

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT  
Elmwood Crossing

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

Elmwood Crossing

DATE: October 15, 2019

LOCATION: 187 & 219 Bryant Street, 125 Hodge Avenue, 451 & 489 Elmwood Avenue, 180, 184 & 188 West Utica St.

LEAD AGENCY: City of Buffalo Planning Board  
901 City Hall  
Buffalo, NY 14202

PROJECT SPONSOR: Elmwood Crossing LLC

STATEMENT PREPARED BY: City of Buffalo Planning Board

Date of Acceptance/ Deemed completion  
of the Draft Generic EIS June 17, 2019

Date of Public Hearing on Draft  
Generic Environmental Impact Statement: July 15, 2019

Deadline for Submission of Comments: July 29, 2019

Date of Acceptance of the Final  
Generic Environmental Impact Statement: October 21, 2019

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- Hydrant tests (flows and pressures)
- Department of Energy Portfolio Manager Reference Data

*The original DGEIS (revised DGEIS is in Appendix D of this document) and Appendices are included by reference and can be accessed on the City of Buffalo's website through the following link:*

<https://www.buffalony.gov/1196/Elmwood-Crossing-Environmental-Review>

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**1. INTRODUCTION / EXECUTIVE SUMMARY & SEQRA Process**

**Introduction/Executive Summary**

The Elmwood Crossing mixed-use redevelopment project (the “Project”) will be located on various parcels on the east side of Elmwood Avenue, in the City of Buffalo, New York. The Elmwood Crossing site encompasses parcels between Utica Street and Bryant Street with the southern portion of the development located at the former site of the Women and Children’s Hospital of Buffalo (the “Site”). The Project consists of the redevelopment of parcels comprising the Project Area as a mixed-use project consisting of commercial, including retail, office, health/wellness, grocery store, and a daycare; hospitality, consisting of a hotel and related spaces; and residential uses, including apartments, townhomes and condominium units. The Project includes the rehabilitation and adaptive reuse of the former Woman and Children’s Hospital of Buffalo, and construction of new buildings. It is anticipated that the mixed-use redevelopment project will reuse more than 90% of the existing building spaces on the former Women and Children’s Hospital of Buffalo campus. Site and infrastructure improvements are also included in the Project.

More specifically described, the site’s reuse will include:

- Residential units will include apartments, condominiums and townhomes which will serve both the rental and ownership market.
- Space such as hotel, restaurant and health and wellness to attract and serve area visitors.
- Amenities to serve existing and future residents such as day care, market and small retail space.
- Integrated commercial office space.
- Gallery space.
- Public green space and interconnecting paths on the site.
- A demand for the Gallagher Ramp.

During an approximate three-year period, commenced in 2011, Kaleida Health publicly unveiled the details of a formal plan to relocate the Women and Children’s Hospital of Buffalo (“WCHOB”) from its Bryant Street Campus, to the Buffalo Niagara Medical Campus. The decision by the health care system came after years of debate on the fate of the hospital at its Bryant Street location, which it had occupied since its founding in 1892. In preparation for the disposition of the property, Kaleida Health convened a community advisory committee in 2012, which would guide the process and provide input to the need to redevelop the property. This committee developed a formal statement of community values, with chief concerns, about the compatibility of new development with the existing neighborhood, and the timeliness of the build-out of any project plan.

Kaleida Health, under the guidance of management and stakeholders, issued a formal Request for Proposals on September 8, 2015. Both Ellicott Development Company and Sinatra & Company Real Estate were respondents to the RFP, among three other firms. Both Ellicott and Sinatra proposed a mixed-use redevelopment of the site. Neither Sinatra & Company Real Estate, nor Ellicott Development Company were selected by Kaleida as the winning proposal. However, in July 2017, progress had stalled with the designated developer, and Kaleida Health approached Sinatra & Company Real Estate and Ellicott Development Company, and requested they take on the role as developer for the WCHOB property, which would be vacated by the hospital in November 2017. Sinatra & Company Real Estate and Ellicott Development Company agreed to do so and commenced working with community members to develop a joint plan for the reuse.

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The two companies formed a joint entity, Elmwood Crossing LLC, the “Applicant” or “Project Sponsor” for this development. The Project Sponsor is preparing for the transformation of the former Women and Children’s Hospital of Buffalo. The sprawling campus, expanding over almost 8 acres, with over 600,000 square feet, across 8 distinct structures, will be reworked into the existing neighborhood fabric. The development team conceived Elmwood Crossing, a proposed mixed-use development of the Women and Children’s Hospital of Buffalo.



The Project Sponsor announced its purpose to:

*“Integrate into the existing neighborhood fabric a premier, mixed use urban center that will provide innovative solutions for demand into the urban campus redevelopment. Among the desired uses are market-rate residential housing of assorted types, including townhomes, condominiums, and apartments that will be marketed for both purchase and rent. In addition to residential use, the team seeks to appropriately augment the site with neighborhood amenities. Anticipated amenities include a full-service grocer, boutique retail, fitness center, restaurant, services, such as dry cleaning and automated banking. An additional use being examined for the site is a boutique hotel.”*

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After a full consideration of proposed reuses, and the community response to those ideas, the project fundamentals were further refined to be:

- A phased approach to the site's redevelopment.
- An integrated reuse that is primarily residential in nature, including market-rate rental and owned residences of varying types, including apartments, townhomes and condominiums.
- Design standards that are reflective of the existing neighborhood fabric, along with an attention to the City of Buffalo's Green Code, as feasible.
- Commitment to appropriate retention of viable structures.

As the planning continued, elements such as educational use were eliminated, while attention increased on Interconnectivity amongst the site and the existing neighborhood.

After the draft plans were developed and an application for subdivision of the property was made, the City begun the SEQRA process. The City and applicant agreed that the best process to use was the completion of a GEIS (A DGEIS is the first step). The GEIS process was chosen because the SEQRA regulations state that a DGEIS is appropriate for a series or sequence of separate actions and/or projects that have wide application or restrict the range of future alternative policies. Accordingly, a DGEIS differs from a DEIS by being more conceptual, with a DGEIS assessing a broad scope of a group of actions or a combination of effects from a single action.

A DGEIS is appropriate for the environmental review of the Project since the Site is relatively large; the Project involves the review of a Conceptual Plan; and construction of the Project will be phased over an anticipated period of 3 years.

While the Project Sponsor's objective is to develop the Site in a manner consistent with the Conceptual Plan, the preparation and review of a DGEIS is also appropriate because the precise layout, sequencing and timing of the construction of the mixed-use components cannot be determined at this time because it will be dependent on many factors outside the control of the Project Sponsor, including market conditions. This DGEIS affords the Planning Board, in its capacity as the designated lead agency, as well as involved and interested agencies and public with the opportunity to evaluate a broad range of anticipated impacts, and it also ensures that related actions will not be segmented in order to avoid the required analysis of the overall proposed mixed-use redevelopment of the Site. One of the key benefits resulting from the use of a DGEIS as opposed to a DEIS is that because the Site will need to be redeveloped in accordance with site plan applications to be submitted for review and approval in the future, the use of a DGEIS allows a lead agency to establish thresholds for future environmental review of potential adverse environmental impacts that may arise over the build-out of the mixed use project. A lead agency does not have the ability to establish thresholds for future environmental review if a standard DEIS is utilized.

The following section describes this GEIS process.

### **The SEQRA Process for Elmwood Crossing:**

This Final Generic Environmental Impact Statement (FGEIS) is prepared pursuant to the New York State Environmental Quality Review Act (SEQRA), Article 8 of the New York Environmental Conservation Law, and its implementing regulations, 6 NYCRR Part 617. It has been prepared on behalf of the City of Buffalo Planning Board, acting as Lead Agency, in relation to the environmental review of the proposed Elmwood Crossing project.

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On May 8, 2018 the Coordinated Review process was initiated by the City of Buffalo Planning Board through issuance of a solicitation letter to Interested and Involved Agencies to declare its interest in being designated the Lead Agency for the SEQRA and its intent to have a Generic Environmental Impact Statement (GEIS) completed. On June 17, 2018 the City of Buffalo Planning Board was established as the Lead Agency for this action.

On the same date, the City of Buffalo Planning Board determined that the project could have a significant adverse impact on the environment and that Draft Generic Environmental Impact Statement needed to be prepared (Positive Declaration), and directed that a GEIS be prepared to assess said potential impacts. The notification of the Positive Declaration was posted in the Environmental Notice Bulletin. Scoping is an optional step (at that time in 2018 Scoping was optional; in 2019, Scoping is no longer optional), but the applicant requested that scoping should be completed. Scoping was completed and based on a draft scoping document and public and agency input, a final scope was issued on January 28, 2019.

Hopkins Sorgi & Romanowski PLLC, on behalf of the applicant, prepared a Draft Generic Environmental Impact Statement (DGEIS). The DGEIS was accepted as complete and ready for public review by City of Buffalo Planning Board on June 17, 2019. Copies of the DGEIS were provided to all Involved and Interested Agencies and made available in-person at the Buffalo City Hall and online on the City's website. The Notice of Completion of the DGEIS and the Notice of Public Hearing on the DGEIS were posted in the Environmental Notice Bulletin. (See Appendix A).

A public hearing was held on July 15, 2019 in Buffalo City Hall to receive public comments on the DGEIS (please see Appendix C for transcript).

Following issuance and publication of its Notice of Completion concerning this FGEIS, the Lead Agency must issue SEQRA Findings in accordance with 6 NYCRR Section 617.11 prior to rendering any final determination regarding City of Buffalo approvals necessary for the implementation of the project. The Lead Agency's SEQRA Findings must consider the conclusions reached in the FGEIS, weigh and balance the relevant environmental impacts with social, economic and other considerations; provide a rationale for the Lead Agency's decision; certify that the requirements of SEQRA have been met; and certify that adverse impacts will be avoided or mitigated to the maximum extent practicable. The Lead Agency must wait at least ten days after acceptance of the FGEIS before issuing SEQRA Findings.

The DGEIS for the Elmwood Crossing Project is considered part of this FGEIS, as required in Section 617.9 (b) (8) of the SEQRA regulations and the revised DGEIS, excluding Appendices, is included in Appendix D. The original accepted DGEIS and the Appendices to the DGEIS are included by reference in this FGEIS and can be found on the City's website. This FGEIS describes changes to the DGEIS and addresses all substantive issues raised about the DGEIS and the action.

The following section of this FGEIS provides a summary of the environmental impacts identified and analyzed in the DGEIS and the mitigations and thresholds established.

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**2. SUMMARY OF THE DGEIS/FGEIS**

As noted previously, the DGEIS for the Elmwood Crossing project is considered part of the FGEIS, and the Appendices of the DGEIS are hereby incorporated by reference, subject to any changes explicitly provided for in this FGEIS. The DGEIS amendments have been incorporated into the original DGEIS and the entire revised DGEIS is included in Appendix D. The identified environmental impacts associated with the proposed development of the Project Site are summarized (and updated) in the chart below to assist in review of the FGEIS and are discussed in greater detail in Section 4 of the DGEIS and Parts 3 and 4 of this FGEIS.

