROC. Direct impacts are consequences of economic activities carried out by users of the Project, including employment of labor and purchase of locally produced goods and services. Indirect impacts occur as a result of direct spending and employment which induces additional cycles of spending throughout the local economy. These impacts would result from spending at the Project Area's recreational, commercial, and cultural uses, from new spending off-site by day visitors to ROC, and from new spending for food and lodging on- or off-site by overnight visitors. Local employment would also increase, principally as a result of the Project's proposed commercial/retail uses. Net new impacts have been

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calculated to estimate new spending and employment which would occur with the implementation of the ROC Master Plan.

### One-Time Construction Impacts

The Project would involve the redevelopment of 480,000 GSF located within the historic Buffalo State Hospital and the construction of up to 400,000 GSF of new building space. The proposed land use program is comprised of approximately 400,000 GSF of commercial space, 131,000 GSF of institutional space, 54,000 of arts-related space, 107,000 academic-related space, 8,000 GSF visitors center, 33,000 GSF architecture center, 42,000 GSF conference center, and a 96 room hotel. Based on the proposed program, estimated construction activity would generate an estimated total of 3,539 job years (direct, indirect, and induced) for the Western New York (WNY) region. Total construction employment for NYS, including WNY, is an estimated 3,693 job years over the 20-year construction period.

Total personal income earned by construction-related workers (direct, indirect, and induced) in the region is estimated to be \$170.7 million over the 20-year construction period. Personal income earned by total construction-related workers in NYS, including WNY, is an estimated \$183.1 million.

Tax revenue collected by localities, primarily City of Buffalo and Erie County as a result of construction-related activity and employment is estimated to be \$12.3 million and \$15.5 million by New York State. Tax revenues include sales tax on construction materials used in the development portions of the Project. In addition, tax revenues include estimated personal income tax, corporate income tax, and mortgage recording tax on the private portions of the Project, and miscellaneous other taxes.

In general, estimated higher impact numbers reported for New York State employment and personal income include the region-specific impacts. The difference between regional and state values reflects the impacts that the Project would have on areas outside of the region but within New York State. Project construction and operations labor and purchases of supplies, goods, and services would be made in areas beyond the immediate local or regional economy. Likewise, consumption expenditures by wage earners would happen both within and outside of the region within New York State. Both sets of impacts are captured in the analysis.

**Table 5.4-1** summarizes the Project's economic and fiscal impact during construction on the WNY region and statewide economies. The analysis assumes a 20-year construction period for full build-out of the ROC Master Plan.

**5. Environmental Impacts****Table 5.4-1 ROC Master Plan, One-time Construction Economic Impact, Full Build-Out (Year 2028)**

	Western New York	New York State
Employment	3,539	3,693
Personal Income (millions 2010\$)	\$170.7	\$183.1
Tax Revenues (millions 2010\$)	\$12.3	\$15.5

*Notes:*

- Dollar values are in 2010\$, net present value over 20 years, using a 6% discount rate.

- NYS employment is inclusive of regional employment. Estimated employment is the average number of jobs generated over the 20-year period.

- Tax revenues reported for the Western New York region are primarily City of Buffalo and Erie County taxes.

Source: ESDC 2010

Permanent Operations Impact

Estimation of the impact of the Project's permanent operations is assumed to begin in 2015, after the completion of the Core Project phase, and would extend to 2038, which includes 10 years beyond the full build out at 2028. This would allow a reasonable period over which the full benefit of the Project may be captured.

The direct employment generated by the Project's operation is estimated by using assumptions regarding the allocation of GSF per job for each of the different uses in each of the four phases of the project. Since specific details on the final build-out are unknown, assumptions regarding future reuse were made.

The various activities of the permanent operations that may locate at the ROC would generate an estimated total of 866 jobs (direct, indirect, and induced) for the Western New York region. Total operations-related employment for New York State, including Western New York, is an estimated 893 jobs.

Total personal income earned by employees, (direct, indirect, and induced), at ROC operations in the region is estimated to be \$848.9 million over the 20-year period. Personal income earned by operations workers in New York State, including Western New York, is an estimated \$901.9 million.

Tax collections from operations-related activity and employment going to local governments in the City of Buffalo and Erie County, are estimated to be \$32.4 million over the 20-year period. Estimated total New York state tax revenues generated by permanent operations at the ROC are \$61.7 million. These tax revenue estimates do not account for the use of the PILOT or other subsidy programs, which may reduce realized tax revenues.

The estimated employment and fiscal impacts of the permanent operations in the ROC do not take into account changes in the future use of any of the

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facilities. The results may vary widely as a result of potential changes in use and allocations of space.

**Table 5.4-2** summarizes the estimated economic and fiscal impact of the permanent operations that may locate at the ROC (also see **Appendix E**).

**Table 5.4-2 ROC Master Plan, Permanent Operations Economic Impact, Full Build-Out (Year 2028)**

	Western New York	New York State
Employment	866	893
Personal Income (millions 2010\$)	\$848.9	\$901.9
Tax Revenues (millions 2010\$)	\$32.4	\$61.7

*Notes:*

- Dollar values are in 2010\$, net present value over 20 years, using a 6% discount rate.
- NYS employment is inclusive of regional employment. Estimated employment is the average number of jobs generated over the 20-year period.
- Tax revenues reported for the Western New York region are primarily City of Buffalo and Erie County taxes.

### 5.4.2 No-Build Alternative

The No-Build Alternative would cause no changes in the population, housing characteristics, or income of the Project Area or the region. No redevelopment would occur at the installation under this alternative. Similarly, no change is anticipated in labor force size or characteristics, or unemployment rates or trends, as there would be no change in on-site uses or additional on-site development. Finally, the No-Build Alternative would provide no increase in the value of the Project Area or in tax revenues accrued from the Project.

As a result, the abandoned ROC would likely continue to be a blighting influence on surrounding neighborhoods and on the local investment climate. It is likely that the ROC would likely continue as an attractive nuisance for undesirable activities.

## 5.5 Traffic and Transportation

### 5.5.1 The Project

The ROC Master Plan is to be constructed in phases. The estimated time of completion (ETC) of the initial Core Project is estimated to be the year 2015. The full build out of the ROC Master Plan, including the Development Landholding, is estimated by ETC+20, which is the year 2035.

Implementation of the Project would not be expected to result in a significant adverse impact to traffic or transportation facilities. Overall, traffic impacts resulting from full build-out of the Project are minor and do not create over-capacity, LOS F, operating conditions at any intersection. Improvements were identified, to mitigation the potential impact of the Project-generated traffic on

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the operations along Traffic Study Area roadways and intersections and include signal timing improvements the intersection of Elmwood Avenue with Iroquois, Elmwood Avenue with Forest Avenue, and Elmwood Avenue with Rockwell Road. Also, the Project would not be expected to adversely impact public transportation including Metro bus, Metro Link, pedestrian access, or bicycle access as currently supported in the Traffic Study Area. The RCC will need to consult the City of Buffalo regarding future traffic conditions and to mitigate any potential traffic impacts.

### Roadway Enhancements

No internal or external Traffic Study Area roadway improvements are planned as part of the Core Project. As part of the Core Project a new east to west connector roadway; Address Road, is planned to be constructed on the existing ROC site. The roadway is planned to intersect Rockwell Road west of the Burchfield Penney Art Center parking lot and continue south and west to intersect Rees Street across from the existing Bradley Street intersection. Internal access to building entrances and parking facilities will be provided by the new East-West Address Road. The roadway is envisioned to provide internal access to the ROC site and would be designed to mirror the campus like setting of the site. The roadway would include horizontal curvature traffic calming features to provide speed control and deter non-ROC traffic from utilizing the roadway. Pedestrian and bicycle accommodation along the new east to west roadway would also be anticipated. Accommodation of bicycles and pedestrians along Address Road would be anticipated to improve access to the ROC site for these modes of travel.

