

Town of
Erwin

Village of
Painted Post

Village of
Riverside

Brownfield Opportunity Area

Step 2 Nomination

Prepared by:
Southern Tier Central
Regional Planning & Development Board

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1. Executive Summary

LEAD PROJECT SPONSORS

The Town of Erwin, the Village of Painted Post and the Village of Riverside, with the assistance of the Southern Tier Regional Planning and Development Board, were awarded a grant through the New York State Department of State (NYSDOS) and the New York State Department of Environmental Conservation (NYSDEC) to initiate a Brownfield Opportunity Area Study. The purpose of the study was to assess the status and long term potential of former industrial lands and related adjacent areas to establish a long term vision and identify strategies for change.

These communities, assisted by Southern Tier Regional Planning and Development Board have worked to seek the input of the local public and regional stakeholders as well as planning and engineering consultants to develop a Brownfield Opportunity Area (BOA) program that represents an achievable community vision.

The Step 2 Nomination Document, including a Master Plan for the Brownfield Opportunity area, was prepared in accordance with the guidelines established by NYSDOS and NYS DEC for the Nomination Study (Step 2) and to guide the Implementation Strategy (Step 3) phase of the BOA program. Several representatives from community- and public-sector based organizations sat on the Erwin, Painted Post, Riverside BOA Steering Committee and made significant contributions to the development of the nomination document

Following the completion of the Step 2 Nomination Study, the communities and the Southern Tier Central Regional Planning and Development Board will enter Step 3, defining steps for implementation of recommendations and the Master Plan that were developed during Step 2. Ultimately, the BOA program will help achieve economic and physical revitalization of the project area.

PROJECT OVERVIEW & DESCRIPTION

In response to the urgent need to revitalize the local economy and to improve environmental quality, the Village of Painted Post, Village of Riverside and Town of Erwin submitted a joint application for assistance under the New York State Brownfield Opportunity Areas (BOA) program. The Southern Tier Central Regional Planning and Development Board (STC) was selected as the project consultant and has worked closely with community leaders, local agencies and community groups to complete the pre-nomination study and recommendations.

A BOA Pre-Nomination Study served as the first step of a three-part process to develop a community-driven plan to help return areas affected by the presence of brownfield sites as well as vacant and underutilized sites back to productive use. A “brownfield” or “brownfield site” is defined as any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant. An underutilized property is a site that does not match the local zoning, the existing Comprehensive Plan, or the Pre-Nomination Study Community Visioning process. A vacant site is a parcel of land with no buildings and no known or suspected existing contamination; vacant sites are ready for redevelopment.



The proposed Brownfield Opportunity Area consists of 494 acres of mixed commercial, industrial, and residential use. Boundaries for the study area follow natural and recognizable features including highways and political borders. A total of 564 parcels are located within the BOA including 22 brownfields, 41 underutilized parcels, and 11 vacant parcels.

The nomination stage is the second step toward Brownfield redevelopment, following the pre-nomination phase; the nomination phase provides a more detailed investigation of the BOA. The nomination study will lead directly to Step 3, Implementation.

COMMUNITY VISION, GOALS, & OBJECTIVES

Interested landowners met with members of the BOA Working Group and Steering Committee on September 10 and September 22, 2008 to work together to build a community vision for the BOA. After a presentation about the BOA program, a review of the history of planning in the three communities, a detailed discussion of the BOA boundaries and sites and a “virtual tour” of the main transportation corridor, the participants wrote up their ideas and concerns on each of the following topics suggested in the BOA scope of work. The group then worked together to develop goals which reflect the desires of the communities for each topic. The Community Identified Goals are as follows:

Table 1: Community Identified Goals

Rank	BOA Topic	Goal
1	Ideal businesses & industries	Attract businesses and industry that would support local needs without placing strain on community infrastructure.
2	Zoning	Coordinate zoning to meet community goals and community needs
3	Housing: variety & cost	Attract a wide variety of housing types that will support local businesses
4	Future community involvement	Keep taxes low and keep people involved/informed in the community
5	Compact building design	Encourage higher density housing and mixed-uses
6	Physical Infrastructure	Encourage an attractive, small-town atmosphere in the community
7	Encouraging the re-use of land	Recycle the urban landscape
8	Walk-ability	Develop a coordinated system of sidewalks, bike paths and trails. (the intersections of E. High/Hamel and E. High/Hart were identified as needing improvement)
9	Distinctive and attractive community	Try to re-create Main Street USA
10	Natural resources and open space	Maintain the existing green space
11	Mixing land uses	Facilitate the mixing of compatible land uses
12	Recreation and community facilities	Encourage the people-oriented use of green space
13	Variety of transportation choices	Improve alternative transportation connections in the communities
14	Predictable development process	Achieve understanding between developers and communities regarding the community vision

After the community goals were established, each attendee was given three stickers and asked to place each of their dots on their three most important goals. Objectives were developed as a group that would meet the four most important goals. The top four goals and objectives were:

GOAL #1) Attract businesses and industry that would support local needs without placing strain on community infrastructure in the BOA.

OBJECTIVES:

- a) Attract all types of companies, both chains and small businesses
- b) Identify businesses which will suit local needs
- c) Use the “Gateway to the Finger Lakes” as a marketing label
- d) Identify the special flavor of the BOA for marketing purposes
- e) Attract I-86 and I-99 travelers to spend time in the BOA

GOAL #2) Coordinate zoning to meet community goals and community needs

OBJECTIVES:

- a) Coordinate zoning between the Village of Painted Post and the Village of Riverside.
- b) Update existing zoning as necessary
- c) Update the West Water Street site transportation links (a bridge west to Route 415)

GOAL #3) Attract a wide variety of housing types that will support local businesses

OBJECTIVES:

- a) Zone to permit important mixed-use developments
- b) Trigger mixed-use development
- c) Prove and promote the local desire for mixed-use housing of all types

GOAL #4) Keep taxes low and keep people involved/informed in the community

OBJECTIVES:

- a) Encourage social networking in the community
- b) Plan events to increase knowledge and awareness of local concerns and projects
- c) Increase media coverage

Finally, the entire group worked to create a unified community vision by filling in “who, what, when, where, why and how:”

Who: Residents, business owners and tourists

What: Develop underutilized properties to meet the needs and requirements in a coordinated way

When: On-going

Where: 500 BOA acres

Why: Take advantage of the opportunities from I-99 and I- 86 interchange (to expand the tax base)

How: Become a BOA as soon as possible, with the involvement of the community

Staff used the information to create this draft vision statement:

To take full advantage of the opportunity created by the I-86 & I-99 interchange, now and in the future, the proposed 500 acre BOA in our three communities (Erwin, Painted Post and Riverside) should be developed to meet the needs and requirements of the residents, business owners and tourists in a c oordinated way by becoming an official BOA as soon as possible with the involvement of the community.

The following vision was developed as part of the community participation process:

A well developed and balanced community exists inside the Brownfield Opportunity Area of the Town of Erwin, Village of Painted Post, and the Village of Riverside. The community is ideally suited to everyday living; providing a w alkable environment, public transportation, and convenient services. These three vibrant communities include mixed land uses and socio-economically diverse residents. This area has a rich history of manufacturing and a gr owing technological base. Located at the I-86 and I-99 interchange, “the Gateway to the Finger Lakes”, this area attracts and maintains business and industry that support the local economy, neighborhoods, and visitors.