Potential Environmental Impacts:

<b>Environmental Factor</b>	<b>Potential Impacts and Proposed Mitigations</b>
Land Use and Zoning	<p><i>The project could be perceived as being in contrast to the surrounding land use patterns and not in accordance with the City's Zoning (UDO). The DGEIS/FGEIS analyzes this potential impact and concludes that the proposed action reflects the community's desires and will fit into and enhance the surrounding neighborhood. The process incorporated significant public input. The project will be seeking a PUD zoning designation, which is subject to review and approval of the City of Buffalo. This GEIS, the UDO and the ultimate PUD zoning of the site will set the standards, mitigations and thresholds needed to ensure that the site is developed in accordance with these objectives.</i></p> <p><i>Mitigations/Thresholds:</i> The PUD for the area will establish standards to address compatibility with surrounding development. Any project changes not in conformance with the approved PUD would trigger need to further evaluate potential impacts.</p>
Utilities and Energy Use (surface water impacts)	<p><i>The project may cause adverse impacts to existing infrastructure and cause a demand for services that cannot be met. The BSA, based on submitted information and the engineering report, has confirmed adequate capacities for this project's sewer and stormwater requirements. Based upon hydrant tests, the area has adequate water pressures and flows to accommodate future development of the Elmwood Crossing project. The energy demands of the former hospital were much greater than the proposed demands from this project.</i></p> <p><i>Mitigations/Thresholds:</i> The systems in place, along with modern construction standards will ensure that the capacities of the existing system are not exceeded. All future projects will require updates to the testing and analysis to ensure that each project meets the requirements of the BSA and BWA.</p> <p>For electric and gas, if the final Site Plan exceeds the figures analyzed here, an assessment of the incremental impact from the additional demand may be necessary. For sewer and storm sewer, if development is 20% higher than the proposed square footages, additional evaluation may be required.</p>

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<p>Community Character/ Visual and Aesthetic Resources</p>	<p><i>The proposed uses may be perceived as being inconsistent with the existing character of the neighborhood.</i> The project will reuse over 90% of the existing structures. The GEIS illustrates how the project fits into the character of neighborhood and the vision for the community.</p> <p><i>Mitigations/Thresholds:</i> The project will be subject to public and government review during the Site Plan Approval process. Any changes to the uses/layout proposed will require re-evaluation under SEQ. Building heights will not exceed those shown in the DGEIS. For the new mixed-use building on West Utica Street, step-backs will be used to minimize potential height and shadow impacts. Greenspace and pedestrian features have been included to mitigate the impacts of height, density and facades. If the height of new structures exceeds five stories, or if changes to setbacks are proposed, additional review of impacts may be needed.</p>
<p>Socioeconomic/ Environmental Justice</p>	<p><i>This impact was not identified in the Scoping document.</i> The DGEIS documents that the site is not in a Potential Environmental Justice Area. It also provides information on the project and demographic information of the area. No substantive impacts to socioeconomic characteristics are anticipated.</p> <p><i>Mitigations/Thresholds:</i> none (no impacts)</p>
<p>Air Quality</p>	<p><i>This impact was not identified in the Scoping document.</i> The DGEIS documents that the Buffalo- Niagara Falls Metropolitan Statistical Area has been determined to be in attainment for all components of the National Ambient Air Quality Standards. The project presently does not require any new Air Quality permit.</p> <p><i>Mitigation/Thresholds:</i> If any future proposed use requires an Air Quality permit, the project would need to be evaluated for potential impacts.</p>
<p>Public/ Human Health</p>	<p><i>The site will be subject to environmental remediation and the improper development of the site may create public health issues, if not properly addressed.</i> All waste removal of potentially hazardous waste (Asbestos-containing materials, Lead Paint, past petroleum usage, etc.) will be conducted in accordance with applicable regulations. The project has been placed into the NYS Brownfield Clean-up program and will be required to follow all guidelines and regulations for clean-up. All remediation will be completed under the supervision and approval of the NYS DEC and DOH and will be guided by a Comprehensive Health and Safety Plan (HASP) prepared for the project. No thresholds are warranted.</p>
<p>Public/ Community Services</p>	<p><i>The project may create a demand for community services that cannot be met.</i> Based on the projected buildout of the project; it is not anticipated to produce a significant increase on demand for any community service. Therefore, no mitigations or thresholds are warranted.</p>

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<p>Impact on Land/ Construction Impacts</p>	<p><i>The project will be constructed over an extended period of time, and construction related impacts will therefore occur over an extended period of time. The DGEIS outlines a construction plan that includes removal of hazardous materials, meeting demolition permit requirements, dust control measures, limiting demolition and construction hours, contact with community groups, traffic and vehicle access plans, erosion and sediment control plans, etc.</i></p> <p><i>Mitigations/Thresholds:</i> The Project Sponsor will follow the Construction Plan to help to minimize impacts. Construction hours will be between 7 AM - 7 PM Weekdays, 7 AM - 3 PM Saturdays and no exterior construction on Sundays. Construction outside these parameters may require re-evaluation under SEQR.</p>
<p>Historic, Archaeological and Cultural Resources</p>	<p><i>The site is located within the Elmwood Historic District East (15NR0008) and potential impacts to this resource could occur. Potential impacts to archeological resources could also occur. A detailed Cultural Resource Study was completed for historic resources. The site is not located in an archeologically sensitive area, and has been subject to prior disturbance, but SHPO is requiring further investigation (Phase IB).</i></p> <p><i>Mitigations/Thresholds:</i> Proposed work will be consistent with the Secretary of Interior's standards. A construction protection plan outlining procedures to avoid damage to historic resources will be adopted (Appendix U of DGEIS). Once areas of disturbance are confirmed, a Phase IB Archeologically survey may need to be completed per SHPO. If unanticipated archeological resources are identified during demolition or construction, work in that area will be suspended pending consultation with SHPO. The Applicant will need to work with SHPO to address impacts to historic structures (HABs or other mitigation acceptable to SHPO). Work outside the designated areas would require re-evaluation of potential impacts.</p>
<p>Transportation, Parking and Access</p>	<p><i>The project will potentially create peak hour trips of over 100 cars per hour that may impact the existing road systems. The project will require adequate parking to serve the demand associated with the new development or there would be an impact. A traffic impact study (TIS) was completed that evaluated traffic patterns, intersections, pedestrian access and parking. The TIS noted some impacts during the PM peak.</i></p> <p><i>Mitigations/Thresholds:</i> The DGEIS outlines PM peak hour signal timing adjustments to the traffic signals as mitigations. The projected Full Building traffic operations with mitigations in place are expected to range from LOS A to LOC C for study area intersections. Individual lanes at all intersections are expected to operate at LOS A -D. No adverse impacts to parking conditions area anticipated. Enhanced access to the Gallagher Ramp will provide a positive impact on parking and traffic flow. Impacts to pedestrian access would be beneficial.</p>

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	Conditions where the project exceeds the number of units or square footage beyond a nominal amount, or has a substantial change of proposed uses, an assessment of the additional impact would be warranted.
Cumulative Impacts	The Project is located in a developed portion of the City. Redevelopment of the vacant structures will result in increased vitality to the area.
Alternatives	The following alternatives were analyzed: <ul style="list-style-type: none"> <li>• No Action;</li> <li>• Reuse of existing structures into residential use only</li> <li>• Reuse of existing structures into commercial use only</li> </ul> None of the alternatives meet the purpose and need of the project, or the community's plan.
Unavoidable Adverse Environmental Impacts	With the proposed mitigations in place, the only unavoidable adverse environmental impact is the loss of certain structures within the site. Mitigations are proposed to minimize the impacts, but the loss of the structures is unavoidable in order to meet the goals of the project.
Irreversible and Irretrievable Commitment of Resources	Construction and operation of the Project requires the commitment of previously developed land, although after the life span of the project, the land could be converted to another use. There will be irreversible commitments of resources, including building materials, human and fiscal resources and energy.
Growth Inducing Aspects of the Proposed Project	The project is located in an area designated for growth and redevelopment by City and regional plans. While some additional growth in population is expected, the City has adequate infrastructure to accommodate anticipated new residents and jobs associated with the project.

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**3. PROJECT CHANGES, REVISIONS TO THE DGEIS**

This section of the FGEIS discusses changes to the DGEIS resulting from comments, project redesign and other information that has arisen since the publication of the DGEIS. It is divided into two sections. Section A describes project changes that have occurred, and Section B outlines specific revisions to the DGEIS.

**A. Project Changes**

There have been no project changes proposed by the applicant since the publication of the DGEIS.

**B. Corrections/Revisions to the DGEIS**

Corrections/revisions were made to the DGEIS per the comment letter received from the City of Buffalo. These changes include: formatting, typographical fixes and clarifications made to Section 1 and Section 2.0, clearer maps, corrected Appendix references, rephrasing of sentences, sources of data, removal of wrong information, and corrected section titles and figure/table labels in Sections 2.1 through 7.0. The entire revised DGEIS (excluding appendices, which are incorporated by reference) is included in Appendix D. Studies relating to the sewer/storm sewer and hydrant testing results that were left out of the DGEIS are now included in Appendix E of this FGEIS.

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**4. COMMENTS RECEIVED AND RESPONSES**

This chapter contains the responses to the comments received on the Draft Generic Environmental Impact Statement. The DGEIS was released for public review and comment on June 17, 2019. Agency comment letters were received from the City of Buffalo Planning Board/ Planning & Zoning Department and the New York State DEC. These comment letters are included in Appendix B of this FGEIS.

A public hearing to receive comments was held on July 15, 2019 at 5:00 PM at the Buffalo City Hall, Buffalo, New York. The minutes from this meeting have been included in this FGEIS in Appendix C. Public comments were accepted through July 29, 2019 (additional comments were received by e-mail).

**AGENCY AND PUBLIC COMMENTS**

For the public comments received during the public hearing and for the public comments received by e-mail (copies of these e-mails are included in Appendix B), we have categorized and summarized those comments under the appropriate DGEIS section and provided responses to them. Comments received orally during the public hearing are indicated with an “O” (and the number referencing the speaker) and comments received written in e-mails are indicated with a “W”. Comment letters from agencies are noted by the letter “L”. A table indicating these responders is included at the end of this section.