### Project Site Traffic Generation

To determine trip generation of the ROC Master Plan, projected development land-use types were compared to corresponding ITE land use categories, relevant traffic studies and specific site parcel information to determine future generated traffic volumes. A summary of the utilized land use categories and associated trip generation rates used as part of the Project trip generation analysis is shown in **Table 5.5-1**.

**5. Environmental Impacts****Table 5.5-1 Trip Generation by Land Use Categories**

Land Use Code*	Land Use	Parameter	Range	Weekday AM Peak Hour	Weekday PM Peak Hour
550	University/College	Trips/Student	0.15-0.43	0.19	0.23
831	Quality Restaurant	Trips/1000sf	0.25-13.32	0.92	7.66
710	General Office	Trips/1000sf	0.28-12.82	1.5	1.4
814	Specialty Center	Trips/1000sf	4.59-8.85	6.41	4.93
310	Hotel	Trips/Rooms	0.36-1.04	0.67	0.76
-	Conference Center**	Trips/100sf	n/a	3	3

\* Land use codes used in ITE Trip Generation Manual, 7th Edition (where applicable)

\*\* Parsons Brinckerhoff, 2009

A summary of the projected trips associated with the Project are shown in **Table 5.5-2**. The projected trip analysis acknowledged the proximity of BSC to the project site which would be anticipated to reduce the overall number of vehicular trips to certain development parcels (retail, conference, museum, etc.) due to the higher number of students attracted to the development and the potential for multiple site use with a single trip combination. Trip generation was reduced for the restaurant, retail specialty center and conference center by ten (10) percent as a result of the proximity of BSC to the project site. As indicated, the Core Project total development would equal 188,000 GSF and total vehicle trips would range from 213 to 285 during the weekday AM and PM peak periods. In the full build out year 2035, total development would equal 880,000 and total vehicle trips would range from 1,145 to 1,465 during the weekday AM and PM peak periods.

#### Project Site Traffic Trip Distribution

Projected Project generated vehicle trips were distributed onto the roadway network based on existing traffic volumes, existing traffic patterns, regional trip distribution, and access to regional highways based on the locations of the proposed parking areas. Generalized distribution assumptions for the site generated traffic include the following:

- 50% to/from Elmwood Avenue north towards the Scajaquada Expressway;
- 25% to/from Grant Street north towards the Scajaquada Expressway; and
- 25% to/from the roadways of Forest Avenue, Elmwood Avenue Richmond Avenue and Grant Street towards the south, east and west.

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Table 5.5-2 Proposed ROC Master Plan Trip Generation Calculations

Build Scenario	Parcel Development								Total Vehicle Trips	
	Retail (sf)	Restaurant (sf)	Office (sf)	Institutional/ Academic (sf)	Hotel (Rooms)	Cultural (sf)	Conference (sf)	Total Development Area (sf)	Weekday AM Peak	Weekday PM Peak
Year 2015										
Core Project*	-	-	-	-	96	41,766	41,766	188,000	213	285
Year 2035										
Full Build-out Project*	40,000	20,000	340,000	238,054	-	53,946	-	641,946**	1,145	1,465

\* Assumptions based on information from Chan Krieger Associate (July 13, 2010)

\*\* Total includes Core Project Development

### 2015 Project Levels of Service

An opening year 2015 Project intersection LOS analysis was conducted for the Traffic Study Area intersections. The 2015 LOS analysis was conducted for two time period conditions; Weekday AM and PM Peak periods.

Year 2015 Project LOSs during the Weekday AM and PM peak hour conditions for intersections in the Traffic Study Area are summarized in **Table 5.5-3**. As indicated, overall LOSs are anticipated to be in the acceptable range from A to B at all Traffic Study Area intersections. In addition, all approaches to intersections within the Traffic Study Area would operate at acceptable LOSs of A to C. No intersections or their approaches are anticipated to operate in at or an over-capacity conditions; LOS E or F. These findings are similar to the year 2015 Project analysis condition.

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Table 5.5-3 2015 Project Intersection Levels of Service

Intersection	AM Peak*	PM Peak*	Control Type
Forest Avenue and Grant Street	B/13.0	B/15.2	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	B	
Forest Avenue and Richmond Avenue	B/13.3	B/18.0	Signal
Eastbound Approach	B	A	
Westbound Approach	B	C	
Northbound Approach	B	C	
Southbound Approach	B	B	
Forest Avenue and Elmwood Avenue	B/15.0	B/17.7	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	C	
Bradley Street and Grant Street	A/6.5	A/5.8	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Bradley Street and Rees Street	A/7.5	A/7.6	Unsignalized
Eastbound Approach	A	A	
Westbound Approach	-	-	
Northbound Approach	A	A	
Southbound Approach	A	A	
ROC Driveway and Elmwood Avenue	A/7.8	A/8.2	Signal
Eastbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Letchworth Street and Grant Street	B/10.2	B/10.8	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Rockwell Road and Elmwood Avenue	A/9.1	B/11.4	Signal
Eastbound Approach	B	B	
Westbound Approach	A	B	
Northbound Approach	B	B	
Southbound Approach	A	A	
Iroquois and Elmwood Avenue	B/10.9	B/11.5	Signal
Eastbound Approach	B	C	
Westbound Approach	B	C	
Northbound Approach	A	A	
Southbound Approach	B	B	

\*Level of Service (LOS)/Average Delay (sec.)

Approach LOS reflects average of left-turn, straight-thru and right turn movements

Source: PB, 2010

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**2035 Project Levels of Service**

A full build-out year 2035 Project intersection LOS analysis was conducted for Traffic Study Area intersections. Full build-out of the site assumes completion of all development parcels and the inclusion of the associated generated traffic volumes into the year 2035 roadway network. The 2035 LOS analysis was conducted for two time period conditions; Weekday AM and PM Peak periods.

Year 2035 Project LOSs during the AM and PM peak hour conditions for intersections in the Traffic Study Area are identified in **Table 5.5-4** and illustrated in **Figure 5.5-1**. As indicated, overall LOSs are anticipated to be in the acceptable A to C range at all Traffic Study Area intersections. Approaches to most intersections within the Traffic Study Area would operate at acceptable LOSs of A to C. Increased traffic volumes at the Forest Avenue with Richmond Avenue, Elmwood Avenue with Forest Avenue and Elmwood Avenue at Iroquois are projected to reduce certain approach levels of service to near or at capacity conditions; LOS D or E. No intersection or intersection approach would be anticipated to operate at an over-capacity condition; LOS F.

**Table 5.5-4 2035 Project Intersection Levels of Service**

Intersection	AM Peak	PM Peak	Control Type
Forest Avenue and Grant Street	B/13.8	B/17.5	Signal
Eastbound Approach	B	B	
Westbound Approach	B	C	
Northbound Approach	B	B	
Southbound Approach	B	B	
Forest Avenue and Richmond Avenue	B/14.9	C/27.5	Signal
Eastbound Approach	B	A	
Westbound Approach	B	D	
Northbound Approach	B	C	
Southbound Approach	B	C	
Forest Avenue and Elmwood Avenue	B/16.5	C/22.5	Signal
Eastbound Approach	C	C	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	C	
Bradley Street and Grant Street	A/8.3	A/8.4	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Bradley Street and Rees Street	A/8.3	A/8.6	Unsignalized
Eastbound Approach	A	A	
Westbound Approach	A	A	
Northbound Approach	A	A	
Southbound Approach	A	A	
ROC Driveway and Elmwood Avenue	B/11.8	B/12.5	Signal

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Table 5.5-4 2035 Project Intersection Levels of Service

Intersection	AM Peak	PM Peak	Control Type
Eastbound Approach	B	C	
Northbound Approach	B	B	
Southbound Approach	A	A	
Letchworth Street and Grant Street	B/11.6	B/11.8	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	B	
Southbound Approach	B	B	
Rockwell Road and East-West Address Road	A/4.8	A/6.3	
Northbound Approach	C	C	
Rockwell Road and Elmwood Avenue	B/11.3	C/24.4	Signal
Eastbound Approach	B	E	
Westbound Approach	A	B	
Northbound Approach	B	B	
Southbound Approach	A	B	
Iroquois and Elmwood Avenue	B/22.2	C/32.5	Signal
Eastbound Approach	B	C	
Westbound Approach	B	C	
Northbound Approach	A	A	
Southbound Approach	C	E	

\*Level of Service (LOS)/Average Delay (sec.)