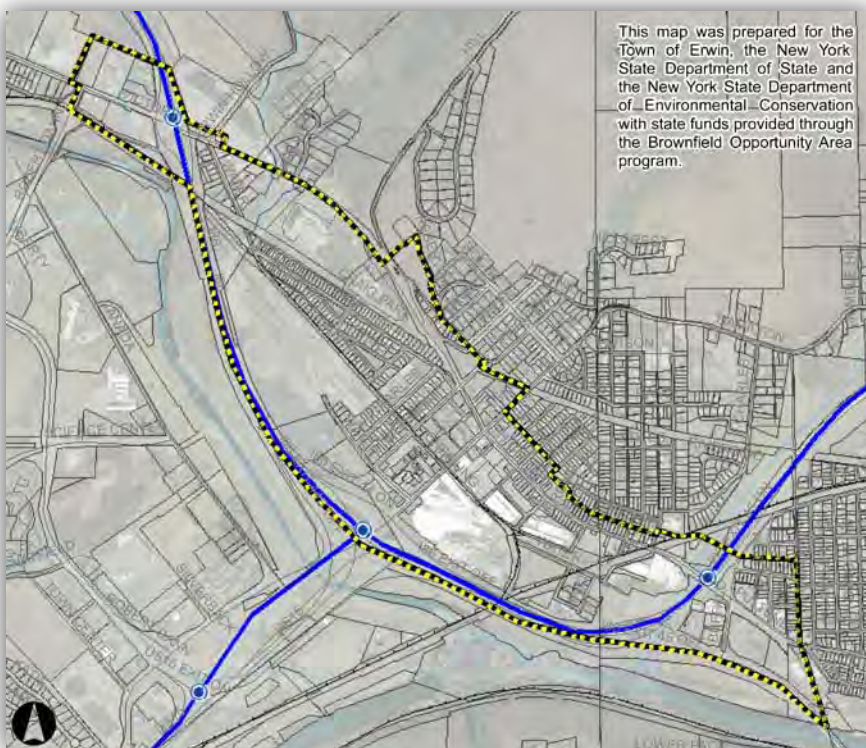
PROJECT BOUNDARY DESCRIPTION & JUSTIFICATION

Boundary Description

The easternmost border of the BOA is along Townsend Avenue and down the Village of Riverside-City of Corning municipal line to Route 352. The BOA follows Route 352 into I-86 from the eastern most Painted Post border through Erwin until the B&H Railroad Company parcel (0.1 mile south of Route 415). The BOA boundary line follows the railroad parcel until Robert Dann Drive. The BOA boundary captures the five (5) parcels north of Route 415 between Robert Dann Drive and I-86. The BOA outline follows I-86 southbound and then captures two (2) parcels north of Route 415 by the interstate on-ramp.

The BOA outline then follows Route 415 from the Town of Erwin to the intersection of Victory Highway with West Hill Road. The BOA boundary extends north east, up the hillside to capture a large wooded parcel. The BOA includes several residences on the southwest side of Fairview Ave., before Fairview intersects with the community bike path. The bike path becomes the BOA boundary for .06 miles, and then the boundary follows North Hamilton Street southwest to Platt St. The boundary follows Platt until the estimated 'intersection' with Stull Lane. At the end of Stull Lane, Dennison Street becomes the boundary. The final portion of the BOA boundary bisects the Village of Riverside with a line from the end of Dennison Street through Alley Five, to end at the City of Corning/Village of Riverside border (where the BOA began).

Figure 1: Project Boundary



Justification

The justification for these boundaries was to collect major portions of the town and villages that have road frontage on Route 415 or sections of the community located between I-86 and Route 415. Several land uses are affected by BOA sites, several of the largest sites are adjacent to residentially zoned land and existing homes.

Necessary Areas/Land Uses Affected by the BOA

Areas necessary to achieve the goals of the Town of Erwin, Village of Painted Post, and Village of Riverside BOA are the parcels along Route 415 and the larger parcels within the BOA along I-86. The study area includes a mix of residential, commercial, industrial, and service-related land uses, the focus of the BOA program in this area is to return brownfields as well as vacant and underutilized lands to productive uses.

The Chemung River Valley is a natural resource and water source within the BOA. Although the river is just outside the BOA boundary, both the Cohocton and Chemung rivers are used for recreation by members of the community at large.

The Dresser Rand manufacturing facility in Painted Post is an important industrial asset located in the BOA. This is an advanced engineering and manufacturing facility which employs 740 local workers and is located at 100 Chemung Street. Continued operations at Dresser-Rand are vital to the local economy, including the area inside the BOA. Dresser Rand produces components and systems to satisfy a variety of production contracts with private firms and with the Department of Defense. The backlog of contracts at Dresser Rand is substantial; these accumulated contracts have allowed the facility to operate through tough economic times.

Corning Community College and the Corning Hospital are health care and educational land uses that may be affected by development in the BOA. If re-development efforts in the BOA succeed, local population loss will cease and the demand for these service industries will increase.

In the region surrounding the BOA, tourism is an established and growing industry. The Corning Museum of Glass is the most visited Upstate New York attraction outside of Niagara Falls, bringing nearly 400,000 visitors to the region each year. Finger Lakes Tourism has worked diligently to promote Finger Lakes wine in New York and beyond. Tourists may be able to utilize the BOA as a base to explore the wine country or the region's Aviation History (Glenn Curtiss Museum, Wings of Eagles Museum, and local aviation pioneer Joe Costa).

Existing transportation infrastructure (both near and in the BOA) is a key land use. The transportation infrastructure is an excellent selling point for sites within the BOA. Re-utilizing the existing infrastructure should reduce long-term road maintenance costs to local and state governments, compared to the maintenance cost on a larger road network- built to accommodate greenfield development. The I-86/I-99 transportation/trade corridor, the Erwin-Painted Post Airport, the Elmira-Corning Regional Airport, and the Bath & Hammondsport Railroad line could all experience increased use as a result of successful development in the BOA.

2. Public Participation Plan & Techniques to Enlist Partners

COMMUNITY PARTICIPATION PROCESS & TECHNIQUES

The BOA Step 2 Nomination Study process consisted of a multi-faceted and inclusive public participation process, designed to achieve a diverse and wide-reaching feedback and support for the redevelopment of the BOA. Community input was key to the project's development, influencing and informing the investigative inventory and analysis as well as the recommendations and concept plans.

In Late 2011, the project team initiated the public process by inviting community supervisors, mayors, and their selected board members; Painted Post Forward representatives; NYSDEC; NYSDOS; and STC staff to discuss the BOA Nomination study and the W. Water Street access bridge Feasibility Study. The Steering Committee from the pre-nomination process remained in place during the nomination process. Consultants, peter j. smith & company, inc. co. designed and the steering committee approved a public outreach program that included several participation elements.

Input opportunities included a community visioning session, public forums, topic-oriented focus groups and online availability of the nomination document for comment. The consultants developed all communication materials for each of the public input opportunities, including press releases, posters, direct-mail letters, emails and advertisements. Southern Tier Central distributed marketing information, informing residents and business owners of the public input opportunities. The consultant team also created all presentations, mapping, workbooks and other materials for each input session and facilitated participation.

In addition to the traditional engagement process, peter j. smith & company, inc. also developed marketing materials for the BOA to ensure that the community, businesses and developers remain interested, supportive and engaged in the area's redevelopment. These materials include a brochure outlining the advantages of the BOA program and the urban design plan, a poster depicting development potentials envisioned in the urban design plan and a sample development RFP.

Community Participation Summary

From the beginning of the BOA process, public participation in the E/PP/R BOA has been a key component of the project. STC staff has provided regular progress reports to the host municipalities, planning boards and Painted Post Forward, a community advocacy group.

On January 25 and January 26, the consultant team held a series of five topic-oriented focus groups to gather input from various industry professionals. Following are each of the group topics:

- Transportation & Infrastructure
- Recreation & Tourism
- Residents, Education & Non-Profits
- Commercial & Industrial Development
- Community & Economic Development Organizations

The input from these groups was wide reaching. Among the areas that were stressed were the importance of improving the region's workforce and employability, concerns regarding transportation infrastructure in the BOA, ideal industries to target for new development and the BOA's potential to serve a growing regional tourism industry in the Greater Corning Area and the Southern Finger Lakes.

A public meeting was on March 22, 2012 to re-engage the community in the BOA program, educate neighborhood residents about the Step 2 Nomination Study process and gather input regarding the major issues and opportunities facing new development in the BOA.

For this session, participants worked in groups to collaborate and identify the issues and opportunities for development in the BOA. Groups were asked to mark on the map the ideal locations for development which they would support. They also denoted the locations of physical impediments to development such as poor access, aging roadways, unattractive aesthetics and other struggling conditions.

The public was invited again to attend and participate in an interactive forum on July 26. The presentation during this session focused around presenting the findings, recommendations and the urban design plan for the BOA. Attendees were guided step-by-step through the recommendations, their significance for the BOA moving forward and what to expect for the Step 3 phase of the program. Feedback was received orally as well as written on forms designed by peter j. smith & company, inc.

Community volunteers were utilized for traffic counts, which provided an outreach opportunity for the volunteers and for members of the community (as they were being counted).

The Nomination Study has been made available to the public in three distinct ways: an executive summary through the media, printed copies in municipal offices, and digital versions will be available online.