**COMMENTS ON SECTION 1.0 OF THE DGEIS:**

**Comment 1.1 – 1:**

**Section 1.1 “Project Description” (Page 1) needs further information including project addresses, total square footage and units of proposed project uses. (Commenter L1)**

**Response:**

Revisions were made to the project description and numbers added that are now consistent throughout the document, the reports and studies, and are shown in the following:

*“The following is a more descriptive summary of the various components of the Project. To aid in this review, reference Figure 2. Conceptual renderings of the various components are provided in **Appendix K**.*

**Component No. 1:** 451 Elmwood Avenue at Bryant Street (+/- 72,693 sf total)

*This previously approved five-story mixed-use building will include 1st floor retail, 2nd floor office and residential apartments on the 3rd – 5th floors. The design concept for the building references the existing architectural language in the surrounding area. The building will be anchored to the corner using decorative cast stone wall panels and glass, which will provide a significant level of prominence to the corner. Atop the lower levels clad in decorative cast stone wall panels will be a red brick façade with recessed balcony spaces and fenestration to break up the façade and add visual interest. The top floor will include a step back, and introduce a material change to reduce impacts of the building height while adding visual interest along the primary elevations. While this*

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*building has already been approved, and a Negative Declaration under SEQR was issued, it is included in this discussion in order to evaluate the overall impacts of development on the area.*

*Component No. 2: 125 Hodge Avenue (+/- 10,123 sf total)*

*The existing two-story arts and crafts style structure at 125 Hodge Avenue will be expanded to the east with a single-story addition of approximately 5,440 sq. ft. This component of the mixed-use redevelopment project will be occupied by a daycare center. A portion of the second-floor space in the existing structure will contain a residential apartment unit. The existing building will be re-clad in new, lighter color materials and receive new window openings along Hodge Avenue, all intended to soften the existing façade and make it more inviting. The proposed addition will reference the massing, roof lines, and exterior materials of the refinished existing structure.*

*Component No. 3: 188 West Utica (+/- 50,000 sf total)*

*The proposed plan includes the construction of up to 20 for-sale townhome units in three distinct linear blocks. Each of the townhome units will be three-stories in height, consistent with the scale of the surrounding neighborhood. The front elevation, with urban rowhouse design cues, will include an elevated main entry for guests, while the rear elevation will include resident access through a two-car garage with private patio space above, accessible off the main living level on the 2nd floor. The exterior of the townhomes will include large window openings, and a mix of high-quality materials such as stone and precast elements, along with cement board siding.*

*Component No. 4: 204 West Utica (+/- 123,000 sf total)*

*This new, multi-story, mixed-use infill building will be programmed for grocery store, and other retail use on the ground floor. The first-floor size will be approximately 45,000 sq. ft. with up to 60 upper floor residential units, over three floors. The design concept will provide a residential vocabulary on its upper floors to complement the surrounding neighborhood, while also catering to the commercial tenants' needs for vibrant main entryways, and extensive glazing on ground floor. This building will include a pedestrian connection to the Gallagher parking ramp at 489 Elmwood Avenue. This building will create something new for the neighborhood, while respecting what currently exists. Upper residential floors will step back, softening the impact on the street and neighboring properties, and communicate an approachable, pedestrian feel. While still in concept, the design intent is for a modern infill with a mixture of materials including glass, metal and fiber cement panels and wood elements to warm the building's appearance.*

*Component No. 5: Former MH and D Buildings on Hodge Avenue and Annex (A) Building on Bryant Street (+/- 146,840 sf total)*

*The former MH, D and Annex Buildings date back to the early 20th century, are eligible for Historic Tax Credits, and listed on the National Register of Historic Places. As such, there are limited exterior improvements that can be effectuated given the requirement to comply with the applicable guidelines of the Secretary of Interior's Standards for Historic Preservation. Through the process of converting these former hospital structures into residential apartments including up to 120 units, exterior work will be limited to window repair and replacement as needed, masonry repair and repointing, new modern entrance features, exterior signage and lighting, and other temporary installations and landscaping.*

*Component No. 6: "Core Campus" – Former Variety and Tanner Towers, Alfiero and C Building Complex (+/- 311,249 sf total)*

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*The former Variety Tower, Tanner and Alfiero Buildings will be redeveloped into a mixture of uses. The bulk of what was known as the C Building Complex will be demolished to create a new vehicular entryway and courtyard on the north side of the complex. The former Tanner Tower will include 1st and 2nd floor commercial space and up to sixty (60) residential apartment units on the 3rd – 9th floors. While limited in what can be done to modify the exterior of the Tanner Tower, as the building is Historic Tax Credit eligible, the exterior will be given a fresh look through signage, exterior lighting treatments, landscaping and other temporary features. Several architectural cues from the former Tanner Tower will be referenced in the redevelopment of the former Variety Tower exterior.*

*The former Variety Tower will include 1st and 2nd floor commercial space with hotel reception, lobby, amenity and back-of-house space. The 3rd – 6th floors will include hotel guestrooms, the 7th floor will include a health and wellness space, and the 8th – 10th floors will include upscale residential condominiums. Unlike the former Tanner Tower, the exterior treatment of the former Variety Tower will be fully transformed. The massing of the new exterior will identify the three distinct uses of the building. Considering the mass of the building, and taking advantage of the desire for residential terraces, recessed balconies have been introduced at the southwest corner and along the south and north facades. This strategy lightens the top of the building, while providing spectacular space and views to the residents. The hotel room floors are the main body of the structure, where a multi-dimensional cladding would be utilized and penetrated with horizontally oriented glazing and metal panel, referencing the mid-century ribbon windows on the east and west elevations of the former Tanner Tower. The base of the former Variety Tower is comprised of a two-story colonnade. These levels will engage the public as an entrance and hospitality area. This space will be transformed to create an elevated intermediary space between the public and the structure on the south elevation. The zone enhances the experience into the hotel as well as provided opportunity for an intermingling between activity at the pedestrian level and the occupants.*

*The former Alfiero building on the east end of the “core campus” will be redeveloped into commercial space. The building will be re-clad and modernized in concert with the former Variety Tower with an alternate color and material palette to visually separate it from the adjacent towers giving it a stand-alone identity and entranceway.*

**Component No. 7: 489 Elmwood Avenue – Gallagher Parking Ramp**

*Portions of the Gallagher parking ramp will remain accessible and useable to the public. The ramp will also be integrated into the Utica Street market. As such, increased wayfinding and entrance points will be added to make the parking ramp more accessible to both the public and designated users.”*

**Comment 1.1 – 2:**

**Include section on “Purpose and Need” for the project. (Commenter L1)**

**Response:**

The DGEIS included, in Section 1, a history of the site including information about the “Elmwood Conversation”, and in Section 2 included a section entitled “Community Vision and Context”. These sections attempted to illustrate the Community’s and applicant’s vision for the project. In 2017, Elmwood Crossing LLC announced its purpose as; *Integrate into the existing neighborhood fabric a premier, mixed use urban center that will provide innovative solutions for demand into the urban campus redevelopment. Among the desired uses are residential housing of assorted types, including townhomes, condominiums, and apartments that will be marketed for both purchase and*

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*rent. In addition to residential use, the team seeks to appropriately augment the site with neighborhood amenities. Anticipated amenities include a full-service grocer, boutique retail, fitness center, restaurant, services, such as dry cleaning and automated banking. An additional use being examined includes a boutique hotel.*

The project has evolved under a new development team, and the following information was added about the community values and their development: *“After a full consideration of proposed reuses, and the community response to those ideas, the project fundamentals were further refined to be:*

- *A phased approach to the site’s redevelopment.*
- *An integrated reuse that is primarily residential in nature, including rental and owned residences of varying types, including apartments, townhomes and condominiums.*
- *Design standards that are reflective of the existing neighborhood fabric, along with an attention to the City of Buffalo’s Green Code as feasible.*
- *Commitment to appropriate retention of viable structures.*

*As the planning continued, elements such as educational use were eliminated, while attention increased on Interconnectivity amongst the site and the existing neighborhood.*

The overall project plan has remained in line with earliest conceptions, where the project is primarily residential in nature, with amenities that will benefit the community at-large.

More specifically described, the site’s reuse will include:

- Residential units to include apartments, condominiums and townhomes. These residential products will serve both the rental and ownership market, with price points ranging from market-rate to luxury, to affordable.
- Space such as hotel, restaurant and health and wellness to attract and serve area visitors.
- Amenities to serve existing and future residents such as day care, market and small retail space.
- Integrated commercial office space.
- Gallery space.
- Public green space and interconnective paths on the site.
- A demand for the Gallagher Ramp.

It is important to understand that this above stated purpose is based on the work completed up to 2017, which included the Elmwood Village Association’s community engagement process, “Elmwood Conversations”, in 2014.

The Vision document outlined key goals and strategies from “Elmwood Conversations, the Next Ten Years: A Vision for the Elmwood Village” (the following paraphrases from that document):

*TRANSPORTATION: The Vision charges that “people of all ages and abilities can travel to and within the Elmwood Village safely and reliably, and affordably with or without a car.” The Elmwood Crossing Project will provide office and apartments where occupants will have ease of access to the NFTA transit stop on the block, and will include a ride share waiting area, particularly for last mile rideshare users from the Summer/Best NFTA Rail stop station. It provides a plan for parking, yet has balanced community desire for reduced surface parking lots by reuse of existing parking resources at the John C Gallagher ramp.*

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*BUSINESSES: Included within the Vision is an emphasis to “Support existing businesses and the creation of diverse new ones.” The proposed Project increases population density, which will rely on existing businesses for goods and services, as well as create new, accessible commercial spaces to promote the flourishing of new business activity and employment within the area. The Project calls for the addition of both ground level retail options, as well as professional office space, allowing for diversity in commercial activity and employment opportunities.*

*PUBLIC SPACES: The Vision expresses a desire to “Ensure the availability of appropriate greenspaces and safe places to gather and play”. The Elmwood Crossing project provides increased access to a proposed neighboring pocket park, greenways and art installations than previously existed as a gated, guarded private parking lot,*

*ARTS, CULTURE AND EDUCATION: The proposed restaurant space creates an indirect opportunity to this category, encouraging visitors to the neighborhood to have longer visits within the area by way of places to rest, relax and recharge while enjoying the vast cultural resources in this area. (Eliminated Educational component)*

*CONNECTIONS: The configuration of the Elmwood Crossing project takes visitors, residents and occupants off site throughout the neighborhood, drawing occupants along pathways to parking, shopping and services available throughout Elmwood Crossing, and the broader Village. Correspondingly, existing residents can access the site through Elmwood Crossing.*

*COMMUNITY: The relocation of the Women and Children’s Hospital of Buffalo has an impact on the community and the Vision prescribes “community engagement and strengthening of relationships.” To meet this goal, the development team has reached out voluntarily to engage business leaders, neighbors, community members and worked with a dedicated Project Advisory Committee.*

*REVITALIZATION: The Vision expresses a need to “address declining neighborhoods and chronically vacant buildings”. The Elmwood Crossing project provides investment, new products and additional residents to a commercial strip that has faced these pressures.*

**Comment 1.1 – 3:**

**Revise the construction start date. (Commenter L1)**

**Response:**

The Construction start date has been amended to *Spring of 2020*.