Approach LOS reflects average of left-turn, straight-thru and right turn movements

Source: PB, 2010

### Proposed Mitigation Measures

Traffic impacts associated with the Project were found to be minor through the year 2015. Future conditions analysis through to the year 2035 indicate traffic increases and approach impacts on selected approaches under full build-out of the Project. Overall, these traffic impacts are minor and do not create over-capacity, LOS F, operating conditions at any intersection. Improvements were identified however, to mitigation the potential impact of the Project-generated traffic on the operations along Traffic Study Area roadways and intersections under the Build Alternative. Operating conditions of the intersections should be monitored as the project elements are completed to determine the extent of any project generated traffic impact with the potential to implement the following mitigation measures:

- Incorporate a southbound advance signal phase into the intersection of Elmwood Avenue with Iroquois;
- Revise the signal phasing timing at the intersection of Elmwood Avenue with Forest Avenue to provide additional green time for the Elmwood Avenue signal phases; and
- Incorporate an eastbound advance left turn signal phase into the intersection of Elmwood Avenue with Rockwell Road.

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Acceptable intersection and approach LOS were found at the noted intersections with the incorporation of the mitigation action. A summary of the analysis results are identified in **Table 5.5-5**.

**Table 5.5-5 2035 Project Mitigation Measures Intersection Levels of Service**

Intersection	Initial PM Peak	Mitigation PM Peak	Mitigation Measure
Forest Avenue and Richmond Avenue	C/27.5	C/23.4	Timing Improvements
Eastbound Approach	A	A	
Westbound Approach	D	C	
Northbound Approach	C	C	
Southbound Approach	C	C	
Rockwell Road and Elmwood Avenue	C/24.4	C/21.3	Timing Improvements
Eastbound Approach	E	C	
Westbound Approach	B	B	
Northbound Approach	B	C	
Southbound Approach	B	B	
Iroquois and Elmwood Avenue	C/32.5	C/22.9	Advanced SB LT Phase and Timing Improvements
Eastbound Approach	C	D	
Westbound Approach	C	D	
Northbound Approach	A	B	
Southbound Approach	E	C	

Source: PB, 2010

As previously noted, the traffic impacts associated with the construction of a new east west connector roadway, Address Road, are anticipated to be minor and not require mitigation measures. This is due in part to the anticipated nature of the new roadway as an internal access connection to the ROC and thru the incorporation of geometric and traffic calming measures into the design of the roadway. The operation and use of the roadway should be monitored following construction to identify and address any unforeseen traffic impacts.

### 5.5.2 No-Build Alternative

#### Average Annual Daily Traffic (AADT)

Traffic volumes along the Traffic Study Area roadways are anticipated to increase during future years. Forecast Traffic Study Area traffic growth rates were identified through coordination with the City of Buffalo, Department of Public Works, Streets and Parks. Traffic volumes along the Traffic Study Area roadways are assumed to increase 0.25% per year from the period 2009 through the ETC and ETC+20 time periods. Utilizing this forecasted traffic growth rate, projected No-Build AADTs were identified for the future year conditions. These forecasted volumes are presented in **Table 5.5-6**.

## **No-Build Background Roadway Network and Traffic Assumptions**

### Year 2015 No-Build Alternative

The year 2015 No-Build analysis includes any programmed background improvements to the roadway network along with any planned development projects.

A roadway reconstruction along Elmwood Avenue between W. Delavan Street and the Scajaquada Expressway is planned in 2010. No additional specific roadway improvements were assumed to be completed by the year 2015 for inclusion into the 2015 No-Build analysis.

No significant development projects that could measurably affect traffic volumes are currently planned within the Traffic Study Area. A few small development projects are currently under construction in the Traffic Study Area however, the traffic increases associated with these projects are assumed to be included in the yearly background traffic growth assumptions.

### Year 2035 No-Build Alternative

The year 2035 No-Build analysis includes any programmed background project improvements to the roadway network along with any planned development projects.

No additional specific roadway improvements were assumed to be completed by the year 2035 for inclusion into the 2035 No-Build analysis. Potential corridor enhancements along the Scajaquada Expressway would not be anticipated to impact the Traffic Study Area traffic volume forecasts.

No significant development projects that could measurably affect traffic volumes are currently planned within the Traffic Study Area. A few small development projects are currently under construction in the Traffic Study Area however, the traffic increases associated with these projects are assumed to be included in the yearly background traffic growth assumptions.

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**5. Environmental Impacts****Table 5.5-6 No-Build Annual Average Daily Traffic (AADT) Counts**

Road	Segment	Existing AADT (2006-2008)	Forecast AADT ETC (2015)	Forecast AADT ETC+20 (2035)
Scajaquada Exwy (Rt. 198)	Elmwood Avenue to Delaware Avenue	37,700	38,400	40,300
Forest Avenue	Grant Street to Elmwood Avenue	9,900	10,100	10,600
Grant Street	Scajaquada Exwy (Rt. 198) to Letchworth Street	10,350	10,500	11,100
Richmond Avenue	Forest Avenue to W. Delevan Avenue	6,600	6,700	7,050
Elmwood Avenue	Forest Avenue to Scajaquada Exwy (Rt. 198)	19,400	19,700	20,750

Source: GBNRTC, NYSDOT, PB

**Year 2015 No-Build Levels of Service**

The opening year for the Core Project associated with the ROC Master Plan is estimated for the year 2015. As a result, a year 2015 No-Build intersection level of service (LOS) analysis was conducted for the Traffic Study Area intersections. The 2015 No-Build analysis was conducted for two (2) scenarios; Weekday AM and Weekday PM Peak periods.

Year 2015 No-Build LOSs during the AM and PM peak hours for intersections in the Traffic Study Area are summarized in **Table 5.5-7**. As indicated, overall LOSs are anticipated to be in the acceptable range from A to B at all Traffic Study Area intersections during both the weekday AM and PM peak hour analysis periods in the year 2015. In addition, all approaches to intersections within the Traffic Study Area would operate at acceptable LOSs of A to C. No intersections or their approaches are anticipated to operate in at or an over-capacity conditions; LOS E or F.

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Table 5.5-7 2015 No-Build Intersection Levels of Service

Intersection	AM Peak*	PM Peak*	Control Type
Forest Avenue and Grant Street	B/12.8	B/14.8	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	B	
Forest Avenue and Richmond Avenue	B/12.9	B/16.5	Signal
Eastbound Approach	B	A	
Westbound Approach	B	B	
Northbound Approach	B	C	
Southbound Approach	B	B	
Forest Avenue and Elmwood Avenue	B/14.7	B/17.0	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	C	
Bradley Street and Grant Street	A/6.4	A/5.7	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Bradley Street and Rees Street	A/7.5	A/7.6	Unsignalized
Eastbound Approach	A	A	
Westbound Approach	-	-	
Northbound Approach	A	A	
Southbound Approach	A	A	
ROC Driveway and Elmwood Avenue	A/7.1	A/7.4	Signal
Eastbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Letchworth Street and Grant Street	A/10.0	B/10.7	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	B	
Southbound Approach	A	A	
Rockwell Road and Elmwood Avenue	A/9.1	B/10.8	Signal
Eastbound Approach	B	B	
Westbound Approach	A	B	
Northbound Approach	B	B	
Southbound Approach	A	A	
Iroquois and Elmwood Avenue	B/10.3	B/10.7	Signal
Eastbound Approach	B	C	
Westbound Approach	B	C	
Northbound Approach	A	A	
Southbound Approach	B	B	

\*Level of Service (LOS)/Average Delay (sec.)

