

Modified General Project Plan

New York State Urban Development Corporation d/b/a Empire State Development

Canalside Land Use Improvement Project

Amendment November 2013

Except as modified below, the General Project Plan affirmed in December 2009 and modified on October 2010 and November 2012 remains unchanged. This Modified General Project Plan is an alteration of the language of various Sections as follows:

SECTION D.1 Open Space

DELETE:

- The Prime Slip, which was to be one of the interpretive water features (i.e., “canals”) being considered for construction in the previous MGPP for Canalside, is no longer being considered. Similar to the approach used in the 2004 Master Plan for the Erie Canal Harbor, the Prime Slip will be evoked through an interpretive pathway over the its former alignment, linking the Central Wharf with the Aud Block. It will nevertheless maintain the pedestrian opportunities for exploring the Project area and will continue to be envisioned as part of a public interpretative corridor to be utilized to educate the public on aspects of the Prime Slip.

AND REPLACE WITH:

- The Prime Slip, which was to be evoked through an interpretive pathway over its former alignment, linking the Central Wharf with the Aud Block in the previous MGPP is no longer being considered. The Prime Slip will now be evoked through an interpretive exhibit within the Explore & More Children’s Museum. It will nevertheless continue to be envisioned as part of an overall interpretative landscape and will be utilized to educate the public on aspects of the Prime Slip and the Erie Canal system.

DELETE:

- Sidewalks and bicycle lanes will connect into existing systems linking the Project Area to other city- and region-wide resources.

AND REPLACE WITH:

- Sidewalks and bicycle lanes will connect into existing systems linking the Project Area to other city-, region, and state-wide resources. A trailhead for the Erie Canal Trail will be incorporated underneath the Skyway, marking the start of this statewide bikeway. Additional trail signage and amenities will be included to mark the Erie County Shoreline Trail.

SECTION D.2 Current Phases

Webster Block (Parcel W1)

DELETE:

The Webster Project budget is approximately \$124.5 million. The building is to be constructed on the 1.7 acres Webster Block and the two westernmost lanes of Washington Street and will be freestanding, aside from a raised walkway crossing over Perry Street that will connect the Webster Project site to the First Niagara Center.

AND REPLACE WITH:

The Webster Project budget is approximately \$172.0 million. The building is to be constructed on the 1.7 acres Webster Block and the two westernmost lanes of Washington Street and will be freestanding, aside from a raised walkway crossing over Perry Street that will connect the Webster Project site to the First Niagara Center.

ADD NEW:

Aud Block (Parcel A2)

The southern Aud Block (Parcel A2) is bounded by Main Street, Scott Street and the Canal System (Parcel A3) currently under construction. The southern Aud Block, divided into smaller development parcels based on the historic street grid, will entail mixed-use buildings. See **Exhibit E**. The proposed South Aud Block Redevelopment Project includes ECHDC completing the core and shell of two buildings and full build-out of a third building, with up to 100,000 square feet total of mixed-use space:

- Parcel A2.1: 15,000 +/- square foot restaurant,
- Parcel A2.2 and A2.3: 80,000 +/- square foot Children’s Museum/office/residential
- Parcel A2.4: 5,000 +/- square foot ancillary public space (i.e., comfort station, storage, O&M office, visitor kiosk)

ECHDC will also complete additional public infrastructure as part of the site work, including the reconstruction of portions of Lake Street and Lloyd Street, as well as bikeway trail amenities and signage. Additional interpretive signage will be included on the site.

City Street Restoration (Commercial/Pearl)

The reconstruction of Commercial/Pearl Street between Marine Drive and Lower Terrace, including the intersection of Perry Boulevard would improve the City street using a complete

streets concept. In addition, the parking areas under the Skyway located north and south of Perry Boulevard would be redeveloped for Canalside parking. ECHDC is expected to partner with the City of Buffalo, New York State Department of Transportation and Federal Highway Administration to complete the street work.

SECTION D.3.b Private Improvements

DELETE IN ITS ENTIRETY:

Children’s Museum (A1 – A2)

Pursuant to a request for proposal issued by ECHDC, Explore-n-More Children’s Museum was selected as the preferred operator for the operation of a museum on the Aud Block. Explore-n-More is currently working on a master plan and feasibility study to guide the final development of the children’s museum. Once complete, it is expected that ECHDC will build the core and shell of a building to accommodate the museum with Explore-n-More providing funding for the museums fit-out and operations. Currently planning anticipates the museum will be located on the A-2 parcel, but an A-1 location is a possibility based on refined development plans for the Aud Block.