**COMMENTS ON SECTION 2.0 OF THE DGEIS:**

**Comment 2.0 – 1:**

**Section 2.0: Provide more information on how the Project fits in with the existing neighborhood and expressed community values. (Commenter L1)**

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**Response:**

Based on the expressed community values and input, the following describes how the project meets those values and fits into the existing neighborhood (originally discussed in the DGEIS and further clarified here);

- The overall project mainly consists of the integrated re-use of many of the existing buildings in the project area. By reutilizing these buildings with uses that were supported by the public input process and reflect the goals of the City's Comprehensive Plan, these components fit into the existing neighborhood. The proposed uses (adding a mixture of residential uses and neighborhood amenities) are in accordance with the visioning process and the goals of the project.
- For those new structures, primarily being the mixed-use building and townhouses proposed on West Utica, the following is offered. The Townhouses offer a greater variety of housing types to the neighborhood as discussed in the vision of the project, the neighborhood and the City. These proposed townhouses fit into the residential character of this portion of West Utica, replacing two single family homes and a parking lot. The townhouses are designed to match facades in this area (with units facing West Utica and the remaining units located behind the frontage units – see design description in Section 1) and add residential density in accordance with the City's Plan. They also provide a transition from the mixed-use building to the single-family residential structures on this side of West Utica.
- The multi-use building will replace a vacant drug store building that was previously used as a supermarket. The proposed use brings back the grocery store component for the area and blends in the residential component that is also prominent on West Utica (increasing densities and bringing vibrancy to the area). Upper residential floors will step back, softening the impact on the street and neighboring properties, and communicate an approachable, pedestrian feel. While still in concept, the design intent is for a modern infill with a mixture of materials including glass, metal and fiber cement panels and wood elements to warm the building's appearance.

**COMMENTS ON SECTION 2.1: LAND USE AND ZONING**

**Comment 2.1 - 1:**

**In Section 2.1.: provide the correct history on the hospital's land use (Commenter L1)**

**Response:**

The following revisions were made to the DGEIS:

*The buildings on the former Children's Hospital campus have been vacant since 2017. The site has housed a hospital for over 120 years (1892), although the institutional buildings on the site date from the 1920's through the late 20<sup>th</sup> century. Prior to closing, the facility operated 24 hours a day and was served by ambulances, delivery vehicles, cars, helipad, and other vehicles. The Gallagher Ramp has remained largely underutilized since the hospital closed in 2017. With limited exception, most of the structures on the campus have been vacant.*

*The property proposed for the mixed-use building on West Utica (Component #4) is currently a vacant building and parking lot which was previously operated as a drug store and prior to that a*

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*supermarket. The area proposed for the townhouses is presently two single family homes and the parking lot for the previous supermarket.*

**Comment 2.1 – 2:**

**Include more detailed information about adjoining land use, including additional information on project's impacts on land use and zoning (Commenter L1).**

**Response:**

Surrounding land uses have not varied since the hospital closed. The northern boundary of the site (West Utica Street) is largely residential in nature, transitioning to non-residential and residential larger structures as you near Delaware Avenue. A former commercial building at 169 West Utica Street will be demolished for an approved redevelopment into residential condos. Churches and a nursing facility are on West Utica near the intersection with Delaware Avenue.

Bryant Street near Elmwood is dominated by the Hospital site on the north side of the road and by residential housing on the south side of the road. Larger multi-story buildings are located near its intersection with Delaware.

On Hodge Avenue it is very similar, with the hospital dominating the southern side of the road near Elmwood and residential and a daycare on the north side. Hodge is primarily single family homes until it reaches close to Delaware.

Elmwood between Bryant and West Utica is primarily commercial buildings and commercial/residential buildings with older and some newer structures varying in sizes.

The following figure further illustrates the general land use pattern in this area. As discussed previously and in the DGEIS, the project mainly consists of the reuse of the existing buildings, and their reuse (uses proposed) are in accordance with the public input process and the City's Comprehensive Plan and therefore have little negative impact on surrounding land uses. These uses are, in general, in conformance with the current zoning of these properties, with the need to rezone to PUD to allow the efficient reuse of these buildings and the mixture of uses needed to meet the goals of the project and the City.

In the areas that new buildings are being proposed on West Utica, buildings and uses would be similar to previous uses in the area and are projected to have no significant adverse impacts on the existing land use pattern in the immediate project area. The construction of the new mixed use building will incorporate a previous commercial land use (supermarket) at this site and also allows further infill development of residential units at higher densities. The townhouse project allows for the development of a new variety of housing that was targeted in the vision for this area, in a manner that helps to blend them into the neighborhood and is consistent with the adopted Land Use Plan.

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Program Massing Overlay**

PROGRAMMABLE AREA BY PROJECT	
<b>Project 1: 451 Elmwood</b>	<b>67,700</b>
Level 1: Retail	13,300
Level 2: Commercial Office	14,500
Levels 3-5: Apartments (22 units)	39,900
<b>Project 2: 125 Hodge</b>	<b>11,200</b>
Level 1: Day Care Center	10,000
Level 2: Apartment (1 unit)	1,200
<b>Project 3: Utica Townhomes</b>	<b>50,000</b>
Townhomes (20 units)	50,000
<b>Project 4: Utica Marketplace</b>	<b>123,000</b>
Level 1: Grocery Store & Retail	45,000
Levels 2-4: Apartments (48 units)	78,000
<b>Project 5: Historic Rausa</b>	<b>144,800</b>
Building C Levels 1-2: Gallery	3,600
Building C Level 1: Hotel Amenities/BOH	3,400
Building D: Apartments (27 units)	29,700
Building MH: Apartments (37 units)	56,600
Annex Building: Apartments (36 units)	51,500
<b>Project 6: Variety/Tanner/Alfiero</b>	<b>311,200</b>
Variety Levels 1-2: Hotel Amenities/BOH	40,600
Variety Levels 3-6: Hotel (78 rooms)	73,400
Variety Level 7: Health/Wellness	15,700
Variety Levels 8-10: Condos (27 units)	47,100
Tanner Level 1: Retail/Restaurant	18,200
Tanner Levels 2-9: Apartments (49 units)	91,900
Alfiero Levels 2-3: Commercial Office	24,300
<b>GRAND TOTAL</b>	<b>707,900</b>



PROGRAMMABLE AREA BY USE		
Apartment (220 units)	348,800	49%
Retail	76,500	11%
Hotel (78 rooms)	73,400	10%
Townhomes (20 units)	50,000	7%
Condos (27 units)	47,100	7%
Hotel Amenities/BOH	44,000	6%
Commercial Office	38,800	6%
Health/Wellness	15,700	2%
Day Care Center	10,000	1%
Gallery	3,600	1%
<b>GRAND TOTAL</b>	<b>707,900</b>	

PARKING SUMMARY	
Structured	644
Surface Lot	155
Garage (Townhouses)	40
<b>GRAND TOTAL</b>	<b>839</b>



**Comment 2.1 – 3:**

Expand the mitigations and thresholds section (Commenter L1)

**Response:**

With regards to the mitigations and thresholds, the following sections are added to the DGEIS:

**2.1.3 Proposed Mitigation Measures**

*The entire purpose of the development is to blend consistency for development purposes against community concerns specific to the Site. The adoption of a PUD for the area will set standards going forward that match developer intentions with reasonable community expectations and consistency with surrounding development. Also, the adoption of a PUD for the Site will not obviate the need to comply with other zoning or building standards. The PUD, once approved based on the information in this DGEIS, will set many of the zoning parameters for the development of these sites.*

**2.1.4 Proposed Thresholds**

*“If the uses and general layout of development are not in conformance with the PUD that is approved, a new PUD would be warranted and an environmental analysis that may result in the need for a SGEIS.”*

**Comment 2.1 – 4:**

***Livability/Quality of Life impacts- pedestrian and Bike access: Need to embrace “smart revitalization” and make community more livable and sustainable, get people out of cars and provide pedestrian and bicycle access. (Commenter O2)***

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**Response:**

The project incorporates measures designed to encourage active transportation, such as biking (and bike storage areas) and walking (including pedestrian paths) and is accessible to public transportation. It embraces “smart-revitalization” and is sustainable as the project is primarily a re-use of existing buildings. In areas that new buildings are proposed, they are in areas that already have structures and uses (parking lot) and therefore represent a more sustainable development approach. These connections and amenities being added to the neighborhood will get people out of their cars.

**Comment 2.1 – 5:**

*The project as proposed is too dense. (Commenters W3, W6)*

**Response:**

The project will be increasing density, but at a density that is consistent with the City’s Land Use Plan. That document identifies this area as appropriate for a neighborhood center, a designation that accommodates greater density and a mix of uses. City planning efforts are generally favorable to reestablishing density in the City of Buffalo that has been lost with population losses. As the City’s Comprehensive Plan, Queen City in the 21<sup>st</sup> Century notes, medium and high densities help attract and sustain urban amenities and bring life to urban streets. The southern portion of the project (Bryant and Hodge) introduces new uses, but largely in existing buildings. Increased density will be introduced along Utica Street, but in a manner that is more walkable and urban in character, with a mix of retail, office and residential uses.

The Sponsor made a concerted effort to solicit input from various stakeholders in connection with designing the project. A Project Advisory Committee (PAC) was established by Kaleida Health representing a cross-section of the community, including immediate neighbors, local businesses, community-based organizations, elected officials, professionals and people from major community institutions. Numerous information meetings were held to obtain public input, along with a project website and social media. The plan for the campus was developed in cooperation with the PAC, and changes were made to accommodate their concerns. This project will help support the continued vitality of the neighborhood and transform a now vacant site into a community asset.

**COMMENTS ON SECTION 2.2: UTILITIES AND ENERGY USE**

**Comment 2.2 – 1:**

**Concern about stress on sewer system, overload system (Commenter W5)**

**Response:**

The project will not be allowed to overload the existing sewer/storm-sewer system. Any proposed project will be required to provide a specific Engineer’s report analyzing existing conditions and providing proper design meeting the requirements of the BSA. Also, see the attached Engineering report which illustrates how this will be accomplished. The following two comments and their responses provide additional information on the sewer system

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**Comment 2.2 – 2:**

**Documentation of existing drainage/ combined sewer systems including dimensions/capacity of lines in study area. (Commenter L1)**

**Response:**

An Engineer's Report was prepared to assess downstream sewer capacity. The Engineer's Report (attached to this FGEIS) provides information on existing systems, including dimensions and capacities of lines in the Study area.

**Comment 2.2 – 3:**

**Include preliminary drainage study documenting potential flows into the City's systems and the demand on the system the project may incur. (Commenter L1)**

**Response:**

The following summarizes the results of the Engineering Report completed for this project; existing buildings will be connected to existing sanitary sewer laterals, while new laterals will be constructed for new buildings (451 Elmwood, 188 West Utica and 204 West Utica). The Engineer's Report verified that the sanitary laterals as proposed will be able to accommodate increased flows from the development.

Flow rates were monitored at four downstream sanitary nodes chosen by the Buffalo Sewer Authority. Each node was analyzed to assess capacity. The addition of the proposed sewage flow does not exceed capacity at any of the four nodes. An existing weir at SPP296 was also evaluated, and it was determined that it can accommodate the addition of the proposed peak demand. Please see the attached Engineer's report (Appendix E) on the overall Elmwood Crossing project.