Approach LOS reflects average of left-turn, straight-thru and right turn movements

Source: PB, 2010

## 5. Environmental Impacts

**Year 2035 No-Build Levels of Service**

An ETC+20, year 2035 No-Build intersection LOS analysis was conducted for the Traffic Study Area intersections. Similar to the 2015 No-Build analysis, overall LOSs are anticipated to be in the acceptable range from A to B at all Traffic Study Area intersections during both the weekday AM and PM peak hour analysis periods in the year 2015. In addition, all approaches to intersections within the Traffic Study Area would operate at acceptable LOSs of A to C. No intersections or their approaches are anticipated to operate in at or an over-capacity conditions; LOS E or F. Year 2015 No-Build LOSs during the AM and PM peak hours for intersections in the Traffic Study Area are summarized in **Table 5.5-8**.

**Table 5.5-8 2035 No-Build Intersection Levels of Service**

Intersection	AM Peak*	PM Peak*	Control Type
Forest Avenue and Grant Street	B/12.9	B/15.1	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	B	
Forest Avenue and Richmond Avenue	B/13.3	B/18.1	Signal
Eastbound Approach	B	A	
Westbound Approach	B	C	
Northbound Approach	B	C	
Southbound Approach	B	B	
Forest Avenue and Elmwood Avenue	B/15.1	B/17.7	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	B	B	
Southbound Approach	B	C	
Bradley Street and Grant Street	A/6.4	A/5.9	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Bradley Street and Rees Street	A/7.5	A/7.7	Unsignalized
Eastbound Approach	A	A	
Westbound Approach	-	-	
Northbound Approach	A	A	
Southbound Approach	A	A	
ROC Driveway and Elmwood Avenue	A/7.6	A/7.9	Signal
Eastbound Approach	B	B	
Northbound Approach	A	A	
Southbound Approach	A	A	
Letchworth Street and Grant Street	B/10.2	B/10.8	Signal
Eastbound Approach	B	B	
Westbound Approach	B	B	
Northbound Approach	A	B	

**5. Environmental Impacts****Table 5.5-8 2035 No-Build Intersection Levels of Service**

Intersection	AM Peak*	PM Peak*	Control Type
Southbound Approach	A	A	
Rockwell Road and East-West Address Road	A/9.2	B/11.1	Signal
Northbound Approach	B	B	
Rockwell Road and Elmwood Avenue	A	B	
Eastbound Approach	B	B	
Westbound Approach	A	A	
Northbound Approach	B/10.9	B/11.5	Signal
Southbound Approach	B	C	
Iroquois and Elmwood Avenue	B	C	
Eastbound Approach	A	A	
Westbound Approach	B	B	

\*Level of Service (LOS)/Average Delay (sec.)

Approach LOS reflects average of left-turn, straight-thru and right turn movements

Source: PB, 2010

## 5.6 Environmental Concerns

### 5.6.1 The Project

The Project would include the rehabilitation of 480,000 GSF of existing building space and the construction of up to 400,000 GSF of new building space. All asbestos abatement work has and will continue to be performed in accordance with New York State Department of Labor requirements and other remediation activities would be done in accordance with applicable state/federal guidance and regulations. In addition, the project includes landscaping activities and the reconfiguration of vehicle and pedestrian circulation paths and parking areas. Implementation of ROC Master Plan would not be expected to result in a significant adverse environmental management impact.

The RCC is currently completing stabilization activities to prevent the further deterioration of the historic Buffalo State Hospital and prepare it for future reuse. Of these ongoing activities, Phase II, which began in December 2009, includes specific asbestos abatement and clean up actions. Phase II stabilization activities are focused on Buildings 45, 44, and 10 and include asbestos abatement and clean up. There has been no recent testing for lead-based paints within Buildings 38, 39, 40, 41, 42, 43, 44, and 45. Due to the age of the historic hospital buildings, these structures are assumed to include components containing lead-based paints and asbestos-containing materials. Any modification, renovation, and/or demolition activities within the historic Buffalo State Hospital buildings will have to address asbestos-containing materials and lead-based paints. Further testing, of those buildings that have not been tested, will be required to determine the presence of lead paint and asbestos-containing materials. Rehabilitation of the historic hospital buildings will require applicable abatement actions before reuse and reoccupation could

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occur. The removal, management, storage, and disposal of these materials would be conducted in accordance with applicable state and federal safety and environmental regulations. New construction would not include the introduction of these materials.

Based on available information, including an EDR Geo-tech Report (see **Section 4.6**), and the history of the site being utilized as a healthcare facility, the presence of significant existing sub-surface environmental concerns and significant soil contamination of the ROC is minimal. Therefore, new on-site development and ground disturbing activities, associated with the Project, including the construction of an addition to Building 45, build-out of the Development Landholding phase (up to 400,000 GSF of building space), landscape activities, and reconfiguration of circulation paths and parking areas would not be expected to result in a significant adverse environmental management impact.

The ROC does include the BSC and BPC maintenance facilities which are currently utilized for vehicle maintenance and storage and plant operations. In addition, the facilities include fuel pumps and underground fuel storage tanks. Both of these facilities are proposed to be relocated and the land area redeveloped as new building space. There is the potential that previous maintenance activities (e.g., vehicle maintenance) and the presence of underground fuel storage tanks at these facilities have resulted in environmental concerns (e.g., fuel, industrial cleaners, oil leaks, etc.) at this site. Redevelopment of maintenance facility area will require the removal of the underground storage tanks and environmental testing to determine the presence of environmental contamination and if the area is suitable for future reuse.

Also, there are thirteen USTs reported to be or to have been located at the ROC property. Of which, eight have been closed/removed and seven are still in service. The active tanks range in size from 4,000 gallons to 20,000 gallons (EDR 2010). The location of the active tanks will need to be considered in the future reuse of the property. Environmental testing of these areas will be required, and if applicable, the tanks removed and soil remediated prior to redevelopment. The removal, management, storage, and disposal of these materials would be conducted in accordance with applicable state and federal safety and environmental regulations including NYCRR Part 612 Requirements for Petroleum Storage Facilities and Part 613 Handling and Storage of Petroleum. Specific measures for closing out-of-service tanks include:

- Removing liquid and sludge from the tank and connecting lines and properly disposing of waste products removed in accordance with state and federal requirements;

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- Making provisions for the natural breathing of the tank to ensure the tank remains vapor free;
- Disconnecting, removing or securely capping or plugging all connecting lines; and
- Filling the underground tank to capacity with a solid inert material.

### 5.6.2 No-Build Alternative

The No-Build Alternative would not result in any adverse impacts to the Project Area related to environmental management.

## 5.7 Community Services

This section summarizes the potential community service impacts resulting from the implementation of the ROC Master Plan and the No-Build Alternative.

### 5.7.1 The Project

#### Public Safety

Full build-out of the ROC Master Plan would not result in a significant impact on public safety and emergency services in the City of Buffalo, but the City Police Department would be expected to expand their respective service areas. Under the Project, a portion of the ROC would no longer be owned by NYS and patrolled by OMH security staff. A portion of the ROC would no longer be a secure healthcare facility, and access to the property would be open to the general public. This land area, approximately 38.2 acres, would be integrated into and fall under the jurisdiction of the City of Buffalo, which would be responsible for providing police, fire, and emergency services.