TECHNIQUES TO ENLIST PARTNERS

Building strong partnerships is one of the key elements of the BOA process. The final study illustrates an economically vital and stable community; local organizations and involved civic partners will be necessary to implement the recommendations of the Nomination Study.

Table 2: Project Steering Committee

Name	Affiliation
Jack Benjamin	Three Rivers Development Corporation
Vickie Button	Painted Post Planning Board
William Cornell	Village of Riverside
Roswell Crozier	Village of Painted Post
Rick Davis	Crystal Cleaners
Ted DeVoe	Corning-Painted Post School District
Dave Erwin	Town of Erwin
Carol Ferratella	Steuben County/Village of Riverside
Nancy Foster	Painted Post Forward
Ralph Foster	Painted Post Village Trustee
James C. Johnson	Steuben County IDA
Vincent Krystof	Painted Post Laser Wash & Village Mini-Market
Diane Lantz	Regional Economic Development & Energy Corp.
Greg MacLean	NYSDEC Region 8
Tom Magnusen	Painted Post Board of Trade
Mike Manzari	Pyramid Brokerage
Ted Pawlik	Dresser-Rand
Doug Rich	Dresser-Rand
Rita McCarthy	Town of Erwin
Christina Mucci	Pyramid Brokerage
Emily & Ernie Northrup	Painted Post Forward
Phil Palmesano	NYS Assembly
Bill Piatt	NYS DOT Planning Section
Bart Putzig	NYSDEC
Pamela L. Rogers	Painted Post Forward
Meg Scheidweiler	Painted Post Forward
William Scheidweiler	Painted Post Planning Board
Julie Sweet	NYS DOS
Janet Thigpen	Steuben County EMC
Amy Tryon	Village of Painted Post
Lyle Wasson	Village of Riverside
Marcia Weber	Village of Painted Post

Project participants have worked diligently to build strong relationships among the project participants. This project has included the following thirty organizations. Attendance at E/PP/R BOA Steering Committee meetings has been good, these groups are well represented.

The ongoing E/PP/R BOA process has provided ample opportunities for communication between members of these groups. The steering committee remained relatively stable between the pre-nomination phase and the nomination phase; this project is building on a history of cooperation, forged in a three year pre-nomination process. The group activities and discussions have prompted steering committee members to discuss inter-municipal issues and the effects of New York State governance on residents/communities. The relationships established through this process will be vital for E/PP/R to succeed with a BOA Implementation project.

The project team has maintained close communication with the Steering Committee, local governments, and involved agencies throughout the entire BOA process. Members received an invitation by mail and email in December 2011, January 2012 and March 2012. Participants were emailed regarding project activities in March 2012, May 2012, July 2012.

3. Analysis of the BOA

INTRODUCTION

The Brownfield Opportunity Area program provides municipalities with financial assistance to complete area-wide planning approaches to brownfield redevelopment. Completion of the program leads to a New York State designation as a Brownfield Opportunity Area. The second step in the program is the Nomination, which provides an in-depth description and analysis of economic and market trends, existing conditions, opportunities, reuse potential and recommendations.

This section, the analysis of the proposed BOA, is the third of the Step 2 Nomination Document for the Erwin/Painted Post/Riverside Brownfield Opportunity area. The analysis is a comprehensive inventory of the existing conditions of the BOA concerning the following investigative areas:

- Community & Regional Setting
- Existing Land Use
- Existing Zoning
- Brownfield, Abandoned & Vacant Sites
- Strategic Sites
- Land Ownership Patterns
- Parks & Open Space
- Building Inventory
- Historic or Archeologically Significant Areas
- Transportation Systems
- Infrastructure
- Natural Resources & Environmental Features
- Economic & Market Trends
- Summary Analysis, Findings, and Recommendations of the BOA & Strategic Sites

COMMUNITY & REGIONAL SETTING

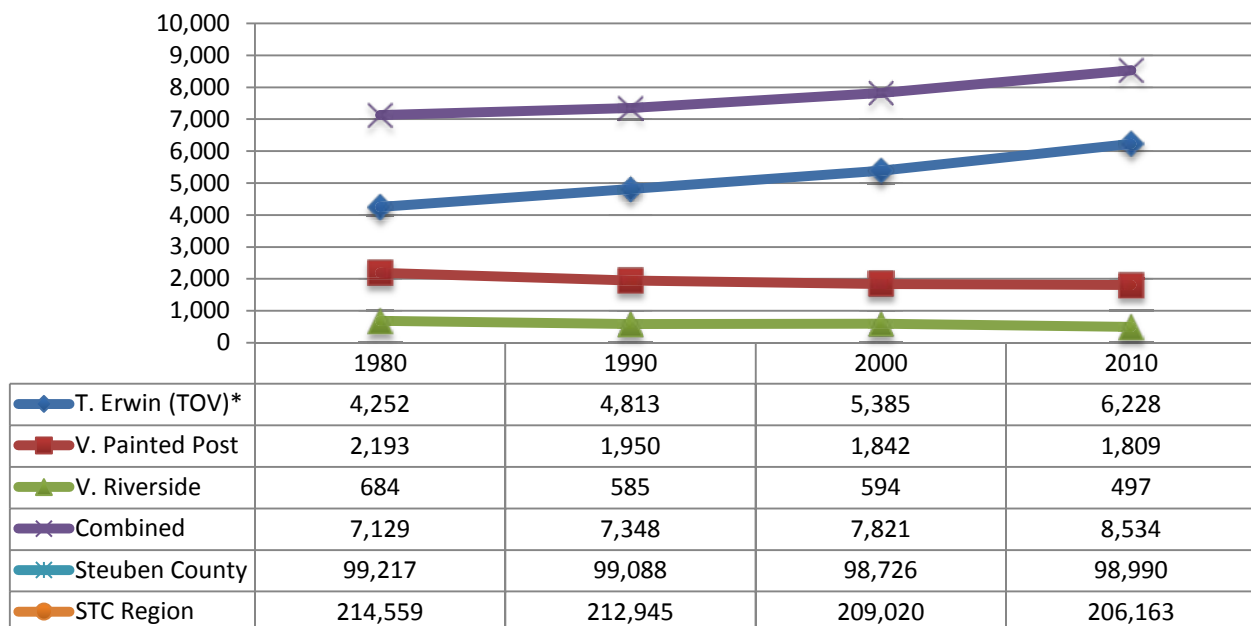
The Brownfield Opportunity Area is located in the Corning, New York, Metropolitan Statistical Area in Steuben County. The proposed BOA is centrally located within the central Southern Tier counties of New York State. The BOA is divided among the Town of Erwin and the villages of Painted Post and Riverside; almost two-thirds (63%) of BOA properties and acreage are located within the Village of Painted Post. The remaining one-third is divided equally between Riverside and Erwin. See Figure 1 for more detail on the BOA location. Looking at the BOA in relation to the total area of the three communities, about half of the Village of Riverside and almost 40% of the Village of Painted Post (311 acres out of approximately 830 acres) are located in the BOA. Only about 4% of Erwin's 39.5 square miles is located in the BOA.



The project area lies within the rolling hills of the Finger Lakes

A variety of indicators were used to provide a description and analysis of demographic, social, economic, and employment characteristics of the communities. This data provides a valuable analysis tool to examine the area's trends and potential for future growth and development. Original sources of information have been used including US Census, NYS Department of Labor, US Bureau of Economic Analysis, and Cornell University Socio-economic Trends and Well Being Indicators 2000.

Table 3: Population Change in the Study Area





A home in the Village of Painted Post

Demographics

According to the 2010 Census, the Village of Painted Post had a population of 1,809 which was a decline of 1.8% since 2000. Population loss in the Village of Painted Post was much larger between 1980 and 2000 (a decline of 5.5% 1990-2000 and 16% from 1980-1990). The populations of Painted Post and Riverside have shown a net decrease since 1980.

However the rate of population loss seems to be slowing. Similar population losses occurred for most cities and villages throughout Steuben County and the STC region, which encompasses Steuben, Schuyler and Chemung Counties. There were 841 housing units in the village, a slight increase since 2000. The trend of decreasing population, decreasing household size, and increasing numbers of households is common throughout Upstate New York.