**Comment 2.2 – 4:**

**Section 2.2.2 (Page 24), second paragraph states the Project Sponsor has confirmed with the Buffalo Water Authority (BWA) that adequate water supply is available to serve the project, then refers to correspondence from the Buffalo Sewer Authority in Appendix O. Provide documentation from the BWA that adequate supply is available to serve the project and include potential demands generated by the proposed project on water (Commenter L1).**

**Response:**

The DGEIS was revised as these statements included wrong references. As to adequate water supply, the following was added; "The Buffalo Water Authority has provided hydrant test results indicating that adequate water supply (pressures and flows) is available to serve the Project. These hydrant tests are included in Appendix E of the FGEIS.

The following was also included in the DGEIS: "According to the Federal Water Indices and Table 6.1 of ASPE Plumbing Engineering Design Handbook Volume 2, the typical Domestic water usage for hospitals is approximately 120 gallons per bed per day, with a demand factor of 0.25. The existing hospital contained approximately 185 beds. For Apartments, Office, Hotel Guest, and Hotel Employee it is 100, 15, 50, and 10 gallons per person per day and demand factors of 0.3, 0.3, 0.25 and 0.3 respectively. Since the building was built prior to the 1992 EPA mandate for fixture water

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consumption, it is likely that the volume of water for the same use today is approximately 30% less that it was when the building was constructed, simply because of the increased standards for today's water efficient fixtures.”

**Comment 2.2 – 5:**

**Section 2.2.2 (Page 25), fifth paragraph should include types of stormwater infrastructure that may be used on site to address run-off concerns (Commenter L1).**

**Response:**

As each component of the project is designed and put forth for approval, it will require submission to the BSA to determine if the design meets BSA requirements. Based on correspondence from BSA and understanding the requirements of the City, these projects may require green infrastructure and other stormwater infrastructure other than just connecting to the wastewater system. Green infrastructure could include such things as pervious pavement, rain gardens, bio-swales, etc. and will be considered on a case by case basis during the site plan review process. All projects will be required to conform with BSA regulations for stormwater management.

**Comment 2.2 – 6:**

**Include square footage of increased greenspace (pervious surface) (Commenter L1).**

**Response:**

The project will nearly double the amount of greenspace (pervious surface). Currently, there is 48,668 square feet of greenspace at the project site. The new development will add an estimated 46,217 square feet of greenspace, for a total of 94,885 square feet of greenspace. Please refer to Appendix C of the DGEIS.

**Comment 2.2 – 7:**

**Include actual project impacts to utilities/energy based on per use square footage. (Commenter L1)**

**Response:**

The FEAF included the estimate that the project “will generate demand for 9.25 million Kilowatts of energy on an annual basis”. The DGEIS also included general calculations on energy usage based on Benchmark data from National Grid and makes the conclusion that the energy use of the previous hospital was higher than anything the current project is proposing. It must be clearly understood that energy providers will not commit energy capacities to future proposed ideas for projects. Projects must be developed and have plans completed and approved prior to a commitment of resources (peak energy demands will need to be provided). To provide additional information, we have included information from the Department of Energy (Portfolio Manager) on energy usage benchmarking numbers for various property types (see attachment). These benchmarking figures (National Median Values) illustrate that a hospital’s benchmarking figure has a Source EUI (Energy Use Intensity) value of 426.9 kBtu/sf. For multifamily housing, the Source EUI is 118.1 kBtu/sf and for mixed use properties the Source EUI is 89.3 kBtu/sf. Individual retail stores have a Source EUI of 120 kBtu/sf and a supermarket has a value of 444 kBtu/sf.

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**COMMENTS ON SECTION 2.3: VISUAL AND AESTHETIC RESOURCES**

**Comment 2.3 – 1:**

**Fix Table 2.3(b) with the correct building materials (Commenter L1)**

**Response:**

Table 2.3(b) has been corrected (see revised DGEIS) and the statement on page 31 now reads:

*“Adjacent to the campus, to the west, sits Elmwood Avenue, which is dominated on the adjacent block by two-story commercial buildings with retail and restaurant as the most common type of uses. A 12-story mixed use building (residential and retail) is located at Elmwood and West Utica Street, just west of the project site. Delaware Avenue is approximately 700 feet east of the project. Major intersections with Delaware Avenue are characterized by larger structures with use types that include mid-rise multifamily, religious and health care facilities. On streets surrounding the site, there is a preponderance of traditional housing types of one- to four-family units. These housing types are in a variety of traditional styles, ranging from smaller, more modest homes, to grand homes with extensive architectural detail. Materials are generally wood frame and/or brick. Westward past Elmwood Avenue, residential uses dominate, with a few small businesses also found. Eastward toward Delaware Avenue, residential structures are typically two to three stories in height. **Appendix F** provides visual images of representative buildings in the surrounding neighborhood.”*

**Comment 2.3 – 2:**

**Correct statement at Section 2.3.2 which states “Because the Project does not introduce significant visual changes, the Project’s introduced changes do not result in adverse impacts to the visual or aesthetic characteristics of the surrounding community.” “Please elaborate with further information/analysis as to why the proposed project does or does not introduce significant visual changes in the surrounding community as it relates to the proposed four-story mixed-use building on West Utica Street that will replace the one-story building and parking lot (Commenter L1).**

**Comment 2.3 – 3:**

***The height of the new grocery/lofts building should be limited to three stories. (Commenter W5).***

**Response:**

DGEIS corrected as follows:

The project does not introduce significant visual change to the neighborhood because the project entails primarily the re-use of existing structures. The largest visual changes will occur along West Utica with the construction of the four-story mixed-use building and the new townhouses. The mixed-use building will be constructed in an area that presently includes a vacant commercial building and a large surface parking lot. As seen below, this structure will be placed between the Gallagher Parking ramp and the new townhouse and is designed to fit into the character of the neighborhood. The upper residential floors will step back, softening the impact on the street and neighboring properties. The townhouses have units facing West Utica and

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include a design aesthetic that fits in with the residential look of the existing structures. The remaining townhomes are tucked in behind the frontage units (see the following figure).

In regards to whether or not the proposed project does or does not introduce significant visual changes in the surrounding community as it relates to the proposed four-story mixed-use building, this component of the project would in fact introduce a visual change.

While the four story mixed-use building on West Utica would have a visually impact compared to the existing uses at the site, which consists of a one story vacant commercial building and parking lot, it would be primarily similar to other buildings in the project area that vary in architectural styles, size, scale and density. Current massing includes a step back of the residential portion of the building, limiting the scale of the visual impact to pedestrians and street users. The building has not been fully designed as of this time and will be reviewed during the site plan review process for overall appearance and site layout.

**Comment 2.3 – 4:**

**Include a shadow study (Commenter L1).**

**Response:**

A shadow study has not been completed as this building has not been designed as of this time. For the purposes of this GEIS, the site has been shown to include a mixed use building (with a total square footage of 123,000 SF) that includes a grocery store on the first floor and three floors of residential units. The upper residential floors will step back, softening the impact on the street and neighboring properties and reducing shadow impacts. This step back, the height of the building and the orientation of the building (sun travel of east to west) will minimize any shadow impacts to properties across the street. On one side of the site is the Gallagher parking ramp which due to its distance and its use, will not be negatively impacted by shadows. On the other side of the site are the proposed new townhouses (new users will be aware of the proposed multi-use structure and its potential shadow impacts). The existing residential properties behind this site have the primary homes located close to Hodge Avenue and the rear of these sites are heavily wooded.

**Comment 2.3 – 5:**

**Add threshold section (Commenter L1).**

**Response:**

The Threshold section now reads as follows: *“No new structures will be planned in excess of four stories. In cases where density, setbacks or building heights exceed those thresholds examined herein, additional assessment of those impacts will be provided.”*

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**Comment 2.3 – 6:**

*There is not enough greenspace provided in the project (Commenters W5, W7, O1, O2):*

**Response:**

The redevelopment focuses on maintaining the existing buildings and meeting the vision established through the public input process; as a result, there are limited opportunities for expanding greenspace at the site. However, the amount of greenspace has been nearly doubled, from 1.12 acres to 2.18 acres. The greenspace has been carefully designed to create attractive public spaces and enhance circulation throughout the site. The new proposed greenspace area on Bryant creates a north-south pedestrian connection between Bryant Street and Hodge Avenues, improving connectivity throughout the property. It will also accommodate play areas and public art, with a potential “art walk” to create a focal element for the greenspace.

In addition, a public plaza is proposed on West Utica Street adjacent to the grocery store, and a pocket park is associated with the townhouse development on West Utica. Public greenspace is also established along the frontages on Hodge Avenue and Bryant Street, enhancing the character of the site, and helping to blend it more coherently into the neighborhood. Greenspace is one of the topics reviewed during the extensive public involvement process noted above.

**Comment 2.3 – 7:**

*Concern that the greenspace is being achieved by demolishing houses (Commenters W2, W3, O1):*

**Response:**

Because the project primarily involves the reuse of existing buildings, it was difficult to find areas to locate additional greenspace. To achieve the goals/vision of the project and the neighborhood (variety of housing types at greater densities), the townhouse units were added and replace a large parking lot and two homes. The townhouse project also allows for the addition of greenspace. On Bryant, the only available space for greenspace is an existing residential property, as all of the other development is the reuse of existing buildings. This proposed greenspace works well with the project and neighborhood vision and provides an extra benefit of providing a transition from the hospital buildings (being reused) to the other residential structures on the street.

**COMMENTS ON SECTION 2.4: SOCIOECONOMICS**

**Comment 2.4 – 1:**

Section 2.4.2 (page 35) states the project will result in a projected population increase of 480 persons. Provide documentation on how this projection was calculated and provide citation of documents in Appendix that explain methodology. Section 2.7.2 (Page 37) also states that there will be an increase of 603 persons. Revise population estimate accordingly. (Commenter L1)

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**Response:**

The DGEIS utilized different techniques to calculate estimates of population. In response to this comment, the most conservative estimate will now be utilized. To calculate the potential population increase, the applicant utilized census data through CoStar for this Census tract in the City to determine that the average household size was 2.27 people per unit. Multiplying 267 residential units by this 2.27 people per unit resulted in a projection of 603 people. The DGEIS will now reflect this figure in all sections that refer to population.

**COMMENTS ON SECTION 2.5: AIR QUALITY**

**Comment 2.5 – 1:**

Describe which LEED program certification the project will achieve on Page 35. (Commenter L1)

**Response:**

The project is not pursuing LEED certification.

**Comment 2.5 – 2:**

Include “*Thresholds*” section. (Commenter L1)

**Response:**

The following was added as the threshold section: “If any use is proposed that would require an Air Quality permit, then the project would have to be re-evaluated under SEQR.”