#### Hospitals & Emergency Medical Facilities

Full build-out of the ROC Master Plan would not result in a significant impact on hospitals and emergency services in the City of Buffalo. However, the BPC and OMH facilities are co-located on the ROC property. Implementation of the Project would result in the relocation of the BPC Maintenance Facility, relocation of the BPCs existing surface parking areas, reconfiguration of the existing ROC circulation system, and it could potentially result in traffic and short-term construction impacts on the BPCs operations. The RCC will consult with BPC and OMH to ensure that future RCC activities and operations do not conflict with and can be integrated (if appropriate) with both the short- and long-term needs of the BPCs staff, patients, and visitors and OMH operations.

#### Educational Facilities

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Full build-out of the ROC Master Plan would not result in a significant impact on public and private elementary and secondary educational facilities located in the City of Buffalo. However, the BSC campus is located immediately adjacent to the northern boundary of the ROC. Implementation of the Project would result in the relocation of the BSC Maintenance Facility (includes 155 off-street parking spaces), relocation of a BSC 558-space surface parking lot, and construction of the proposed East-West Address Road that would intersect and divert ROC traffic onto Rockwell Road, a private roadway utilized by BSC. The relocation of the BSC maintenance facility and 713 BSC parking spaces would be expected to necessitate relocation costs (e.g., capital and land) and could potentially result in BSC parking and operational impacts. In addition, it would be expected that the implementation of the ROC Master Plan would result in short-term construction impacts. Specifically with the construction of up to 400,000 GSF of new building space in the northwest corner of the ROC, which abuts Rockwell Road and the southwest corner of the BSC campus. The RCC will need to consider relocation options for these uses such that the long-term needs of the BSC are satisfied. Also, the RCC will need to work with BSC to ensure that future RCC activities and operations do not conflict with and can be integrated (if appropriate) with both the short- and long-term needs of the college.

### **Solid Waste Management**

Full build-out of the ROC Master Plan would be anticipated to be handled by private waste management services and would not result in a significant impact on solid waste services in the City of Buffalo.

### **Parks and Recreation**

Full build-out of the ROC Master Plan would not result in a significant impact on parks and recreational amenities located in the Project Area and in the City of Buffalo. Importantly, implementation of the Project would result in a beneficial impact. Specifically, full build-out would result in the stabilization and reuse of the NHL listed Buffalo State Hospital and rehabilitation of the historically significant Olmsted and Vaux-designed grounds. The rehabilitated grounds would provide an additional ±38.2 acres of publically accessible recreation and open space for a variety of passive recreation opportunities. Furthermore, the Project would link the ROC to the parks, cultural, and recreational amenities located within the immediate Project Area including Buffalo's Olmsted Park System (e.g., Delaware Park, Hoyt Lake, Marcy Casino, etc.), Buffalo's museum district (e.g., Albright Knox Art Gallery; Burchfield Penney Art Center; Buffalo and Erie County Historical Society, etc.), and the communities neighboring it (e.g., Elmwood Village, BSC, etc.). The open areas and rehabilitated grounds would provide opportunities for both ROC visitors and residents of the region. New recreation and public open space would represent a beneficial increase in the availability of such facilities to the neighboring communities.

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Of note, the Burchfield Penney Art Center is co-located on the ROC property. No direct adverse impacts would be expected from the full build-out of the ROC Master Plan on the art centers operations. Minor short-term construction related traffic and noise impacts may occur. The RCC will consult with the Burchfield Penney Art Center to coordinate construction activities to mitigate any potential impact to the operational needs of the Center.

### 5.7.2 No-Build Alternative

Under the No-Build Alternative, the currently vacant Buffalo State Hospital buildings and surrounding grounds would continue to be retained by NYS and no transfer of surplus land would take place. No reuse or redevelopment of the ROC property would occur under this alternative. Implementation of the No-Build Alternative would result in approximately 38.2 acres and 480,000 GSF of vacant and underutilized building space and grounds being left unused. Importantly, the opportunity to rehabilitate and open the ROC grounds for passive public recreation would be lost, as would be the ability to provide improved connections through and across the site to BSC, residential neighborhoods, Delaware Park, and nearby cultural institutions.

## 5.8 Utilities

It is envisioned that new on-site utility connections would be owned and maintained by the RCC, as appropriate. However, various options continue to be explored to maximize development flexibility and minimize redundancy and capital cost, such as joint use agreements with OMH and BSC.

The Project would likely result in increased demands on the various utilities provided to the Project Area. However, the ROC is located in a well-established urban setting and is served by or has access to all major utility facilities, including water, sewer, electric, and natural gas. Regardless, descriptions of potential impacts to utilities within the Project Area and its surrounds are provided below.

### 5.8.1 The Project

Under the Project, it is assumed that the RCC will take ownership of the existing on-site utility infrastructure following transfer of the surplus NYS owned lands. The RCC would be responsible for the maintenance, upgrade, and operation of all on-site utility infrastructure located within the transferred lands.

In addition, as identified in **Section 5.1** (Cultural/Historic Resources) there is the potential for archaeological impacts during ground disturbing activities associated with the utilities upgrades and installations.

Implementation of the ROC Master Plan will require further consultation with OPRHP regarding archaeological resources and additional investigations may

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be required prior to the start of any future work. In addition, any excavation or other type of ground disturbing activity will require a Phase 1B or other type of excavation-directed investigation in the location of that action to determine the potential extent of archeological resources and appropriate avoidance or treatment plans (Adams 2008).

### 5.8.1.1 Water Supply

Implementation of the Project would not be expected to have a significant impact on the regional water supply system. Upon full build-out, water demand would be expected to exceed existing demand. The existing municipal system is expected to have sufficient capacity to meet any future water supply demands resulting from implementation of ROC Master Plan. Upon disposition of the surplus ROC property, the RCC will need to consult with the City of Buffalo and Buffalo Water Authority to estimate the impact of development on the existing water system, including flow volume estimates; identify needed improvements to the water distribution system; and obtain all applicable local permits and approvals.

#### Water Demand

Full build-out of the ROC Master Plan would result in a maximum of 880,000 GSF of mixed-use non-residential building space. Based on the scale of development at full build-out, it would be expected that the Project would require water in excess of existing ROC water usage rates. In addition, it would be expected that the Project would generate water demands for fire protection and general landscaping irrigation. Specific details on building systems are not provided in the ROC Master Plan. Because final build-out details have not been established, it is not possible to accurately project the water supply needs of the development.

It would be expected that an increase in water demand due to the implementation of the ROC Master Plan would not have a significant impact on the overall water supply. Currently, the City of Buffalo's water supply system has an overall capacity of 160 million gallons per day. The City currently utilizes approximately 75 million gallons per day. Therefore, the water supply system has approximately 85 million gallons per day excess capacity available. In addition, the full build-out of the ROC Master Plan is projected to occur incrementally over a 20-year period. Therefore, any expansion in the demand for water would not occur at once, and the Buffalo Water Authority, as the local utility service provider, would be expected to meet any increases in service demand as needed.

Since water consumption demands for the Project have not been prepared, the ROC will coordinate with the Buffalo Water Authority as the Project nears implementation to ensure sufficient water delivery to the Project Area.

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### Distribution System

At this time the existing on-site water distribution system is not owned, operated, and maintained by the Buffalo Water Authority. Upon implementation of the ROC Master Plan, a decision will need to be made that specifies who will own and maintain the future on-site system. In addition, the condition of the existing system is not known and it will need to be determined if the existing system will be reused or if a new system will be required. Potential capacity and infrastructure impacts will have to be examined as specific details become available.

