

SECTION IV
PROPOSED LAND AND WATER USES

A. LAND USES

Plans for redeveloping the Bethlehem Steel complex are presently in their initial stages. The recently completed Harborfront study (Feb. 1987), prepared for the Western New York Economic Development Corporation, Bethlehem Steel and Buffalo Crushed Stone, states that: "Fundamentally, the land plan strives to accomplish one primary objective which is to promote a balanced built environment along one of the region's primary locational assets - its waterfront" (p. 19). Conceptually, that portion of the Bethlehem complex within the City of Lackawanna is proposed to be redeveloped for industrial uses, transportation purposes and recreation.

The steel company's coke plant is expected to remain in operation for the foreseeable future. The facility will continue to occupy about 60 acres of land along the west side of the Lackawanna Ship Canal. This canal and the extensive rail network within the Bethlehem Steel Complex combine to provide a major opportunity for developing a multi-modal transportation center serving the entire Western New York region, and has been named "Gateway Metroport" (See Map 8).

Gateway Metroport's principal asset is the canal, a 4,000'-long, 200'-wide channel with a 28' depth. The canal can accommodate several 1,000' lake freighters simultaneously, and is the easternmost port on the Great Lakes that can berth ships of this size (lock sizes on the Welland Canal prohibit entry of these vessels into Lake Ontario and the St. Lawrence River). The South Buffalo Railway network servicing the Bethlehem complex provides connections to five national carriers, and has 27 locomotives and an automatic rail car loader. Three miles of conveyors expedite cargo handling and ship-to-rail transfer of materials. Selective demolition of several abandoned buildings in the vicinity of the canal will result in the retention and rehabilitation of roughly 160,000 sq. ft. of enclosed bulk-storage space and the availability of 150 acres of open bulk storage area. In addition, an existing 600,000 bbl. tank farm will be demolished and made available for heavy industrial use. About 350 acres of land will be occupied by Gateway Metroport facilities.

Roughly 4 acres of land within Gateway Metroport has been designated a foreign trade zone. Aggressive marketing of this facility is currently underway in Canada and Japan, as well as throughout much of the United States. In addition, the former Bethlehem Employment Building is proposed to be redeveloped into an office center, with roughly 50,000 sq. ft. of floor space being made available.

Over 400 acres of lakeshore land is presently an abandoned slag disposal area. Buffalo Crushed Stone is in the process of reclaiming these deposits for use in construction projects throughout the northeast. A state-of-the-art slag processing facility has recently been established on the site. Full recovery of all deposits is estimated to take 20 years. A final grade of roughly 12' above the lake level is proposed to be established along the shoreline. Upon completion of slag reclamation, land will be available for water-dependent or water-enhanced uses. Specific future uses to

be accommodated will be determined based partly upon future market conditions.

The remainder of the steel complex is proposed to house general industrial uses and rail transfer yards. Demolition of roughly 70% of all abandoned structures will result in the retention of about 1,500,000 sq. ft. of industrial space on site. Roughly 400 acres of cleared land will become available for the construction of new industrial space.

Light and medium industrial development compatible with the nearby Gateway and New Village Industrial Parks is planned for the northeast portion of the Bethlehem complex along Route 5. A variety of smaller industrial parcels ranging in size from 2 to 20 acres could be created, depending upon market conditions. Further south along Route 5, approximately 200 acres of land are available with ready access to major electric and natural gas trunk lines. This area is particularly suitable for a single large-scale end user of high energy quantities.

A landscaped corridor along the Lake Erie shore is proposed to be created, extending from the mouth of Smoke's Creek south into the Town of Hamburg to Woodlawn Beach. This corridor would be suitable for passive recreation such as bank fishing, picnics, strolling and cycling, and would provide the general public with an opportunity to gain access to the Lackawanna waterfront for the first time in the City's history. Vehicular access to the corridor from Route 5 will require further study and cooperative efforts among the City of Lackawanna, Town of Hamburg, and private owners.