**COMMENTS ON SECTION 2.6: PUBLIC HEALTH**

**Comment 2.6 – 1:**

How will potential exposure to environmental contaminants be managed during demolition/construction? (Commenter L1)

**Response:**

The following further clarifies what is in the DGEIS, while there is no evidence of public exposure to the existing environmental conditions on the Site, all of these issues will need to be managed properly to prevent exposure during construction and/or demolition. The NYS Brownfield Cleanup Program (BCP) has multiple levels of protection required for on-site and off-site human health and the environment. All environmental investigation and remediation are to be completed under the supervision and approval of the NYSDEC and the NYSDOH (with numerous requirements for public review and notifications). Part of the BCP requirements include the preparation of a comprehensive Health and Safety Plan (HASP) that includes the NYSDOH Community Air Monitoring Plan. For the areas of the site that do not fall under the BCP, the applicant/contractors will utilize the SWPPP (Storm water Pollution Protection Plan) and dust control methodologies to prevent exposure to environmental contaminants during demolition and construction. These methodologies will be the responsibility of the contractor, as directed in the construction bid specifications. Methodologies

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include following material safety data sheets, temporary barricades, weather protection, temporary enclosures, wetting of materials, etc.

**Comment 2.6 – 2:**

Include “*Thresholds*” section header above last sentence and include further information. (Commenter L1)

**Response:**

The threshold section reads as follows: “*Waste removal activities will be conducted in accordance with all applicable regulations. No thresholds for waste removal are warranted to achieve the intended environmental benefit.*”

**COMMENTS ON SECTION 2.7: PUBLIC SERVICES**

**Comment 2.7 – 1:**

Section 2.7.2 (Page 37) states that it will be an increase of 603 persons while Section 2.4.2 states an increase of 480 persons. Revise or state reason for difference accordingly (Commenter L1).

**Response:**

As discussed previously, Population projections in the DGEIS were based on different methodologies, yielding different results, although generally, the population estimates were similar. The conservative estimate of 603 people at buildout is now being utilized.

**Comment 2.7 – 2:**

Provide further information on what mitigation may be required and what thresholds would require further analysis. (Commenter L1)

**Response:**

The Mitigations and Thresholds are now as follows: “*Because no adverse impact are identified, no mitigations are required. The no impact is based on the proposed number and type of uses/users, therefore the City will need to monitor these numbers as the project is developed and if an estimate is exceeded, further review may be warranted.*”

**COMMENTS ON SECTION 2.8: CONSTRUCTION IMPACTS**

**Comment 2.8 – 1:**

Address construction related impacts; potential construction fencing murals (Commenter W7)

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**Response:**

The Developer and Contractor will work with the PAC on actions such as temporary screening, etc. See responses to previous questions and the following for more information on construction related impacts.

**Comment 2.8 – 2:**

**How will potential exposure to environmental contaminants be managed during demolition/construction? (Commenter L1)**

**Response:**

The Developer and Contractor will follow best practices in regard to limiting potential exposure to environmental contaminants during demolition and construction. The NYS Brownfield Cleanup Program (BCP) has multiple levels of protections required for on-Site and off-Site human health and the environment. The BCP will be utilized on part of the project; 451 Elmwood Avenue, 188 West Utica and 204 West Utica.

All environmental investigation and remediation will be completed under the supervision and approval of the NYS Department of Environmental Conservation (DEC) and NYS Department of Health (DOH). Part of these requirements include the notification and public review and comment requirements for activities, with additional notification to local government, schools, and adjacent residents and property owners to notify them of the activities planned and approved for the Site.

Part of the BCP requirements include preparation of a comprehensive Health and Safety Plan (HASP), that includes the NYSDOH Community Air Monitoring Plan, to address on-Site worker and offsite community safety for the identified contamination. The HASP is reviewed and approved by the Department prior to work activities being completed.

For projects not under the BCP, the applicant/contractor will utilize standard methodologies to control dust and debris from leaving the site. Hazardous materials surveys (asbestos, lead, etc.) will be completed prior to demolition work and contractors will follow standard required procedures to protect workers and the public based on the potential contaminants identified. In general, temporary weather protection, temporary enclosures, wetting down materials, etc. will be utilized (Contractor is responsible for this plan and its implementation).

**Comment 2.8 – 3:**

**Provide information on what dust control measures will be utilized under Section 2.8.3.1. (Commenter L1)**

**Response:**

Dust control will be handled one way for the BCP sites and utilizing general standards for those areas outside of the BCP (as described below).

The BCP regulations are dictated by 6NYCRR Part 375 that require enhanced on-site and offsite screening of work area and perimeter air quality and particulate monitoring. All remediation activities are required to comply with Part 375 requirements and certified by a licensed NYS

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Professional Engineer (PE). As part of the BCP, you are required to investigate and remediate the on-Site contamination, but you are also required to assess the potential impacts of that contamination on off-site human health and environment as well.

The BCP has preset cleanup requirements based on the end uses of the property. These cleanup objectives are set by the DEC-DOH based on human health exposure assessments that are deemed protective of onsite workers, residents, users, and likely offsite communities.

Dust control measures for work outside of the BCP area will utilize standard construction techniques to control dust, such as the requirements in their SWPPP, the wetting down of site materials and other techniques discussed in previous responses.

**Comment 2.8 – 4:**

**Provide hours of construction. (Commenter L1)**

**Response:**

Construction hours will be 7 AM to 7 PM.

**COMMENTS ON SECTION 2.9: CULTURAL RESOURCES**

**Comment 2.9 – 1:**

***Concern over removal of the two houses (Commenters W2, W3, W6, O1):***

**Response:**

The demolition of those structures was the only way to accomplish the goals of the development, which was to maintain as much of the existing built environment as possible, while creating an attractive, integrated campus that includes a mix of housing types and increased greenspace. The proposed redevelopment plan maintains the majority of structures on the site. The house at 187 Bryant Street will be replaced with green space. The two houses on West Utica Street are being demolished to accommodate the proposed townhouses, along with additional greenspace. Development of the greenspace plan was in coordination with the PAC recommendations established for the project and other public input. While the structures slated for demolition are contributing resources to the Elmwood Historic District (East), they are resources commonly found in the district and have alterations to their integrity, including replacement windows, loss of porches and the addition of vinyl siding. While the demolition of the contributing buildings will have a moderate impact on historic resources, it would not be a significant adverse environmental impact when weighing the overall benefits of the overall project in context with the community and historic district as a whole.

**Comment 2.9 – 2:**

**Can the project be revised to preserve the façade on the entry pavilion to the Children’s Hospital building? (Commenter W1)**

**Response:**

Comment noted on the façade. The owner has been coordinating and will continue to work with SHPO regarding historic and archeological resources.

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**Comment 2.9 – 3:**

**Section 2.9.3 (Page 42), last paragraph should include statement that Project Sponsor will coordinate with SHPO if any archeological resources are encountered during construction. (Commenter L1)**

**Response:**

Statement has been added; “The applicant will also continue to coordinate with SHPO once construction plans are completed concerning Archaeological Resources and may need to complete targeted Phase 1B testing in accordance with SHPO’s May 16, 2018 letter.” Since the DGEIS was published and the time period for comments expired, the City of Buffalo received additional correspondence from SHPO, one letter dated September 6, 2019 and another clarification letter in October 2019. These letters confirmed the mitigation that Phase 1B testing may be required at a later date.

**Comment 2.9 – 4:**

**1. The site is not located in an archeological sensitive area per SHPO’s CRIS. (Commenter L1)**

**Response:**

Comment noted.

**Comment 2.9 – 5:**

**Section 2.9.2 (Page 41), first paragraph, provide what adverse impacts may occur on the interior of the buildings. Also provide or reference map of other buildings that may be impacted. (Commenter L1)**

**Response:**

The following revised statements were included in the DGEIS:

*“The work proposed for the interior of the former Women and Children’s Hospital of Buffalo will result in changes to the interiors of on the building(s), and therefore may potentially have in impact. Site work and infrastructure improvements may potentially have an adverse impact on the Site. The historic properties adjacent to and within the viewshed of the Project Area are outside the immediate area of potential effect and given that the proposed rehabilitation does not increase the height of existing properties, the viewsheds into and out of the property will not be impacted. The proposed demolition of 187 Bryant Avenue, 180 West Utica, and 184 West Utica will impact the historic fabric of these resources that are contributing to the Elmwood Avenue Historic District (East).*

*Site work, and infrastructure improvements may potentially have an adverse impact on the Site. The historic properties adjacent to, and within the viewshed of the Project Area are outside the immediate area of potential effect and given that the proposed rehabilitation does not increase the height of existing properties, the viewsheds into and out of the property will not be impacted.*

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*The buildings making up the former Children's Hospital Complex were constructed at various times in response to programmatic needs. Building "C" was first constructed in c. 1917 as the "Service Building," to function as a laundry and heating plant for the hospital. A 3rd floor addition was added in c. 1957-1961, and an addition connecting to Variety tower and Building D were added in c. 1957/1970s. These additions are not considered "character defining" components of the complex, or Building "C." Variety Tower was constructed outside of the Period of Significance. Under Elmwood Crossing Component #6 ("Core Campus" – Former Variety and Tanner Towers, Alfiero and "C" Building Complex), portions of Building "C" and the Variety Tower will be demolished. See **Appendix T** for an illustration of the same.*

*The proposed demolition of 187 Bryant Avenue under Elmwood Crossing Component #6 ("Core Campus" – Former Variety and Tanner Towers, Alfiero and "C" Building Complex), along with 180 and 184 West Utica under Elmwood Crossing Project #3 (188 West Utica) will impact the historic fabric of these resources that are contributing to the Elmwood Avenue Historic District (East)."*

Coordination has continued (see September 6, 2019 letter and clarification letter from October 2019) and will continue. As projects are developed and then proposed for Site Plan approval, depending on the type, location and required State approvals, projects will be submitted to SHPO for their review and implementation of required actions.

A reference map is included in the DGEIS. (See DGEIS Figure 2.9.1)

**COMMENTS ON SECTION 2.10: TRANSPORTATION, PARKING AND ACCESS**

**Comment 2.10 – 1:**

***Location of grocery store loading dock: it should not face the road (Commenter W5):***

**Response:**

The grocery store building has not been designed at this time. The project will be reviewed during the Site Plan Review process by the City's Planning Board. To accomplish a design that meets the needs of the owner and the vision for the area, the building will occupy a larger portion of the site and reduce the dominance of the parking lot. In accomplishing this and meeting other circulation needs, it would be difficult to have the loading dock at the rear of the building. The loading dock will either face towards the Gallagher Ramp or West Utica and could be "tucked in" behind a building component. The overall design and layout of the proposed building will be addressed during the Site Plan Review process in accordance with the Unified Development Ordinance.