The reuse of the historic Buffalo State Hospital buildings and grounds may require upgrading the existing water supply infrastructure on the ROC to meet applicable Buffalo Water Authority and City of Buffalo standards. Specific issues that may need to be addressed include the following:

- The majority of the ROCs water distribution system is assumed to be installed decades ago and may need to be replaced or upgraded to meet current buildings and health and safety codes.
- Buildings are not individually metered. Reuse of the Buffalo State Hospital buildings may require upgrading the existing water distribution system, metering of individual structures or end users, and the installation of new water supply infrastructure.

The RCC will need to conduct a detailed examination of the existing system to determine if the existing system meets current codes and regulations. The RCC will consult with the City of Buffalo and Buffalo Water Authority to ensure that the existing system and any new water supply infrastructure is designed and installed in accordance with all rules, terms, and conditions of the Buffalo Water Authority. Future development will require site plan review, permitting, and adherence to applicable City water distribution policies and regulations as well as approval for water line connections by the Erie County Health Department.

#### **5.8.1.2 Wastewater**

Implementation of the Project would not be expected to have a significant impact on the municipal wastewater system. Upon full build-out, the average daily volume of wastewater from the Project would be expected to increase above existing conditions. The Buffalo Sewer Authority would be expected to have the capacity within its existing system to meet any future wastewater flows resulting from the implementation of ROC Master Plan. Upon disposition of surplus NYS property, the RCC will need to estimate the impact of anticipated future development on the existing wastewater system; identify who is responsible for needed infrastructure improvements and what those

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improvements are; identify the ownership and management of installation infrastructure; and obtain all applicable local permits or approvals.

### Wastewater Volume

Based on the scale of development associated with the full build-out of ROC Master Plan (i.e., 880,000 GSF), it would be expected that the Project would generate wastewater flows in excess of what is currently generated at the ROC. The condition of the existing system is not known and it will need to be determined if the existing system will be reused or if a new system will be required. Potential capacity and infrastructure impacts will have to be examined as specific Project details become available.

However, because of excess capacity within the existing municipal wastewater system, implementation of the ROC Master Plan would not be expected to have a significant impact on the overall wastewater system. Currently, the City of Buffalo's sewer system has an overall capacity of 180 million gallons per day. The City currently treats roughly 160 million gallons per day. Therefore, the sewer system has approximately 20 million gallons per day excess capacity. The RCC will coordinate with the BSA as the Project nears implementation to ensure sufficient sewer capacity. Potential capacity and infrastructure impacts will have to be examined as specific details (e.g., future flow rates, on-site stormwater and sewer management plans, ownership, etc.) become available. There may be an issue if projected stormwater volumes exceed existing conditions.

In addition, the full build-out of the Project is projected to occur incrementally over a 20-year period. Therefore, any expansion in the volume of wastewater would not occur at once, and the BSA, as the local utility service provider, would be expected to meet any increases in service demand, as needed.

### Wastewater System

As with the water distribution system, the existing on-site wastewater distribution system is not owned, operated, and maintained by the BSA. Upon implementation of the ROC Master Plan, a decision will need to be made that specifies who will own and maintain the future on-site system. In addition, the condition of the existing system is not known and it will need to be determined if the existing system will be reused or if a new system will be required. Potential capacity and infrastructure impacts will have to be examined as specific details become available.

The reuse of the historic Buffalo State Hospital buildings and grounds may require upgrading the existing or installation of new wastewater infrastructure on the ROC to meet applicable BSA and City of Buffalo standards. In addition, whatever is developed will require a separate stormwater and sewer system and

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there is the potential that the future system will require an on-site stormwater retention system (Source 2010).

Detailed plans, preliminary or final, for these improvements are not included in the ROC Master Plan and are not known at this time. In addition, the entity responsible for implementing any system improvements has not been determined. Upon disposition of the state owned and maintained property, the party responsible for making the water supply infrastructure improvements would need to be identified. The RCC will consult with the City of Buffalo and BSA to ensure that any new wastewater infrastructure is designed and installed in accordance with all rules, terms, and conditions of the BSA. Future development will require site plan review, permitting, and adherence to applicable County or City stormwater and sewer policies and regulations.

### 5.8.1.3 Stormwater

It is assumed that full build-out would result in the construction of new and reconfigured existing roadways, parking lots, and other impervious surface areas. The majority of runoff from reuse would be generated from roof structures and paved surfaces. As a result, stormwater could contain trace levels of contaminants typically found in residential, office, and commercial developments, as well as pesticides and fertilizers used on maintained lawns and landscaped areas.

Specific project plans and details have not yet been developed. The quantity of impervious surface area, potential stormwater volumes, the condition of the existing stormwater system, and needed improvements resulting from the full build-out of the ROC Master Plan have not been determined. It would be expected that full build-out would not have a significant impact since the majority of the proposed redevelopment would be concentrated on land in areas that have already been developed and contains stormwater infrastructure. In addition, any impacts will be mitigated by the RCC through stormwater management. The RCC will be required to prepare a stormwater management plan to control the volume and quality of stormwater runoff in a manner consistent with applicable City of Buffalo and NYSDEC stormwater management policies. The RCC will also be required to implement best management practices (BMPs) during construction activities to control the release of stormwater runoff from exposed construction sites. Post-construction BMPs also would be required to control the average annual load of total suspended solids in stormwater runoff. In addition, all future development will be required to undergo appropriate City of Buffalo development review. In addition, the RCC will work with the City of Buffalo and other applicable groups to manage stormwater and mitigate any potential impacts.

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### Stormwater System

As previously mentioned, the existing on-site wastewater and stormwater system is not owned, operated, and maintained by the BSA. Upon implementation of the ROC Master Plan, a decision will need to be made that specifies who will own and maintain the future on-site system. In addition, the condition of the existing system is not known and a determination will need to be made if the existing system will be reused or if a new system will be required. The reuse of the historic Buffalo State Hospital buildings and grounds may require upgrading the existing or installation of new stormwater infrastructure on the ROC to meet applicable BSA and City of Buffalo standards. In addition, whatever is developed will require a separate stormwater and sewer system and there is the potential that the future system will require an on-site stormwater retention system (BSA 2010). Although existing structures and built areas would be reused, new stormwater infrastructure may be necessary to offset new impervious surfaces associated with redevelopment under this alternative.

The RCC will consult with the City of Buffalo and BSA to ensure that any new stormwater infrastructure is designed and installed in accordance with all rules, terms, and conditions of the BSA. Future development will require site plan review, permitting, and adherence to applicable City stormwater and sewer policies and regulations. Potential capacity and infrastructure impacts will have to be examined as specific details become available.

Upon acquisition of surplus NYS property, the RCC will need to estimate the impact of development on the existing stormwater system; identify who is responsible for needed infrastructure improvements and what those improvements are; and obtain all applicable local permits or approvals.

#### **5.8.1.4 Electric Distribution**

The Project would result in increased demands on the electrical system, but would not adversely impact National Grid's (the local electrical service provider) ability to deliver this service to the ROC. Reuse of the Buffalo State Hospital buildings would require upgrading the existing distribution system, metering of individual structures or end users, and the installation of new distribution infrastructure. Upon redevelopment, the electric power distribution system on the ROC may need to be either expanded or relocated to accommodate the final design at full-build out. The electrical distribution system will be evaluated as build-out is further defined.

#### **5.8.1.5 Gas Distribution**

Redevelopment under the Project may require the expansion or relocation of natural gas lines on the ROC to accommodate the final design at full-build out. Meters may need to be assigned to each new facility so that individual customers can be tracked and billed. As Project design progresses, the ROC will

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coordinate with National Fuel to ensure that specific needs for peak project natural gas demands are met.

### 5.8.2 No-Build Alternative

The No-Build Alternative would not result in any changes to current ownership, distribution, or use of utilities in and around the Project Area. Therefore, the No-Build Alternative would not have any impact upon utilities in the vicinity of the Project Area.