The Village of Riverside had a population of 497 in the 2010 Census which was a massive decrease of 16.3% since 2000. Between the 1990 and 2000 Riverside experienced growth of 1.5% and an overall decrease of 13.2% from 1980. There were 219 housing units in Riverside; the majority of these units were owner-occupied.

In comparison, the Town of Erwin (outside of Painted Post) has shown a net growth of population since 1980. Population gains in the Town of Erwin have off-set the losses in the two villages. The total population of the three BOA municipalities has increased by almost 20% since 1980. Only a small portion of the BOA is within the Town of Erwin, and the included portion is mostly non-residential. The Town of Erwin had a population of 8,037 in the 2010 Census including the Village of Painted Post and a net population (Town, Outside Village) of 6,228. Population for the town in 2000 was 7,227 (including Painted Post) and a net population of 5,385 outside of the village. There were 3,322 households in the Town of Erwin (including the Village of Painted Post).

The BOA boundary crosses census tracts, so it is difficult to precisely estimate the population within the E/PP/R BOA. Given the relative age of residents of the villages, the small portion of Erwin in the BOA area, and the increase of new housing development outside the BOA boundary, it is likely that the population loss since 1980 in the BOA area has been significant.

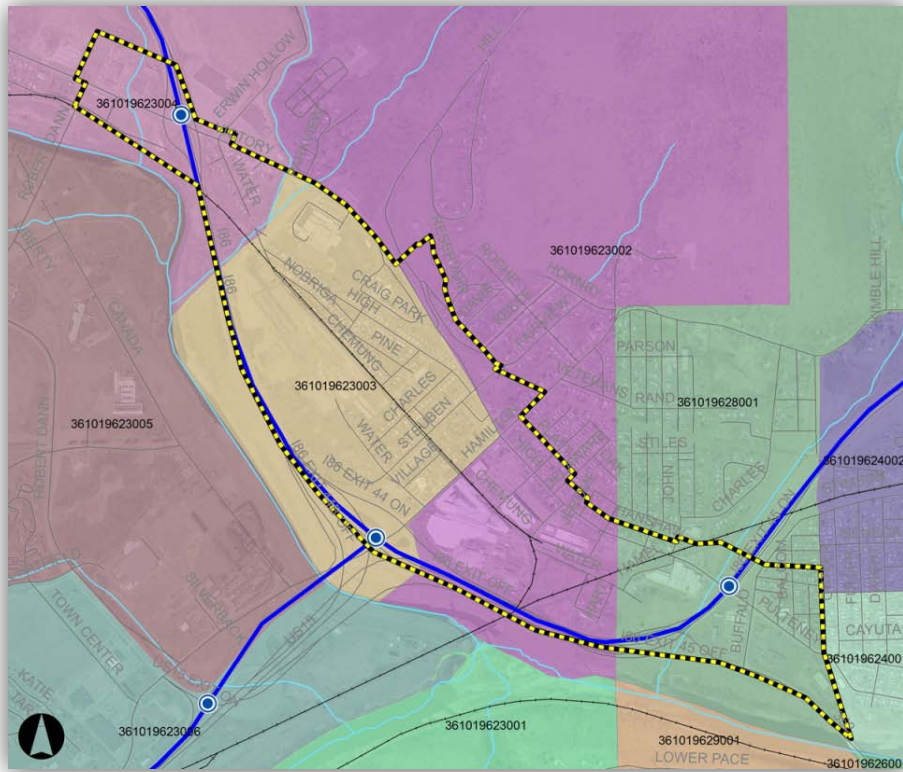


Figure 2: Census Block Groups in the BOA

Basic population information for the BOA, will be gathered from Census block level data. Figure 3 is a dot density map of the population in the BOA, by census blocks. The Census block level data offers a relatively accurate view of population density in the study area. The population density map in **Figure 3** shows two major population centers in the BOA.

Census block groups in the study area do not conform to the Boundaries of the BOA. As shown in **Figure 2**, analysis at the block group level will not generate data specific enough for the study's purposes. Only two block groups are mostly contained within the BOA. Other block groups aggregate the rural lands surrounding the BOA with the study area.

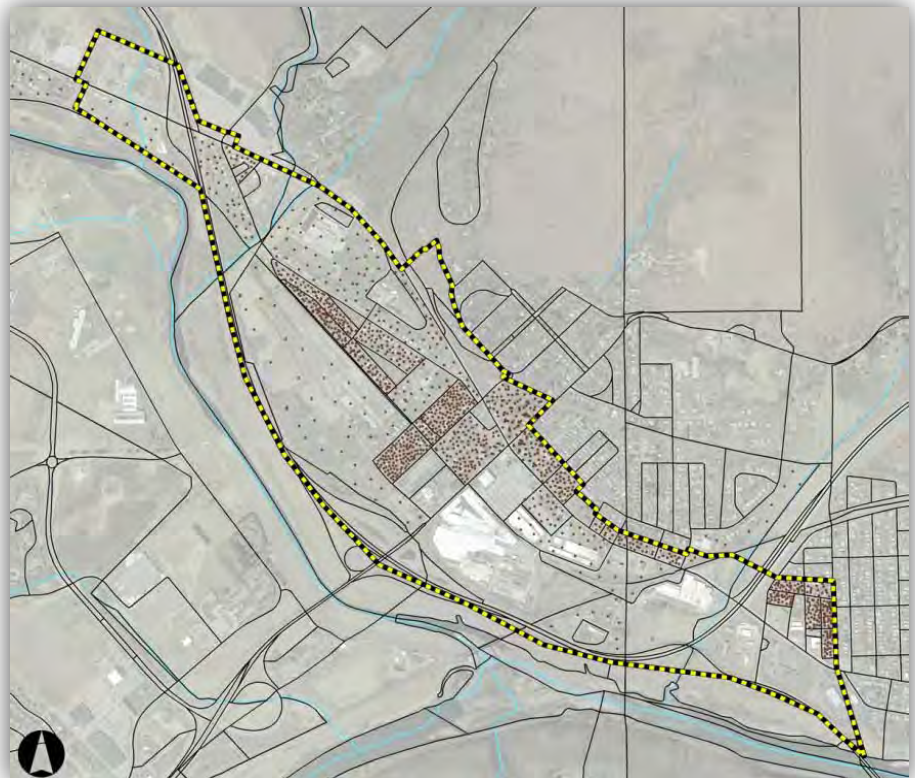


Figure 3: Population & Density by Census Block

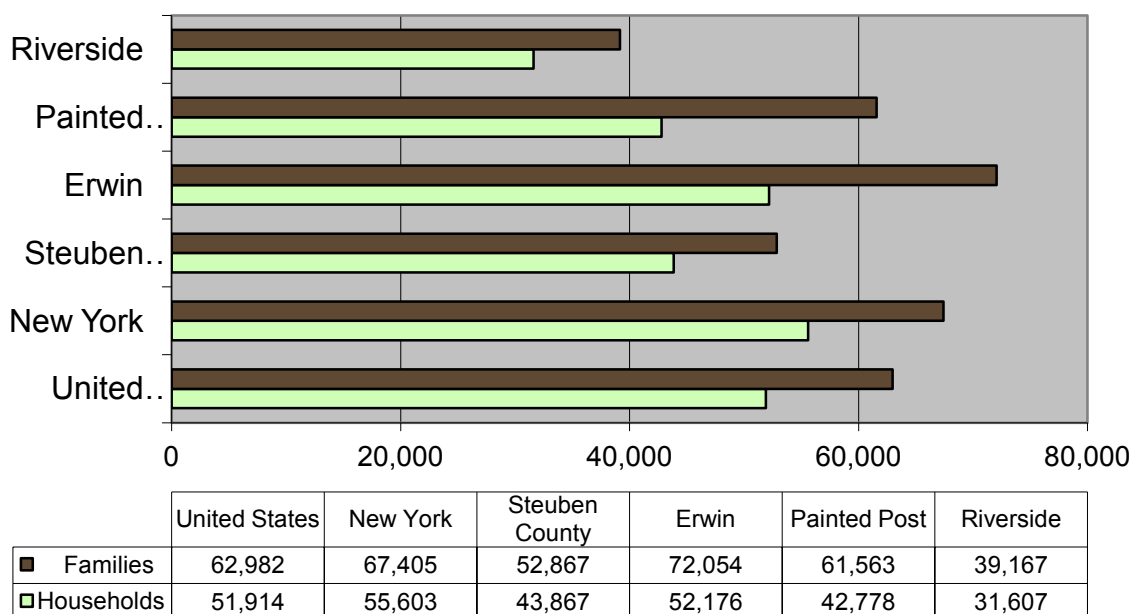
Most of the residents inside the BOA live in the three blocks adjacent to The Village Square and between Chemung and High street. These are densely populated areas, other census blocks in the BOA are more sparsely populated and dominated by the presence of industrial and commercial land uses.