**Comment 2.10 – 2:**

***Concern about traffic/traffic patterns ("cut throughs") and increased traffic (Commenters W3, W4, W5, W6, O2, O3)***

**Response:**

In general, the traffic study indicates that at Full Build out, including a growth factor, the local roads will operate at acceptable levels. Mitigations would include retiming and relocation of the traffic timing cycles (see traffic study). The Full Build Alternative evaluated the traffic impacts of the proposed Mixed-Use Redevelopment Project. Traffic operations showed with generated traffic

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volumes including 1% projected background increase in traffic on the target year of 2022 shows acceptable Levels of Services with mitigation such as Signal timing length increases and reapportionment of the signal cycle length to movements where there is higher demand. These would result in improved LOS as shown.

**TABLE 7: Full Build Levels of Service with Mitigation**

TRAFFIC CONTROL		2022 BUILD WITH MITIGATION	
		PEAK HOUR	
		AM	PM
Elmwood Avenue at Utica Street	Traffic Signal	B	B
Elmwood Avenue at Parking Ramp Driveway	Stop Sign (driveway)	A	A
Elmwood Avenue at Hodge Avenue	Stop Sign (Hodge)	A	A
Hodge Avenue at Parking Ramp Driveway	Stop Sign (driveway)	A	A
Elmwood Avenue at Bryant Street	Traffic Signal	C	C
Elmwood Avenue at Summer Street	Traffic Signal	C	C
Elmwood Avenue at North Street	Traffic Signal	C	C
Delaware Avenue at Utica Street	Traffic Signal	B	B
Delaware Avenue at Hodge Avenue	Stop Sign (Hodge)	A	A
Delaware Avenue at Bryant Street	Traffic Signal	B	B
Delaware Avenue at Summer Street	Traffic Signal	B	B
Delaware Avenue at North Street	Traffic Signal	C	C

The Elmwood Crossing project will maintain all internal connections as they exist today (all of the connections to West Utica, Hodge and Elmwood) and affords improved traffic circulation with internal traffic sharing reducing the amount of traffic that would otherwise be redirected to the external road network on W Utica Street, Elmwood Avenue, Delaware Avenue, Hodge Street and Bryant Street. With these connections maintained, traffic volumes may increase over the current levels (without the hospital in operation) along Hodge Avenue at Elmwood Avenue and Delaware Avenue; traffic volumes at +/- 3.8 – 4.0% showing minimal additional trips on Hodge Avenue with the Full Build scenario constructed. Good Levels of Service A at both Delaware/Hodge and Elmwood/Hodge intersections with the minimal traffic growth projections. It is important to maintain these interconnections as well to ensure connectivity to and within the neighborhood.

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The specific area questioned is the connection between Hodge and West Utica that runs along the Gallagher parking ramp. (Note – there are a total of three entrances to the parking ramp.) This connection is necessary to provide access from the parking ramp to Hodge and to maintain the interconnections within the neighborhood. Note that this connection is one way from the parking lot of the mixed-use building on West Utica to the parking lot along the Day Care on Hodge. These minor additional trips that may be generated onto Hodge were included in the traffic analysis and did not impact the Levels of Service of these roads.

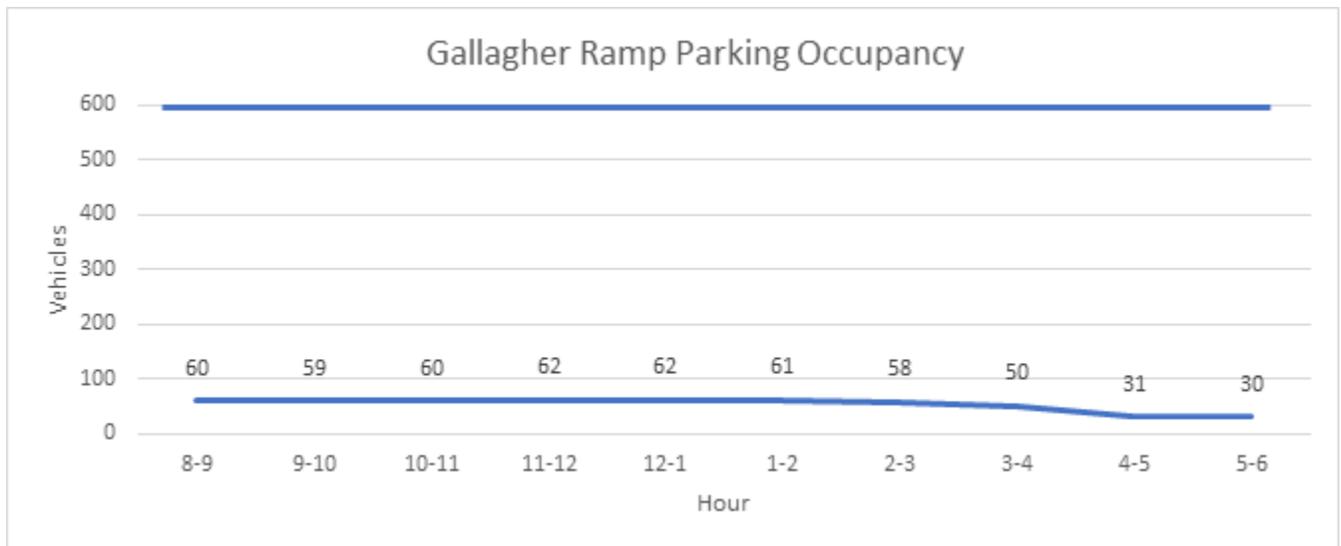
Trucks servicing the mixed-use building (potential supermarket) will utilize West Utica. They will not be able to access Hodge through the above-described connection. The numbers of trucks that would be generated for this small supermarket (included in TIS) are minor impacts to West Utica.

**Comment 2.10 – 3:**

***Concern about parking (Commenters W4, O3, W5, W6)***

For parking, in general, there are six parking areas denoted for this project, with overflow to the Gallagher Ramp, which, as shown in the attached Figure, has plenty of unused capacity. Specifically, the townhouses each have a two car garage and other off street parking spaces in a lot, and the grocery store has its own parking lot with a connection to the Gallagher Ramp. Each use has its own parking with overflow to the ramp as well. The Gallagher Ramp has plenty of capacity to accommodate these uses and the applicant will be committing one floor of the ramp (150 spaces-ground level) to be retained for public use.

**Gallagher Ramp Existing Parking Utilization**



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Parking Generation

ELMWOOD CROSSING PROJECT	LAND USE	PARKING SUPPLY	PARKING DEMAND	GALLAGHER RAMP PARKING DEMAND
SITE #1	28 Apartments 17,425 SF Office 15,964 SF Retail	28	97	69
SITE #2	1 Apartment 10,070 SF Day Care	10	31	21
SITE #3	24 Townhomes	Each will have a Garage	Supply Meets Demand	Supply Meets Demand
SITE #4	36,000 SF Supermarket 58 Apartments 12,913 SF Retail	30	153	123
SITE #5	120 Apartments	52	97	45
SITE #6	28 Apartments 17,425 SF Office 15,964 SF Retail	47	327	280
SITE #7	Gallagher Ramp Parking Garage*	613	62*	62*
TOTAL**		780	767	600

\* Demand shown is existing public demand for spaces in the Gallagher Ramp without the redevelopment of the Elmwood Crossing Project Site.

\*\* Totals do not include townhomes because the parking supply meets the expected demand for Site #3

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The total parking capacity within the overall Elmwood Crossing Project Site will be 780 spaces and the projected peak demand will be 705 spaces based on the latest ITE Parking Generation Manual (4<sup>th</sup> Edition) – more than sufficiently meeting the projected demand.

**Comment 2.10 – 4:**

**Include statement indicating whether a growth factor was applied to future background traffic volumes to address any unknown projects occurring in the immediate project area.  
(Commenter L1)**

**Response:**

The TIS included a 1% per year growth factor. The traffic generation figures, based on ITE formulas, were estimated on total square footage or unit type, and then increased by 20% as an allowance/contingency.

**Comment 2.10 – 5:**

**Include “Thresholds” section under Section 2.10.1.3.1 (Page 47). (Commenter L1)**

**Response:**

The Thresholds Section was added and is as follows:

***“2.10.4 Thresholds:***

*Conditions where the final Site Plan exceeds the number of units, has a substantial change of use or change in structural square feet, by more than a nominal amount, beyond those studied by the Project Sponsor, could require assessment of the additional impact.”*

**COMMENTS ON SECTION 3.0: SPONSOR ALTERNATIVES TO PROPOSED ELMWOOD CROSSING**

**Comment 3.0 – 1:**

**Provide an analysis of how alternatives would meet the Project’s Purpose and Need.  
(Commenter L1)**

**Response:**

Each alternative in the revised DGEIS now includes reference to the project’s Purpose and Need. In general, the alternatives do not meet the Purpose and Need of the project or the Vision of the City or Neighborhood. The following is the revised section:

***“3.1 No Action Alternative***

*As required, the Project Sponsor has considered a No Action alternative. This alternative is useful to balance the merits of other considered alternatives, as well as an alternative on its own attributes. Under the No Action alternative, the Project Sponsor would retain ownership (and leasehold) of the Site, while initiating no change to the land or buildings. At the time of the Project Sponsor’s acquisition of the Site, the Project Sponsor was contractually prohibited from reutilizing the site for hospital, and related use. As such and based on the property being unoccupied by health care*

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*personnel on the sale date, the Project Sponsor considers a vacant institutional site for these alternative purposes.*

*Under this plan, the existing Site buildings (Tanner, Variety, Alfiero, M/H, D, C, along with any support structures) would remain intact, parking lots would remain paved surface lots, and grounds would remain in the form at transition of ownership.*

*The No Action alternative would leave an approximate 7.5-acre site void of economic, social and other activity in the center of otherwise vibrant neighborhoods with active civic life. The Site would be quiet without pedestrian or vehicular traffic. The general calm of the Site would likely attract wildlife to the Site including small animals, such as rabbits, rodents, and fox, as well as birds, and other animal species.*

*The existing buildings would remain secure and intact, with no demolition. While the structures have ample life expectancy, in current form they would aesthetically be described as institutional in nature. Property owners are required to maintain their property to reasonable standards, however vacancy has the propensity to attract activities such as vandalism (graffiti, broken windows, and destruction of property) and unauthorized occupancy (squatting).*

*The No action alternative would not achieve the Purpose and Need of the project or the Community's plans.*

*The No Action decision by the Project Sponsor would not allow the Project Sponsor to work with the City of Buffalo to find a suitable reuse of for the John C. Gallagher parking ramp, as there would be no demand by the Sponsor.*

*No Action is not a preferred alternative, as this would have a negative result to the Project Sponsor as the inactive site would produce no current or future economic benefit and this alternative would be in conflict with agreements entered into with the seller.*

*Based on the above-described detriments to the Project Sponsor, as well as predictably the community at-large, this alternative is not considered feasible or preferred by the Project Sponsor.*