## 5.9 Air Quality

### 5.9.1 The Project

The proposed ROC Master Plan would result in increased vehicular traffic to and from the Project area and may cause at key intersections elevated ground-level concentrations of carbon monoxide (CO) associated with vehicular exhaust. Using guidelines provided in the NYSDOT Environmental Procedures Manual (EPM) a screening analysis was conducted to determine whether the Project will require a quantitative CO intersection analysis. The results of the screening analysis indicate that no detailed analysis is required. The following section describes the methodology used in this screening analysis.

#### Site Selection Criteria

Guidelines established by NYSDOT's *Environmental Procedures Manual* specify criteria that were used to determine whether detailed air quality analyses are required for the Project. NYSDOT's *EPM* specifies a process to select sites that includes first screening the potentially affected sites, and then ranking them to determine those requiring detailed analysis. These guidelines include an LOS screening identifying Project affected intersections with an LOS of D or greater, and then using the following capture criteria to rank and select sites for detailed analysis:

- 1) Ten percent or more reduction in source-receptor distances;
- 2) Ten percent or more increase in traffic volumes on the affected roadways;
- 3) Ten percent or more increase in vehicle emissions;
- 4) Any increase in the number of queued lanes; and
- 5) Twenty percent reduction in speeds, when the Build estimated average speed is 30 mph or less.

The NYSDOT *EPM* also states that if a State Implementation Plan (SIP) intersection, which is an intersection, identified and analyzed in New York State's 1995 CO SIP attainment demonstration, is located within ½ mile of the Project, the thresholds for all Project-induced increases at these intersections are reduced by half from the criteria cited above.

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### Result of Applying Applicable Criteria

In order to determine if a detailed CO microscale analysis was warranted and to select these analysis sites, traffic volumes, levels of service and vehicular speeds at the major signalized intersections were evaluated with and without the Project in future analysis years 2015 and 2035. They include locations adjacent to the major roadways that may be affected by the proposed Project alternatives creating the potential for exceeding air quality standards at nearby sensitive land uses. Traffic volumes and levels of service at the signalized intersections of Forest Avenue and Richmond Avenue, Rockwell Road and Elmwood Avenue, and Iroquois Avenue and Elmwood Avenue were evaluated in the screening analysis.

Traffic estimates for this project indicate that changes in traffic volumes and levels of service would not be above the thresholds specified in the EPM Manual, and a detail CO microscale analysis is not required to demonstrate compliance with the National Ambient Air Quality Standards (NAAQS). Thus, no significant CO impacts would occur with the proposed Project, and mitigation would not be required.

### 5.9.2 No-Build Alternative

Under the No-Build Alternative, the surplus ROC property, including the vacant Buffalo State Hospital would continue to be retained by NYS and no transfer of surplus lands would occur. No reuse or redevelopment of the property would occur under this alternative. Therefore, no impacts related to air quality would occur under the No-Build Alternative.

## 5.10 Noise

### 5.10.1 The Project

Implementation of the ROC Master Plan would result in temporary noise increases from construction operations and delivery vehicles traveling to and from the ROC. Noise generated would be temporary and would occur during regular daytime working hours. Long-term activities associated with the Project (e.g., visitor center, commercial land use, etc.) are not expected to generate significant noise impacts both on-site and in the adjacent neighborhoods.

A general qualitative discussion of potential operational, traffic, and construction noise impacts are described below.

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### Future ROC Operations

The Project would potentially result in a minor increase in noise levels within the Project Area because of the introduction of new development and activity to an area of the ROC that has sat vacant and unused for the past three decades. Implementation of the ROC Master Plan would not be expected to result in a significant adverse long-term noise impact to existing operations co-located at the ROC or in the surrounding neighborhoods. Generally, the Project would not result in activities taking place on ROC that would generate noise out of character with the existing urban environment, which experiences, for example, background noise due to traffic. Adverse noise impacts could result from an influx of Project-related traffic to the Project Area as well as construction activities. Such adverse impacts due to traffic would be relatively minor and could be mitigated. All future development will adhere to applicable City noise ordinances.

### **Traffic-Related Noise Impacts**

Implementation of the Project would not be expected to generate significant traffic-related noise impacts within the Project Area. Traffic-related noise would occur in areas already experiencing vehicular noise and would not be expected to cause additional impacts.

Temporary increases in construction-related vehicle noise would, however, be expected. Truck and construction vehicle (e.g., dump trucks, material deliveries, debris removal, etc.) traffic within and near the ROC would produce localized noise for brief periods, but this would not be expected to create any long-term, adverse noise impacts on the neighboring community.

### **Construction**

Demolition, construction, and renovation noise would occur within the boundaries of the ROC during renovation and construction activities. Construction would not have a significant long-term noise impact. Only short-term noise impacts would be expected during construction activities, which would be managed to meet local noise standards. Therefore, extended disruption of normal activities would not be anticipated.

Noise impacts on the Project Area during construction activities would include noise from construction equipment operating on the installation and delivery vehicles traveling to and from the site. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns (FWHA 1995). Construction-related noise levels at any given location would depend on the type and number of pieces of construction equipment being operated and the receptor's distance from the construction site. Noise impacts would vary widely, depending on the phase of construction (e.g., demolition, land clearing and excavations, foundation and capping, construction of new building walls,

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etc.) and the specific task being undertaken. Increased noise levels would be most significant during the early stages of each construction phase, although these periods would be of relatively short duration.

Typical noise levels for construction equipment are shown in **Table 5.10-1**. The listed noise levels represent the A-weighted maximum sound level ( $L_{max}$ ), measured at a distance of 50 feet from the construction equipment.

**Table 5.10-1 Typical Construction Noise Levels**

Equipment Description	Maximum Sound Level ( $L_{max}$ ), dBA at 50 feet
Backhoe	80
Chainsaw	85
Compressor (air)	80
Concrete mixer truck	85
Concrete saw	90
Crane	85
Dozer	85
Dump Truck	84
Excavator	85
Flatbed truck	84
Front-end loader	80
Generator	82
Grader	85
Jackhammer	85
Pickup truck	55
Pneumatic tools	85
Sand blasting (single nozzle)	85
Vacuum street sweeper	80
Warning horn	85
Welder/torch	73

*Source: Modified from FHWA Roadway Construction Noise Model User's Guide, Final Report, January 2006.*

Construction noise is regulated by the City of Buffalo, City Charter, Chapter 293, Noise ordinance, which specifies that noise associated with construction during the hours of 7 A.M. to 9 P.M. are exempt (City of Buffalo 2010c). To mitigate potential construction noise, construction activities will be conducted between the hours of 7 A.M. to 9 P.M. as allowed by the City Charter. In addition, to further mitigate construction-related noise impacts on the surrounding community and other existing operations co-located on the ROC property (e.g., BPC), the RCC will implement, as appropriate, the following BMP strategies to control noise impacts during construction activities:

- **Truck Traffic.** Designate routes that would not carry truck traffic related to the construction past noise-sensitive areas.

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- **Portable Noise Barriers.** During Project construction, use portable barriers to enclose noisier stationary equipment when appropriate.
- **Limit Heavy Equipment Activity near Residences.** Limit heavy equipment activity adjacent to residences or other sensitive receptors to the shortest possible period required to complete the work activity.
- **Mufflers and Intake Silencers.** Ensure that proper mufflers and other noise-reduction equipment are in good working condition.
- **Establish Telephone Hotline.** Establish and publicize a phone number for members of the public to call if they have a noise complaint.
- **Modify Backup Alarms.** Lay out construction sites to minimize the need for backup alarms; use broadband noise backup alarms; and use flagmen to keep the area behind maneuvering vehicles clear.
- **Stationary Equipment.** Where practical, locate stationary equipment such as compressors, generators, and welding machines away from sensitive receptors or behind barriers.
- **Construction Management Strategies.** Sequence operations to combine noisy operations within the same time period. Implement alternative construction methods to reduce the transmission of high noise levels to noise-sensitive areas (e.g., use special low noise emission level equipment, select and specify quieter demolition or deconstruction methods).