Socio-economic

Median family income (MFI) is used to evaluate the socio-economic status of households where two or more persons are related by birth, marriage or adoption. It is used by the US Department of Housing and Urban Development (HUD) to determine eligibility for housing levels and is directly dependent on family size. MFI helps to show income disparity and economic stress as well as to help determine eligibility for Community Development Block Grants (CDBG), housing, water & sewer, and other grant and loan programs.

The 2005-2010 American Community Survey listed the median family income for the Village of Painted Post as \$61,563, approximately equivalent to the U.S. and lower than New York State (-8.7%). Compared to the 2000 Census, the Village of Painted Post median family income only increased slightly from \$58,295 to \$61,563; this nominal increase actually represents a significant loss of buying power (due to the effects of inflation). Incomes throughout New York and the US increased at a much faster pace. The Village of Painted Post lost a significant relative income advantage; in 2000 Painted Post's median family income was 12.8% higher than New York State and 16.5% higher than the US.

Table 4: Median Income 2005 - 2010



The Town of Erwin MFI was \$72,054; significantly higher than the U.S. (+14.4%) and somewhat higher than NYS (+6.9%). Between the 2000 Census and the 2005-2010 ACS, MFI in Erwin grew with inflation. A significant increase in the MFI (from \$57,169 to \$72,054) has maintained most of the buying power of Erwin's families in the last 10 years. The MFI of families in Erwin has remained stable relative to the MFI of the US as a whole (14.4% vs. 14.2%). However, Erwin's relative advantage against NYS is slipping somewhat (6.9% vs. 10.6%). In contrast, the MFI for the Village of Riverside was \$39,167; lower than any other nearby municipality. Riverside's median family income is significantly below the Steuben County (-25.9%), New York (-41.9%) and US averages (-37.8%). The most recent ACS data is consistent with the findings of prior Census; In 2000, the MFI for the Village of Riverside was \$39,712 which was also significantly below the New York (-23.2%) and US (-20.6%) averages.

Median household income (MHI) is commonly used to measure private income within a household and is one of the most widely accepted descriptive measures of income. Income is made up of pre-tax receipts of all residents in the household over 15 years of age and includes not only wages and salaries but also unemployment insurance, disability and child support. Individuals within the household do not have to be related and the measure does not take into account the size of the household.

According to the 2010 American Community Survey, households in the Village of Painted Post had a median household income (MHI) of \$42,778; a nominal increase from the 2000 Census. Household income for the Village of Riverside was significantly lower with a MHI of \$31,607; household incomes in Riverside actually fell, 2000-2010. As discussed earlier, there is only a small portion of the Town of Erwin is within the BOA study area. However, MHI in the Town of Erwin including the Village of Painted Post was \$52,176; an increase of several thousand dollars from the 2000 Census. These results show there is a significant income disparity between the municipalities in the BOA. Furthermore, households within the core urbanized area are significantly disadvantaged.

Per capita personal income (PCPI) indicates a community's standard of living and is often used to compare economic conditions between geographic areas. It is calculated by taking personal income from all sources and dividing it by the resident population of the area.

The 2000 Census and 2005-2010 ACS, showed a similar distribution of income for the communities of the BOA. The Town of Erwin had a higher per capita income compared to the Village of Painted Post, Village of Riverside, Steuben County, New York and the United States. On the other hand, the Village of Riverside had a PCPI which was significantly lower than the other two BOA communities and lower than Steuben County, New York State and the United States.

Table 5: Per Capita Personal Income

Census Division	Per capita income 2010	Per capita income in 1999	Average annual growth rate 1999-2010
United States	\$27,334	\$21,587	2.42%
New York	\$30,948	\$23,389	2.94%
Steuben County	\$23,279	\$18,197	2.54%
Erwin	\$34,848	\$27,192	2.56%
Painted Post	\$26,832	\$23,664	1.22%
Riverside	\$19,148	\$17,697	0.75%

Source: US Bureau of the Census, Southern Tier Central

Table 5 shows the PCPI comparison by census division, between 1999 and 2010.

Future Estimates

Unfortunately, the inevitable ageing of the population and population loss (due to out-migration and death) in the BOA area is likely to continue in a 15-20 year time horizon. The ‘childbearing’ cohort (20-39 years old) is one of the smallest demographic groups in the community; these municipalities cannot rely on natural growth or in-migration to substantially increase the population in the BOA.

Concurrent with the aging of BOA residents and slow population loss, buying power within the BOA is decreasing. Residents are earning less and have less disposable income; without outside intervention, only businesses serving the pressing needs of aging residents will be able to thrive in this area (physicians, drugstores, home health aides, prepared meals, driving services, and housekeepers).

Education

Education contributes to the region’s quality of life and economic competitiveness. A strong educational framework helps to improve the social and economic outlook for current and future generations, strengthens communities, and attracts and retains businesses and residents. New York State is noted for having strong public educational system and excellent colleges and universities. The Greater Corning Area is fortunate to have a strong public educational system which includes an International Baccalaureate School.

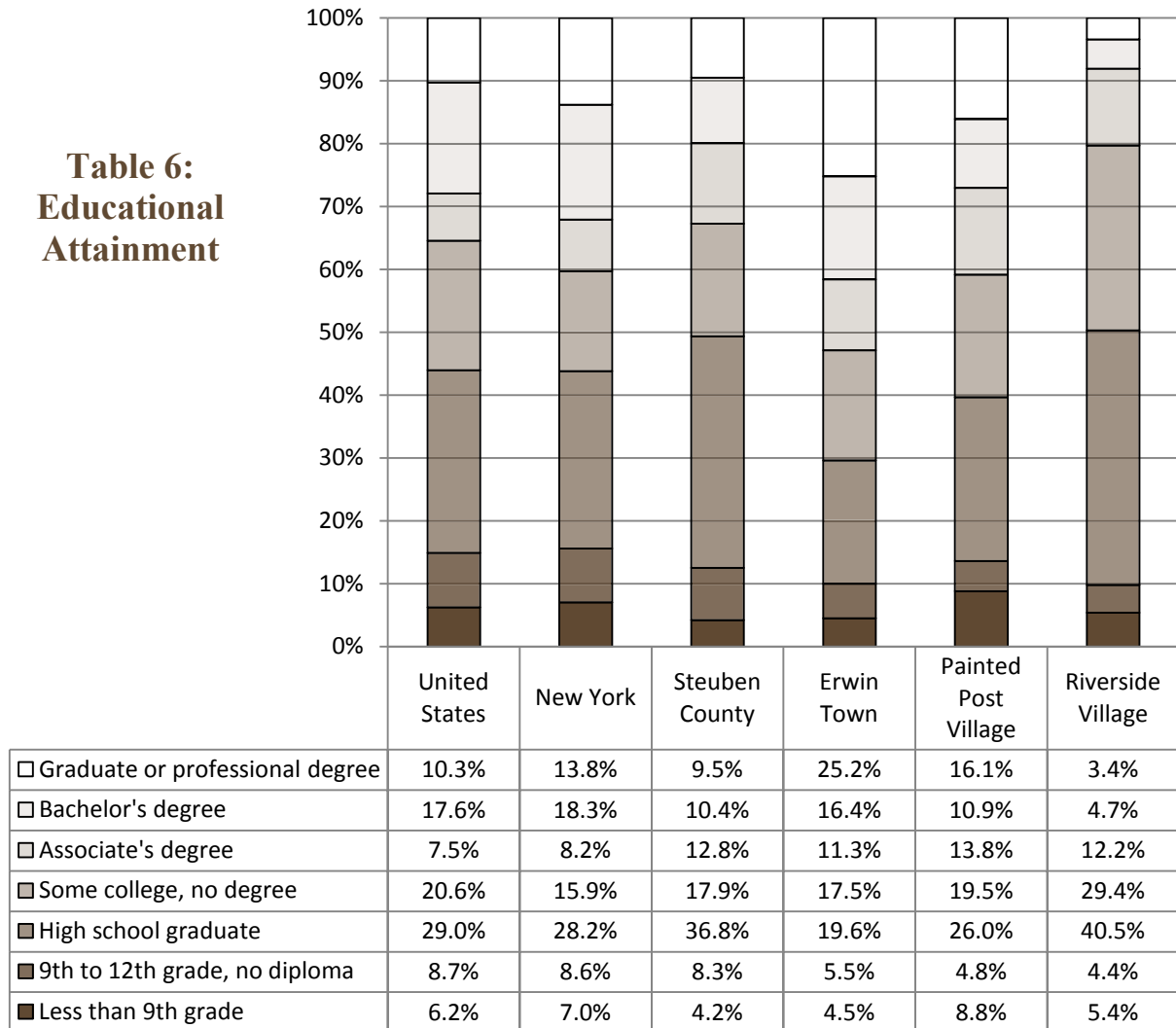
According to the 2005-2010 ACS, the BOA study area communities and Steuben County compare favorably in educational attainment to the national average. A total of 87.6% of Painted Post residents aged 25 or older had a high school degree or higher. The figures were 91.1% for Riverside and 90% for Erwin. Steuben County had 87.7% with a high school degree or higher while the US average was 84.1%.