**3.2 Redevelop Entire Property into Residential Use (1)**

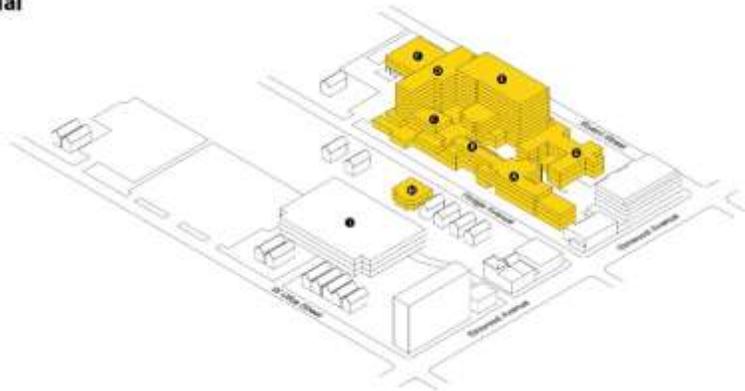
*The Project Sponsor has considered the alternative for the reuse of the entire Women and Children's Hospital of Buffalo site for only residential use purposes. This alternative would provide for a mix of apartments (studio, one-, two-, and three-bedroom) and condominium units. Based on the large number of residential units available under this plan, the Project Sponsor would be unlikely to supplement the residential components with any additional townhome units that are contained within the Project Sponsors proposed Elmwood Crossing plan.*

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**Project Sponsor Alternative 1 - All Residential**

ID	Building Name	Gross SF	Apts*
A	Maternity Building (MH)	56,603	38
B	Dispensary Building (D)	29,689	20
C	Service Building (C)	62,143	41
D	Tanner Building	129,997	87
E	Variety Tower	199,889	133
F	Alfiero (P.I.C.U.)	24,281	16
G	Nurses' Building (Annex)	51,504	34
H	Hodge Pediatrics	8,392	6
I	Gallagher Parking Ramp	n/a	n/a
		<b>562,498</b>	<b>375</b>

\*Note: Calculation of apartment counts assumed a 20% loss factor and a typical unit size of 1,200 SF



Under this alternative plan, a total of 562,498 gross square feet would be reused for the individual living units and common areas for residents. Please see Exhibit: Project Sponsor Alternative 1 for a site overview and breakdown of total residential space available per building. Using conventional means of estimating total residential living units, the Project Sponsor estimates this plan would produce 375 housing units which would be a blend of apartment and condominium use. A lack of commercial use may reduce the number of those amenities available to residents.

Traffic evaluation study indicates this 'residential-only' plan would bring approximately 195 residents and visitor vehicular trips to the site during peak morning hours, and 239 vehicle trips during the peak afternoon hours, with peak parking demand occurring overnight, and peak traffic use being from 7 am -9 am and 4 pm to 6 pm. (See Transportation Study in **Appendix W**)

The all residential use alternative would not meet the purpose and need of the project or the Community's Plan. The preferred Plan was developed with extensive public input and reflects the desires of the community and neighborhood.

While the Project Sponsor sees residential use as a primary component to the planned reuse of the Site, restrictions to the ability to transform the Site under these conditions are considered detrimental, and therefore not a preferred or feasible option by the Project Sponsor after closer examination.

**3.3 Redevelop Entire Space into Commercial Use (2)**

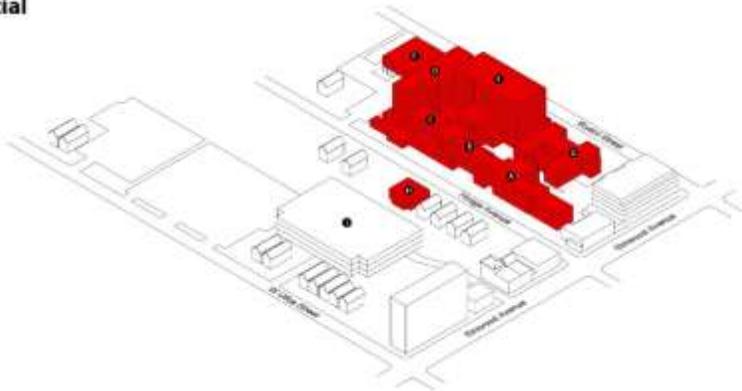
The Project Sponsor has additionally considered the alternative of reuse of the entire Site for commercial use only. This alternative would provide for a mix of office, retail, hotel, entertainment and institutional use, such as school or other large community or non-profit use. Based on the large footprint and floorplates, and substantive power sources, light industrial uses would also be considered under this alternative. Based on the aforementioned contractual restrictions, wide-scale health care use would not be considered under this plan.

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**Project Sponsor Alternative 2 - All Commercial**

ID	Building Name	Gross SF	Useable SF*
A	Maternity Building (MH)	56,603	45,282
B	Dispensary Building (D)	29,689	23,751
C	Service Building (C)	62,143	49,714
D	Tanner Building	129,997	103,998
E	Variety Tower	199,889	159,911
F	Alfiero (P.I.C.U.)	24,281	19,425
G	Nurses' Building (Annex)	51,504	41,203
H	Hodge Pediatrics	8,392	6,714
I	Gallagher Parking Ramp	n/a	n/a
		<b>562,498</b>	<b>449,998</b>

\*Note: Calculation of useable area assumed a 20% loss factor



Under this alternative plan, a total of 562,498 sf would be designated as commercial space, of which 449,998 sf would be useable (to exclude common areas). Please see Exhibit: Project Sponsor Alternative 2 for a site overview and breakdown of total commercial use space available per building. The Project Sponsor's assumption is a loss of 20% for common areas. Therefore, a reasonable assumption would be that this site, configured fully for hotel and office could reasonably anticipate approximately 2,167 individuals would come onsite during weekdays when hotel occupancy and office users are combined.

This 'commercial-only' plan would bring approximately 702 occupant and visitor vehicular trips to the Site during peak morning hours, and 947 vehicle trips during peak afternoon hours, with peak parking demand occurring during the traditional business day, and peak traffic use being from 7 am - 9 am and 4 pm to 6 pm. The Site would be relatively active during traditional business hours of Monday – Friday from 8-6, while quieted during the evenings and weekends. Because use for commercial purposes would allow for hotel and entertainment (bowling, recreation, nightclub, restaurant and banquet) the Site would attract activity on weekends, which would occur predominantly on the Southeast portions of the campus (former Variety, and Alfiero structures). (See Transportation Study in **Appendix W**)

Current evaluation of market trends and data do not show a strong demand for commercial space in the Western New York region. Current absorption rates of 358,000 annual square feet<sup>1</sup> within the Buffalo metro area reveal that it would take several years for available space to be filled.

Under this plan, all existing surface parking lots would remain surface lots.

This consideration is both out of alignment with the existing character of the surrounding environs, and for both that reason, along with the economic feasibility challenges associated with this approach, this option is not in for consideration a feasible alternative to the Project Sponsor's goals and objectives.

The all commercial Use alternative would not meet the purpose and need of the project or the Community's Plan."

<sup>1</sup> CoStar, Market Analytics Buffalo Metro, Site Accessed August 8, 2018.

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**COMMENTS ON SECTION 4.0: CUMULATIVE IMPACTS**

**Comment 4.0 – 1:**

- 1. Include explanation for not including approved project at 169 West Utica Street in analysis. This project consists of a four (4) story residential building (101,700 square feet) consisting of 54 condominiums and 108 parking spaces. (Commenter L1)**

**Response:**

The one identified project outside the project site that was not included in the environmental analysis is the approved 4-story, 54-unit condo building (101,700 sf/108 parking spaces) at 169 West Utica Street (this project was approved but is currently being reevaluated). This project would be new construction on site of former commercial building. This is a relatively small project whose impacts are negligible for many of the environmental impact areas analyzed (Land Use and Zoning – approved project, Community Character/Visual resources- fits with the Elmwood Crossing project, Air Quality – no cumulative impacts, public/human health – no cumulative impact, Cultural Resources – no cumulative impact). For the transportation and parking impacts, the parking is being provided on-site and the minor increase in traffic can be accounted for in the in the 20% contingency factor (and the 1% growth rate) included in the Elmwood Crossing traffic analysis. That project would add about 130 additional residents. These 130 residents added to the 603 additional residents from Elmwood Crossing would be incorporated into this area of the City over an extended period of time and do not represent a major impact to the City’s infrastructure and services.

**Comment 4.0 – 2:**

**Discuss increase in population generated by the proposed project and how that achieves the goals/objectives of the Comprehensive Plan and Green Code. (Commenter L1)**

**Response:**

The following statement was added to the DGEIS: *“The project will be increasing density, but at a density that is consistent with the City’s Land Use Plan. That document identifies this area as appropriate for a neighborhood center, a designation that accommodates greater density and a mix of uses. City planning efforts are generally favorable to reestablishing density in the City of Buffalo that has been lost with population losses. As the City’s Comprehensive Plan, Queen City in the 21<sup>st</sup> Century notes, medium and high densities help attract and sustain urban amenities and bring life to urban streets. The southern portion of the project (Bryant and Hodge) introduces new uses, but largely in existing buildings. Increased density will be introduced along Utica Street, but in a manner that is more walkable and urban in character, with a mix of retail, office and residential uses.”*

**COMMENTS ON SECTION 7.0: GROWTH INDUCING IMPACTS OF THE PROJECT**

**Comment 7.0 – 1:**

**States up to 300 residential units will be created while Section 2.0 (Page 20) states up to 267 residential units will be created. Revise accordingly or provide explanation of discrepancy of total units. (Commenter L1)**

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**Response:**

The reference on page 20 (now part of Section 1) has been removed. The 300-unit number is the conservative estimate; higher than the number of units shown on the concept plans.

**Comments Received:**

<b>Oral Comments (Public Hearing)</b>		
Commenter O1	July 15, 2019	Bill Wisniewski
O2	July 15, 2019	Linda Gellman
O3	July 15, 2019	Bill Smeltz
O4	July 15, 2019	Peggy Moriarity
<b>Written Comments (emails)</b>		
Commenter W1	Sent July 15, 2019	Anthony James
W2	Sent July 15, 2019	Bill Wisniewski
W3	Sent July 24, 2019	Joel Lippes
W4	Sent July 25, 2019	Bill Smeltz
W5	Sent July 28, 2019	Courtney Bajdas
W6	Sent July 25, 2019	Alex Thomson
W7	Sent July 29, 2019	Carly Battin
<b>Written Comments (letters/memos)</b>		
L1	August 6, 2019	City of Buffalo
L2	August 1, 2019	NYS Department of Environmental Conservation

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**FIGURES AND MAPS**

**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT  
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**APPENDIX A:  
SEQR DOCUMENTATION FOR THE FGEIS**

**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT  
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**APPENDIX B:  
COMMENTS RECEIVED ON DGEIS**

**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT  
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**APPENDIX C:  
PUBLIC HEARING MINUTES**

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**APPENDIX D:  
REVISIONS TO THE DGEIS  
(REVISED DGEIS)**

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**APPENDIX E:  
ADDITIONAL STUDIES**