To mitigate any potential construction noise impacts on co-located ROC operations and the neighboring community, the RCC will work with the Burchfield Penney Art Center, BPC, OMH, and BSC prior to any construction activities to develop and implement appropriate strategies to mitigate any potential noise impact.

### 5.10.2 No-Build Alternative

Under the No-Build Alternative, the surplus ROC property, including the vacant Buffalo State Hospital would continue to be retained by NYS and no transfer of surplus lands would occur. No reuse or redevelopment of the property would occur under this alternative. Therefore, no impacts related to noise would be expected under the No-Build Alternative.

## 5.11 Physical and Ecological Resources

### 5.11.1 The Project

#### Topography

The Project would not result in any significant long-term impacts to topography, geology, or soils of the ROC. Temporary disturbance of soils would occur due to construction activities.

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The ROC Master Plan includes improvements to existing conditions and preservation of important topographical features. The Core Project includes stabilization of buildings, which will address erosion concerns around foundations. In addition, landscape stabilization of the South Lawn will be addressed in the Core Project.

Throughout all phases of the Project, historic topographic features will be retained and preserved, and site disturbance and soil compaction will be limited.

### **Vegetation and Wildlife**

Implementation of the Project would not result in a significant impact to general ecology and wildlife. A review of the New York Natural Heritage Program database found “no records of rare or state-listed animals or plants, significant natural communities, or other significant habitats” either in the Project Area or its immediate vicinity. In addition, the Project does not involve work in, or adjacent to, a wildlife or waterfowl refuge. The ROC is located in an urban area which has historically been altered over time by development activities, including paving, excavations, filling, and construction activities and possesses low-quality wildlife habitat. Therefore, no significant adverse impact would be expected on vegetation and wildlife resources. Of note, the ROC property does support typical non-protected urban wildlife (e.g., squirrels, birds, rabbits, etc.). Implementation of the Project would have no significant or adverse impact on the mammals and birds that inhabit the ROC.

The creation of new open space/landscaped areas and street trees would result in a net increase of vegetation within the ROC and would provide potential habitat for various species acclimated to urban environments.

### **Water Resources**

The ROC does not contain any water features. Therefore, implementation of the Project would not result in an impact.

#### **5.11.2 No-Build Alternative**

The No-Build Alternative would have no new short or long-term impacts to physical and ecological resources.

## **5.12 Construction Impacts**

### **5.12.1 The Project**

Potential construction-related impacts associated with the Project would include site preparation (e.g., grading) which may increase sediment loadings in site runoff; disposal of any contaminated soils/fill and building materials (i.e., lead based paints and asbestos), and potential exposure to on-site workers; and

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temporary impacts to air quality and ambient noise levels. In addition, construction workers could also be exposed to hazardous situations typically associated with construction activities. However, as described below, construction activities would not result in any significant impacts with the application of appropriate construction techniques, compliance with local and federal regulations, inspection and monitoring associated with permitting processes, and mitigation measures as discussed below. Project construction would be expected to occur over the 20 year build-out period for the project.

### Site Runoff

RCC and its contractors will be required, as appropriate, to address erosion and sediment control procedures to prevent runoff into adjacent non-contaminated areas. A stormwater pollution prevention plan (SWPPP), including soil erosion and sediment controls, consistent with the most recent State Pollutant Discharge Elimination System (SPDES) guidance will also be developed, and may include:

- Use of sedimentation/erosion control measures, such as silt curtains and hay bales;
- Measures for surface protection of exposed soils; and
- Plans for re-vegetation of disturbed areas.

Likewise, all contractors will be required to develop a Site Safety and Health Plan in accordance with EPA, Occupational Safety and Health Administration (OSHA), National Institute of Occupational Safety and Health (NIOSH), and American Council of Government Industrial Hygienists (ACGIH) standards.

### Air Quality

Construction-related impacts on air quality would be limited to short-term increases in fugitive dust and mobile source emissions. Short-term elevated mobile source emissions (e.g., CO from motor vehicles) may result from the disruption of traffic during peak travel periods. Construction-related fugitive dust is airborne particulate matter generated by haul, concrete and delivery trucks and earth-moving vehicles traveling within the construction area. Fugitive dust is typically made up of relatively large particles that are re-suspended by vehicle movement, and material blown from uncovered haul trucks. These particles, given their relatively large size, tend to settle within 20 to 30 feet of their source and should not impact the other operations co-located at the ROC (e.g., BPC) and the adjacent neighborhoods.

The following are typical mitigation measures that will be taken, as appropriate, to minimize potential impacts on air quality.

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- Cover unpaved construction roads with crushed stone;
- Limit vehicular paths and stabilize temporary roads;
- Use watering trucks to minimize dust;
- Minimize land disturbance;
- Cover trucks when hauling soil;
- Use windbreaks to prevent any accidental dust pollution; and
- Stabilize dirt piles that are not removed immediately.

Construction

- Minimize unnecessary vehicular activities;
- Cover haul trucks when transferring materials; and
- Use dust suppressants on non-paved travel paths.

Post-Construction

- Remove unused material; and
- Re-vegetate disturbed land which remains undeveloped.

**Noise**

Short-term noise impacts would be expected on those areas immediately adjacent to future construction-related activities at the ROC. Impacts to community noise levels during construction would result from noise associated with construction equipment, and construction-related vehicles traveling to and from the construction site. The degree to which these noise sources would have an impact on community noise levels depends upon the noise characteristics of the equipment and construction activities, the construction schedule, and the distance from sensitive receptors. The RCC will be required to comply with the City of Buffalo, City Charter, Chapter 293, Noise ordinance and EPA emission standards for construction equipment. These regulations require:

- Construction material be handled and transported in such a manner as not to create unnecessary noise;
- Except under very special circumstances, construction activities be limited to weekdays, between the hours of 7:00 A.M. and 9:00 P.M.; and
- Certain classifications of construction equipment and motor vehicles meet specified noise emission standards.

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Increases in noise levels from delivery trucks and other construction vehicles would not be expected to result in a significant impact.

### Utilities

All necessary utilities, including water, sanitary/storm sewer, and electrical service, to buildings in and adjacent to the construction site would be maintained during construction. In the event of planned temporary disruptions, the RCC will require contractors to provide advance notification to building owners and residents of the date and duration of planned service disruptions. Therefore, no significant adverse impacts to utilities would be expected to result from construction activities.

### Short-term Parking Displacement

There is the potential for short-term parking impacts to occur on-site as construction activities progress (e.g., construction of new building space in the northwest corner of the ROC, reconfiguration of existing parking lots and circulation system, etc.). An assessment of potential short-term parking impacts resulting from construction activities will need to be made prior to undertaking any construction activities.

### Worker Safety

During construction activities associated with the Project, construction personnel are likely to encounter a number of physical hazards that are typically associated with construction work including uneven footing, exposed construction material, open excavations, risk of fall from partially constructed structures, etc. The Project will minimize risk to construction personnel by fully complying with applicable Occupational, Safety and Health Administration, New York State Labor Law and City of Buffalo requirements. The public will be protected from exposure to such dangers through secure construction sites with authorized access only.

### Conclusions

Implementation of the ROC Master Plan would result in short-term construction impacts within the boundaries of the ROC property. Impacts will be minimized with the application of appropriate mitigation measures and construction techniques; compliance with local and federal regulations; inspection and monitoring associated with permitting processes; and continued communication with other entities co-located and surrounding the ROC, including OMH, BPC, Burchfield Penney Art Center, BSC, and the neighboring community.

#### 5.12.2 No-Build Alternative

The No-Build Alternative would result in no construction-related impacts.