Nearby Corning Community College is a member of the State University of New York

(SUNY) system and is accredited by the Middle States Association of Colleges and Schools and the National League of Nursing. The college offers transfer, career, certificate and training programs which help to train the area's workforce and strengthen the regional economy. Degree and certificate programs are offered in a variety of areas including business, computers, education, and human services, health and nursing, protective services, engineering and technology and liberal arts, and sciences.

Several highly regarded four year institutions of higher education are within commuting distance including: Empire State College in Corning, Elmira College, Cornell University, Ithaca College, Alfred University, SUNY Alfred State College, Mansfield University, Keuka College, College Center of the Finger Lakes, Hobart and William Smith Colleges, and SUNY Binghamton.

**Table 6:
Educational
Attainment**



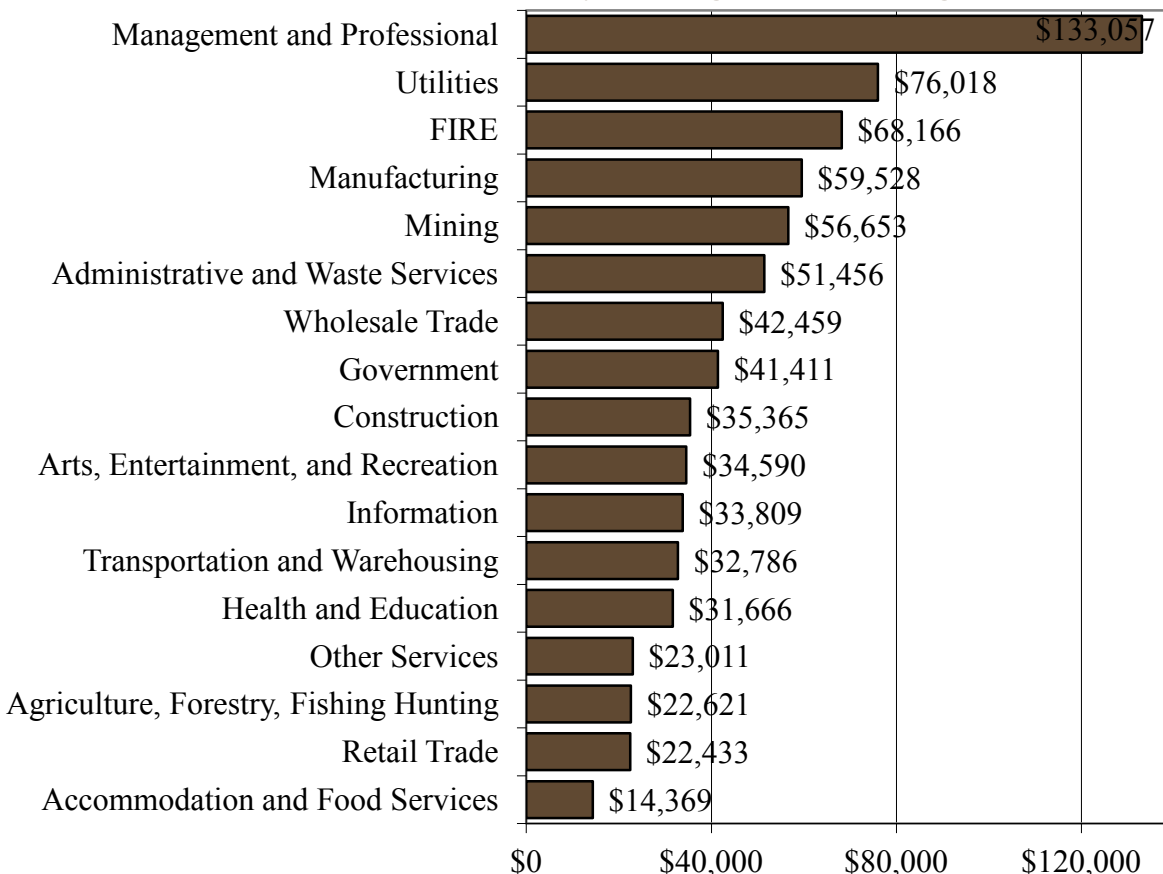
Economic Environment

The Greater Corning Area is unique in the “post-industrial” northeast. Major manufacturing companies retain strong operations in this area. Specifically, Dresser-Rand has prospered in this financial climate. The location of Dresser-Rand, Corning Incorporated, and Sitel, a global call center company, in the vicinity of the BOA are examples of the economic opportunities available to industry in this area. Larger retail operations (such as Wal-Mart, Home Depot, and Wegmans) are not only contributing to the local economy, but these businesses are benefiting from the skills of local workers and the consumer demand of local residents.

According to the New York State Department of Labor, average annual wages in 2010 for Steuben County for all industries was \$48,733. New York State as a whole averaged \$60,263 for the same period.

Through 2010 the highest paid category of employees in Steuben County was management and professional, with an average annual wage of \$133,057. Utility employees/workers were the second highest paid group of employees in the county at \$76,018 annually. These jobs require skills and experience, the high wage is a reflection of the value added by the labor of these workers.

Table 7: Steuben County Average Annual Wages



Accommodations and food service employees earned the lowest wages, \$14,369. This sector represents 6.6% of the County Workforce. Retail employees make up 10.9 % of the workforce in the County. Retail Trade employees earned the second lowest wages, \$22,433. All told, service employees represent 20% of the workforce in the county and they earn approximately \$20,000 per year.

Table 8: Steuben County Major Employers (2008)

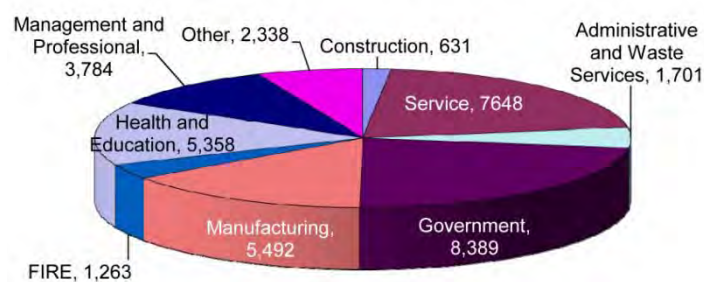
Company	Employees
Corning Incorporated	5,000
Gunlocke Co., Inc.	886
St. James Mercy Hospital	840
Alstom	839
Dresser-Rand Company	700
Pathways	615
Corning Hospital	585
Wegman's	528
Kraft Foods (formerly Polly-O)	445
ARC of Steuben	400
Philips Lighting Company	400
World Kitchen	350
Ira Davenport Hospital	318
Mercury Aircraft	250
Guthrie Medical	250
Sitel	225
Crowley Foods, Inc.	219
Founders Pavilion	185
Storflex Fixtures	152
Absolute Care at Three Rivers	135

Source: Steuben County, Southern Tier Central

Major private sector employers within the BOA and Steuben County reflect a diversified economy with a strong manufacturing, retail and service sector base. Dresser-Rand and Storflex are located within the BOA and Corning Incorporated is the region's largest employer.