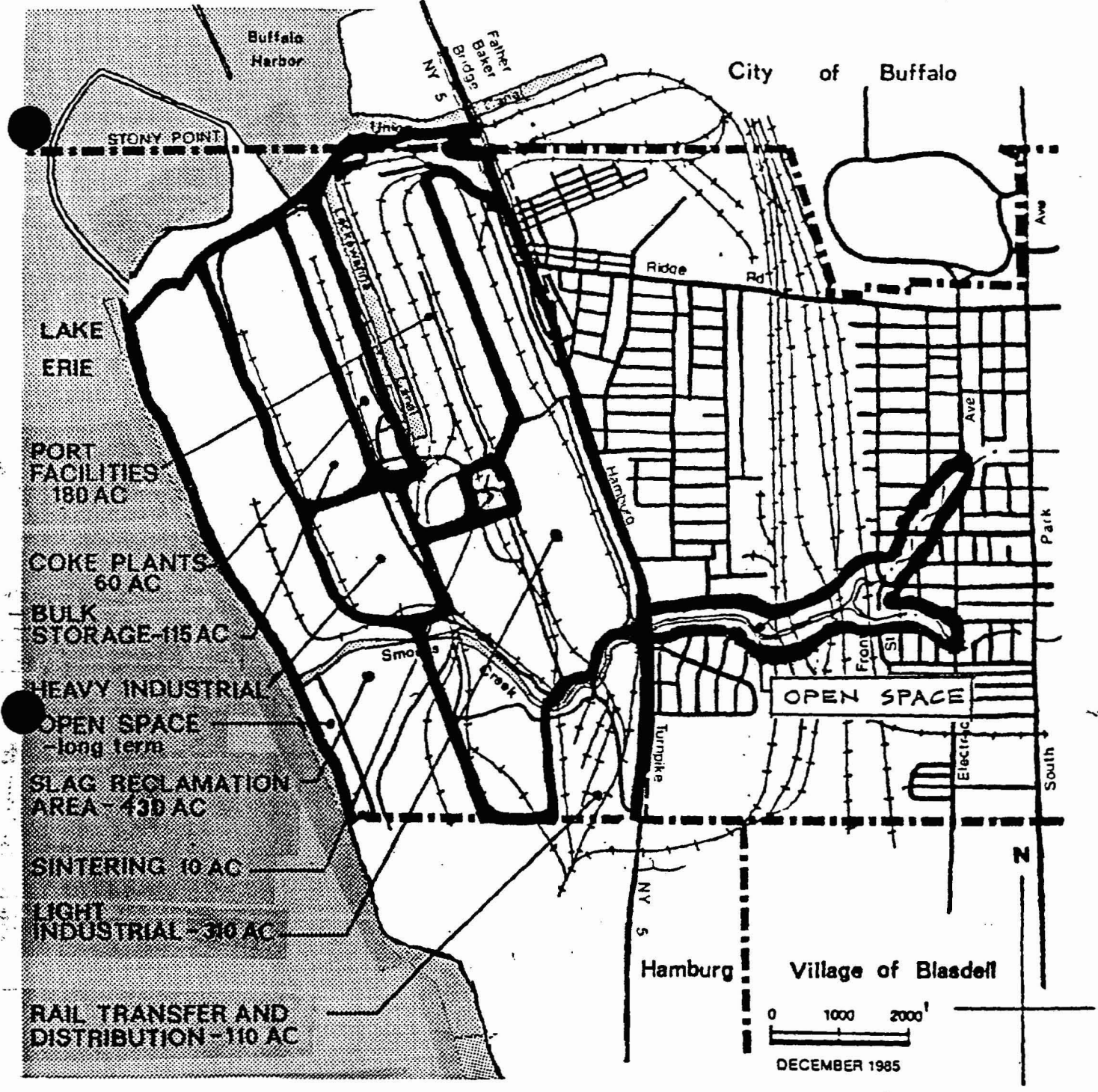
Substantial landscaping is also proposed along the Route 5 corridor, with berms, plantings, and coordinated signage envisioned. Special attention is planned for the Route 5 - Ridge Road intersection in order to create an aesthetically pleasing entry to the Ridge Road business district and the New Village Industrial Park immediately east of Route 5.

Finally, the Smoke's Creek corridor from Route 5 inland to Electric Avenue is proposed to be retained as open space in conformance with its existing condition.

B. WATER USES

The Lackawanna Ship Canal and nearby sections of Lake Erie have historically been used for transportation and industrial purposes. Although future demand for industrial cooling and processing water will be greatly diminished from pre-1980 levels, some water will continue to be required for the remaining active portions of the Bethlehem Steel facility, and possibly for future water-dependent industrial uses which might develop in response to market conditions. With strong emphasis being given to developing Gateway Metroport into a major transportation hub, the use of the canal by commercial shipping will likely increase.