SECTION E. *Project Funding*

DELETE:

The Project budget is currently estimated at **\$405,888,537**. Funding Sources and Uses for Phase 1 and the future phases are set forth below:

1. Anticipated Funding Uses

<u>Canalside Funding Uses – Current Phases</u>	
Public Infrastructure- Canals & Towpaths (A3 & D3)	\$28,240,800
Central Wharf Extension/Floating Docks (E1)	\$3,348,779
Design Costs	\$4,811,493
Miscellaneous (Non-capital associated with O&M, programming, etc.)	\$5,000,000
Private Investment	\$154,400,000
<i>Total Current Project Costs:</i>	\$195,801,072

Canalside Funding Uses-Future Phases	
Aud Block Parking Structure, Deck & Streets (A1)	\$7,124,424
Public Market (A1)	\$8,000,000
Mixed Use (A1)	\$6,476,000
Children's Museum	\$8,000,000
Mixed Use (A2)	\$7,730,000
City Street Restoration	\$680,000
Commercial Slip Garage/Misc. Parking	\$12,000,000
Design Costs	\$6,197,091
Miscellaneous (Non-capital associated with O&M, programming, etc.)	\$15,000,000
Private Investment	\$138,897,950
Total Future Project Cost:	\$210,087,465
Total Project Cost (Current + Future)	\$405,888,537

2. Anticipated Funding Sources

Canalside Funding Sources		
New York Power Authority	\$86,608,587	NYPA provides an Industrial Incentive Award with a revenue stream of \$3.7 million over 20 years; and a Relicensing Agreement revenue stream of \$4.7 million over 20 years
New York State ¹	\$21,000,000	Funding being used for construction of Historic Canals.
ESD- Blueprint	\$5,000,000	Award was made by ESD via an Incentive letter on March 10, 2010
Private Development	\$293,279,950	Private investment expected upon full-build out is based on work under way and the square-footage of the development.
Total Project Funding:	\$405,888,537	

The Canalside Project once fully built out, is currently estimated to cost approximately \$386 million. This number is exclusive of \$20 million budgeted above for miscellaneous non-capital

¹ New York State previously allocated the \$21 million for the Bass Pro Store. The \$21 million was reprogrammed to Canalside activities. ECHDC will use a combination of the NYPA Funding, New York State funding, and the ESD Blueprint Grant to fund ECHDC costs with respect to this MGPP. Final allocations of these sources may differ from the sources table above.

related costs The Project cost consists of public and private investment, as described above in the project description. The Project will be funded by various government agencies, including the New York Power Authority, New York State and Empire State Development Blueprint Grant, with the majority of the funding from the New York Power Authority.

REPLACE WITH:

The Project budget is currently estimated at **\$459,726,457**. Funding Sources and Uses for Phase 1 and the future phases are set forth below:

1. Anticipated Funding Uses

Canalside Funding Uses – Current Phases	
Public Infrastructure- Canals & Towpaths (A3 & D3)	\$28,240,800
Central Wharf Extension/Floating Docks (E1)	\$3,348,779
Mixed Use (A2)	\$18,069,600
Children’s Museum (A2)	\$8,000,000
Public Infrastructure (A2)	\$4,000,000
City Street Restoration (Commercial/Pearl)	\$1,960,000
Design Costs	\$8,654,973
Miscellaneous (Non-capital associated with O&M, programming, etc.)	\$6,975,000
Private Investment	\$202,000,000
Total Current Project Costs:	\$281,249,152

Canalside Funding Uses-Future Phases	
Aud Block Parking Structure, Deck & Streets (A1)	\$7,124,424
Public Market (A1)	\$8,000,000
Commercial Slip Garage/Misc. Parking	\$12,000,000
Design Costs	\$3,254,931
Miscellaneous (Non-capital associated with O&M, programming, etc.)	\$9,200,000
Private Investment	\$138,897,950
Total Future Project Cost:	\$178,477,305
Total Project Cost (Current + Future)	\$459,726,457