However, **table 8** of Steuben County's largest employers shows that many of the county's workers are employed by not-for-profits and healthcare organizations. Given existing demographic and socio-economic constraints, a greater number of un-skilled service workers will be needed.

Figure 4: Employment by Sector



Source: US Bureau of the Census, Southern Tier Central

As discussed earlier, Steuben County has a well diversified economy which includes a strong manufacturing, service and retail sector. The New York State Department of Labor lists annual non-agricultural employment by industry sector. The preceding figure shows the industry and employment numbers for the most recently available year of 2010.

Steuben County employment for 2010 shows a pattern of diversified employment. The service and government sectors are the largest with 20.9% and 22.9% of employees, respectively. Manufacturing (15%) and health and education (14.6%) are also significant in the local economy. Management and professional workers represent 10.3% of workers in the County. Combined employment in the smaller sectors of Finance, Insurance and Real Estate (FIRE) (3.5%), construction (1.8%), administrative and waste services (4.6%), other (6.4%) amounts to approximately 16.3 % of employment.

Employment Indicators

In New York State, 63.7% of the population claimed to be a part of the labor force, and 7.5% claimed to be unemployed. In Steuben County, 61.3% of residents were a part of the labor force and 8.0% self-reported as un-employed. Within the Town of Erwin 6,140 people were of working age; approximately 56% reported being in the labor force and only 5.1% reported being unemployed. In the Village of Painted Post, a total of 1539 individuals were of working age (age 16+); only 65.9% are in the labor force and 4.5% self-reported as unemployed. A total of 328 individuals from the Village of Riverside were of working age with approximately 64.6% are in the labor force; the unemployment rate in Riverside is highest, at 11.0%.



Dresser Rand Facility, Village of Painted Post

Certain conclusions can be drawn about the E/PP/R BOA, based upon the 2005-2010 ACS. A high proportion of the population is not participating in the workforce due to age, injury, education, or lack of opportunity. Attempts should be made to bolster the existing workforce and to attract young migrants.

Current Community Features/Conditions

There are several defining features of the communities within and surrounding the OBA, both physical and social. Physically, the central location of this area (relative to the surrounding rural towns) was a key to the development of the Town of Erwin and the villages of Painted Post and Riverside. The Chemung River was a developmental asset before the 1940's because it was used for transportation of goods and people; now the practical feature of the river is in water availability to industry.

The designation of Route 17 into Interstate 86, and Route 15 and into Interstate 99 is an outstanding asset to the community. The road networks intersecting in the BOA are strong community features. The villages of Painted Post and Riverside and the Town of Erwin are strategically located adjacent to the Interstate 86 and U.S. Route 15 (future I-99) interchange which is part of the New York State Trade Corridor. Interstate 86 serves as a major east-west corridor along New York's Southern Tier. The New York State portion of Interstate 99 is in the final design phase and is expected to increase north-south trade and economic development opportunities between Canada to the north and all points south of New York.

The major physical features in the Brownfield Opportunity Area include: the new interstate junction and the Dresser-Rand manufacturing facility. Other features of note are an active railway, the Storflex manufacturing facility and an International Baccalaureate High School, Corning-Painted Post West High School on Victory Highway.



Former Painted Post High School

The social features of this community include strong community groups like Painted Post Forward and the Painted Post Rotary. Residents have active involvement in the American Red Cross, United Way, Salvation Army, Habitat for Humanity and Steuben Church People Against Poverty. Pipeline for Progress and the Association of University Women work to involve members in the community. This area shares a rich history with fraternal organizations like: the Loyal Order of Moose, the Benevolent and Protective Order of Elks, the Knights of Columbus and Lions Clubs International.

Arts organizations are thriving in the greater Corning area; organizations like the ARTS of the Southern Finger Lakes, the Orchestra of the Southern Finger Lakes, and the Erwin Painted Post Museum.

Workers within the community have generally short commutes, on average between fifteen and twenty minutes (14.9 min. for the Village of Painted Post, 19 min. for the Town of Erwin and, 20.1 minutes for the Village of Riverside). The commute for residents in the study area is substantially shorter than for residents in the county (21.6 minutes), New York State (31.4 minutes), and significantly below the national average (25.5 minutes). The short commute saves time and lowers fuel costs for local residents. This community is attractive for homebuyers due to the shorter commute.

Economic Trends

Corning Incorporated and Dresser-Rand Company are the two largest local employers with a combined workforce of 5,700 employees. Although manufacturing employment peaked in the 1960's the region continues to maintain comparatively high manufacturing employment when benchmarked with state and national levels.

During the period of 2001 through 2003, the greater Corning area and Steuben County area experienced economic and job cutbacks. Corning Incorporated's Photonics Division located in the Town of Erwin was particularly impacted, final retrenchment figures for the photonics plant were greater than 2000 and cut employees. Recent positive employment trends have aided the expansion of the Corning Diesel Filter Plant and the addition of Sitel.

LAND USE

Development Trends

The Brownfield Opportunity Area is located in the Corning, New York Metropolitan Statistical Area in Steuben County. The proposed BOA is centrally located within the Southern Tier of central New York State. On a local level, the BOA is divided among the Town of Erwin and the villages of Painted Post and Riverside; the majority of properties and acreage are located within the Village of Painted Post. The identified BOA has already been developed; current development trends are taking place in the suburbs, away from the urbanized core of the Village of Painted Post.

All three municipal governments have prioritized attracting new development. The involved municipalities are partnering with local development organizations to attract and retain complementary businesses. Three Rivers Development Corporation is focusing on compatible developments to this region. Local community groups have worked through prior development concerns and sources of community opposition; these groups have identified several forms of redevelopment that match their long term vision of the BOA. Groups like Painted Post Forward have been involved with the BOA from the beginning, and are seriously pursuing a variety of economic development opportunities. Local leaders have identified several key areas in the community that are ripe for redevelopment.

Within the BOA there is ample space to locate or expand new businesses. Strong community ties and local pride in this area would help to support any future commercial endeavors. Steuben county residents have a reputation as loyal consumers, and would relish any opportunity to “do business” closer to home.

Two strong land use development trends exist within the defined BOA study area. The first trend is the adaptive re-use of existing properties. Commercial landowners are the main proponents of adaptive re-use. Structurally sound buildings located in the developed urban area are re-purposed to suit the needs of the new owners. This trend is strongest where the building is in good condition. For example, the former Pizza Hut in the Cinema Plaza is being renovated as a Moose Lodge; the former Jamison’s Marine and is being redeveloped as Lucky’s Auto; the former Trixie’s Restaurant is now the Crystal Cleaners. To understand which buildings have re-development potential and which parcels are potential ‘shovel-ready sites’, an assessment and condition study of the structures, buildings and facilities strategic sites has been conducted.

The other strong land development pattern is the renovation of existing uses. Residential landowners are the most common renovators. Residential buildings are the most common type of building in the BOA, comprising 156 acres of land within the 494 acre BOA.

There are no buildable greenfields within the BOA boundary. Without any incentives in place, development demand on brownfields in the BOA is limited. In the existing economic environment, developers are very likely to generate highway oriented sprawl on the rural lands surrounding the dense Brownfield Opportunity Area.

The Brownfield Opportunity Area is primed for revitalization. Roadways and utilities are in place. Large sites adjacent to population clusters are available. Creating a new trend centered on brownfield redevelopment would be an ideal way to incorporate the pockets of adaptive re-use with the vacant, underutilized and brownfield sites in the EPPR BOA, where utility service is already provided.

Land Use

The existing land use pattern in the Erwin/Painted Post/Riverside BOA has evolved out of the Native American past of New York's Southern Tier. The Cohocton River flowing east joins the Tioga River flowing north from Pennsylvania at the site of the "Painted Post" which begins the Chemung River. Early settlers followed the Chemung River and Native American trails and founded small settlements at this prime location. Soon the area was dominated by farming in the floodplains and forestry on the steep hills surrounding the busy commercial centers along the rivers. As the population in the area grew, easily developed areas with good soils and little slope along transportation routes became more densely settled.

Marginal land on steep slopes and in poorly drained wetlands was not put to use for residential or commercial use and the beautiful hillsides surrounding the Erwin/Painted Post/Riverside BOA remained undeveloped.