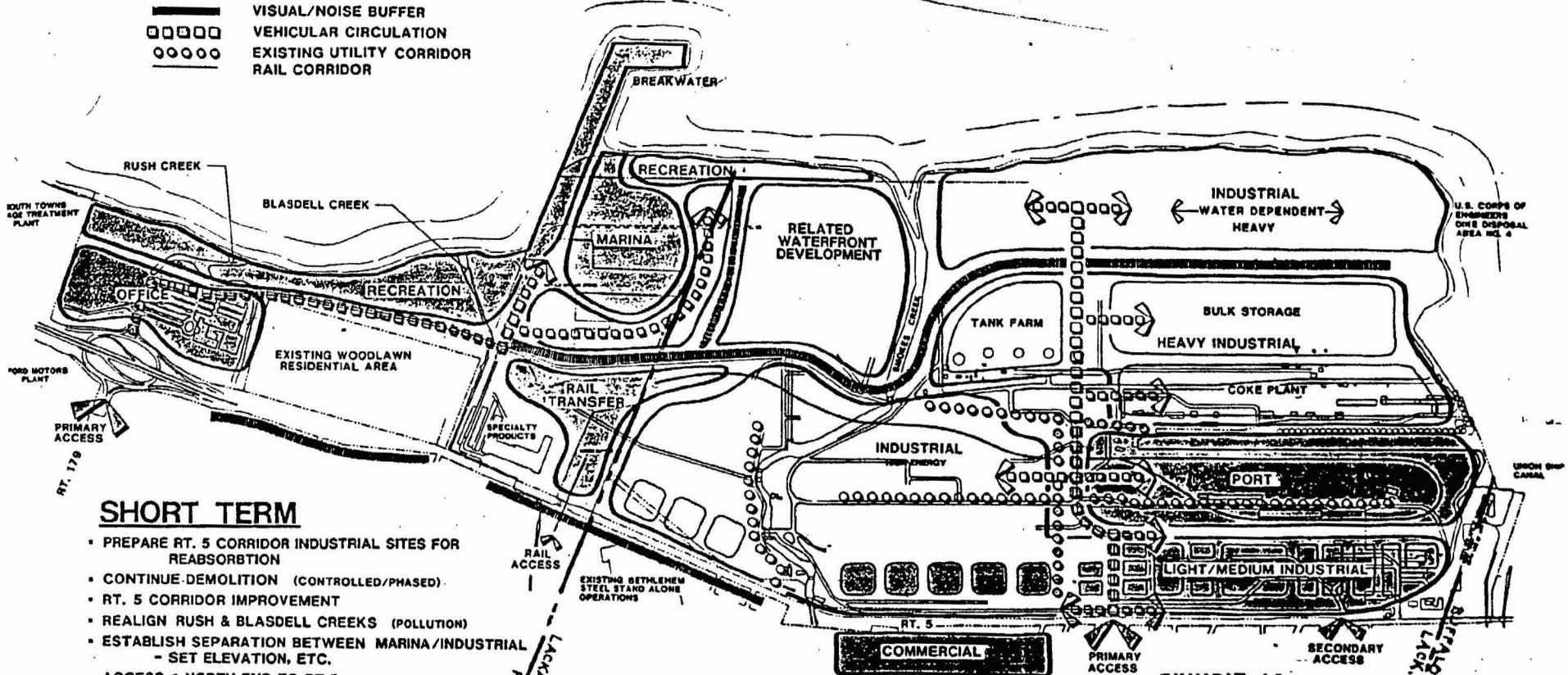
Elsewhere along the City's shoreline, the Lake will be used for recreational boating and fishing. The Lake will also act as a scenic setting for passive shoreline recreation activities.



<p>LOCAL WATERFRONT REVITALIZATION PROGRAM</p> <p>ERIE COUNTY DEPARTMENT OF ENVIRONMENT AND PLANNING</p>	<p>MAP 7</p> <p>LAND USE PLAN</p> <p>CITY OF LACKAWANNA</p>
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LEGEND

- ▬ VISUAL/NOISE BUFFER
- VEHICULAR CIRCULATION
- ○ ○ ○ ○ EXISTING UTILITY CORRIDOR
- RAIL CORRIDOR



SHORT TERM

- PREPARE RT. 5 CORRIDOR INDUSTRIAL SITES FOR REABSORPTION
- CONTINUE DEMOLITION (CONTROLLED/PHASED)
- RT. 5 CORRIDOR IMPROVEMENT
- REALIGN RUSH & BLASDELL CREEKS (POLLUTION)
- ESTABLISH SEPARATION BETWEEN MARINA/INDUSTRIAL - SET ELEVATION, ETC.
- ACCESS • NORTH END TO RT.5
- MARINA DEVELOPMENT & CONCLUDE PORTION OF SLAG OPERATION
- RT. 5 ACCESS
- PUBLIC ACCESS TO SMOKES CREEK MOUTH
- ESTABLISH TRANSPORTATION & UTILITY CORRIDORS
- RESPOND TO MARKET DEMAND
- PORT DEVELOPMENT
- RAIL TRANSFER CONSOLIDATION /ACCESS
- CLEAN-UP WASTE DISPOSAL SITES



EXHIBIT 10 -
 PHASE 1 - 5 YEAR PLAN
HARBORFRONT

THE SARATOGA ASSOCIATES
 LANDSCAPE ARCHITECTS ARCHITECTS PLANNERS
 NUSSBAUMER & CLARKE INC
 CONSULTING ENGINEERS
 ECONOMICS RESEARCH ASSOCIATES
 ECONOMIC CONSULTANTS

MAP 8
ILLUSTRATIVE SITE PLAN