2. Anticipated Funding Sources

<u>Canalside Funding Sources</u>		
New York Power Authority	\$92,828,507	NYPA provides an Industrial Incentive Award with a revenue stream of \$3.7 million over 20 years; and a Relicensing Agreement revenue stream of \$4.7 million over 20 years
New York State	\$21,000,000	Funding being used for construction of Historic Canals.
ESD- Blueprint	\$5,000,000	Award was made by ESD via an Incentive letter on March 10, 2010
Private Development	\$340,897,950	Private investment expected upon full-build out is based on work under way and the square-footage of the development.
Total Project Funding:	\$459,726,457	

The Canalside Project once fully built out, is currently estimated to cost approximately \$444 million. This number is exclusive of \$16 million budgeted above for miscellaneous non-capital related costs. The Project cost consists of public and private investment, as described above in the project description. The Project will be funded by various government agencies, including the New York Power Authority, New York State and Empire State Development Blueprint Grant, with the majority of the funding from the New York Power Authority.

SECTION L. Public Approval and Environmental Review Process

DELETE:

ESD, acting as the lead agency pursuant to the requirements of the SEQRA conducted an environmental review of the Canalside Project in 2009/2010. On March 26, 2010, after conducting scoping, issuing a draft generic environmental impact statement (“DGEIS”), holding public hearings, and issuing a final GEIS (“FGEIS”), ESD issued a SEQRA findings statement approving the Project. ESD found that the DGEIS and FGEIS provided a thorough examination of all of the important potential impacts that would result from undertaking the Project. ESD carefully reviewed, questioned and analyzed the various impacts of, alternatives to, and potential mitigation measures for the Preferred Alternative and weighed these issues against the social and economic benefits of the Preferred Alternative and other essential considerations.

Given that plans for components of this MGPP have been modified (particularly regarding a proposed larger scale of development on the Webster Block), in accordance with SEQRA regulations and procedures/thresholds set forth in the FGEIS, ESD undertook a supplemental review of the changes, documented in a SEQRA Full Environmental Assessment Form with Supporting Analyses. Based upon this assessment, ESD concludes that while the proposed Project in this MGPP varies from that in the last adopted MGPP, these variations would not result in significant adverse impacts on the environment beyond what was already documented in the DGEIS, FGEIS, and Findings Statement for the Canalside Project. Therefore, ESD staff recommends that the Directors make a Determination of No Significant Effect on the Environment.

Accordingly no further SEQRA compliance is required prior to adoption of this MGPP.

REPLACE WITH:

ESD, as lead agency, completed an environmental review of the Canalside Project, pursuant to the requirements of the State Environmental Quality Review Act ("SEQRA") and the implementing regulations of the New York State Department of Environmental Conservation. This review, which was coordinated with all involved agencies due to the Project's Type I classification, involved a full public scoping process and the preparation of a draft generic environmental impact statement ("DGEIS") and a final generic environmental impact statement ("FGEIS"). The ESD Board of Directors issued SEQRA findings for the Project on March 26, 2010. The 2010 SEQRA documents included a full assessment of a Preferred Alternative that involved the anticipated level of development that was presented in the original 2010 GPP for Canalside (i.e., inclusive of a proposed Bass Pro store on the Aud block). In accordance with SEQRA regulations and the thresholds set forth in the FGEIS, to date ESD has evaluated the potential environmental effects of two prior MGPPs for the Project:

- In October 2010, largely associated with the elimination of the proposed Bass Pro store on the Aud Block, for which after an evaluation of the change the Directors concluded no additional SEQRA documentation was required; and
- In November 2012, largely associated with increases in the anticipated scale/density of development on the Webster Block that was part of the proposed HARBORcenter project, for which after the preparation of a full SEQRA environmental assessment form (EAF) and supporting analyses, the Directors concluded that these variations would not result in significant adverse impacts on the environment beyond what was already documented in the 2010 SEQRA documents for the Canalside Project and made a Determination of No Significant Effect on the Environment.

Accordingly, ESD staff have also conducted an evaluation of potential effects of this MGPP against those effects documented in 2010 SEQRA documents as amended. This evaluation determined that the assessments and proposed mitigation contained in this documentation would still adequately address any projected impacts of development under this MGPP. Therefore, no further environmental review is required in connection with this action.

Attachments

ADD NEW:

Exhibit E – South Aud Block Redevelopment Project Renderings