Large tracts of industrial land in Painted Post were devoted to manufacturing; all of that land is included in the BOA. In 1899 the Rand Drill Company, later merging with Ingersoll-Sargeant Company to form Ingersoll-Rand, began manufacturing compressors in Painted Post. This thriving company continued to expand and workers lived in the surrounding dense residential neighborhoods. The village center prospered providing the needed support businesses and services. Schools, parks and community buildings were built and a close-knit community was created.



1916 Photo overlooking Painted Post's Village Square, courtesy of Mr. Erwin

This picture shows the extent of urban development in the village by 1916. Densely clustered multi-use buildings line the major transportation corridors, and vast fields spread out toward the low hills.

The BOA area today generally reflects the land use pattern of the past. Land in the ‘Urban Core’ is densely developed; land use intensity decreases further from the urban core. A significant difference between the BOA and the less densely developed land surrounding the BOA is in land devoted to roads and public services. More than 150 acres are needed for Interstate 86 and related exits. Railroads consume a total of 27 acres. About 80 acres within the BOA are industrial, the next largest land use category. Residential and commercial land uses are comparable sizes as 60 acres are in medium to high density (.15 acre lots) residential uses and 53 acres are commercial.

Community services such as school property and the Village Square plaza and parking make up about 35 acres in the BOA. A significant expanse is vacant at 34 acres. A description of this land is detailed in Table 10. The Village of Painted Post contains all of the 18.5 acres of parks including Hodgman Park and the Erwin Museum and hiking/biking trail. The table below lists land uses and their distribution throughout the BOA. The Nomination Study will further examine the existing land uses in the BOA. The land use information gathered in the Nomination Stage will be of critical importance in making recommendations for future businesses in the BOA.

Table 9: Land Use by Acres

Land use /Acres	Erwin	Painted Post	Riverside	Total
Commercial	17.2	17.2	18.9	53.4
Community Services	0	34.9	0	34.9
Conservation/Parks	0	18.5	0	18.5
Industrial	0	72.6	8.6	81.3
Public Services	3.6	13.3	9.6	26.5
Recreation & Entertainment	0	7.6	0	7.6
Residential	3.6	49.1	7.5	60.2
Roads	45.9	66.9	43.2	156
Vacant	23	8.8	2.2	34
Unknown/Other	0	21	0	21
TOTAL	93.3	309.9	90	493.4

Source: Steuben County, Southern Tier Central

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.






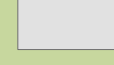
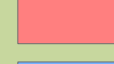
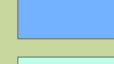


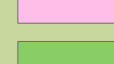
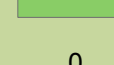
Erwin / Painted Post / Riverside

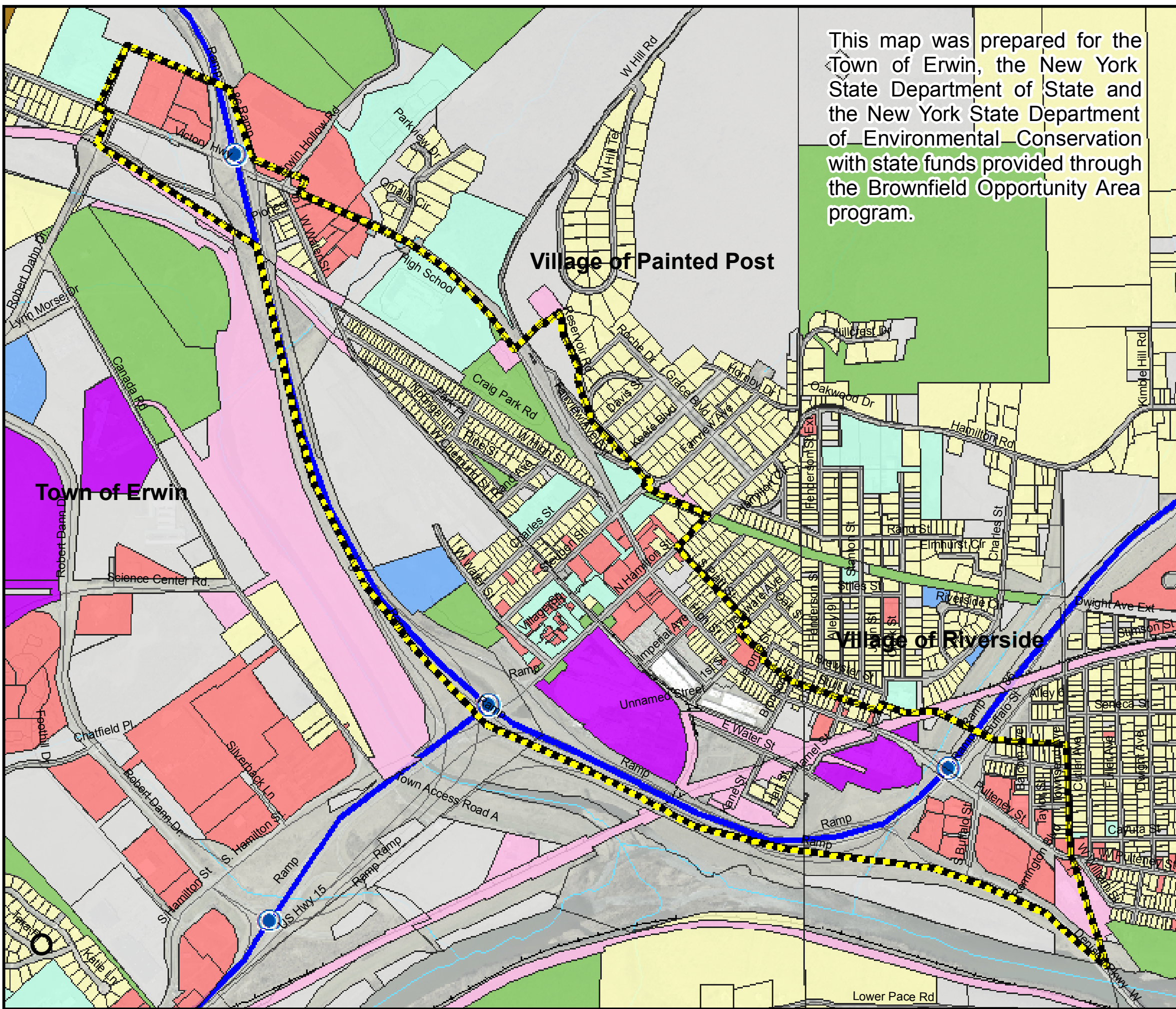
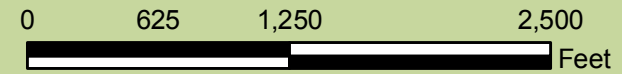
Brownfield Opportunity Area

2012

Figure 5

Land Use

-  BOA Boundary
-  interchanges
-  Interstate Highways
- Land Use**
 -  Agricultural
 -  Residential
 -  Vacant
 -  Commercial
 -  Recreation & Entertainment
 -  Community Services
 -  Industrial
 -  Public Services
 -  Wild, Parks & Open Space



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ZONING

Existing zoning regulations in the three BOA communities have their roots in zoning laws adopted in the 1960's that segregate "sensitive" uses, such as residential, from "incompatible" uses such as commercial and industrial. It made sense to protect neighborhoods from heavy industrial uses and the noise, traffic and pollution that accompanied industry in those days. Since then, as a response to the destruction caused by Tropical Storm Agnes Flood in 1972 to the downtown, Painted Post created planned commercial and planned urban center districts which allowed more flexibility in layout and uses for the Village of Painted Post downtown area.

In Erwin and Painted Post, a "mixed-use" category was added in the 1990s to permit any zoning district to allow two or more land uses to exist on one property, thus expanding development options. Erwin also adopted development standards for urban landscapes which encourage infill development to match the classic village center. Riverside has made small changes to its original zoning law, but intends to make updates based on information and policy guidance provided by the BOA project. The current zoning laws for each BOA community can be found on the STC webpage: www.stcplanning.org then click on "Local Laws and Plans."

Table 10: Zoning by Acres

Zoning Description		Acres	Rural	Residential	Mixed-use	Commercial	Industrial	Utilities/ Roads
Erwin	Business 3 - Neighborhood Services	46				46		
	Regional Service	21.7				21.7		
	Multi-Use District	3.2			3.2			
	Rural District	20.1	20.1					
Erwin Total		91	20.1	0	3.2	67.7	0	0
Painted Post	Urban Center Residential	93.6		93.6				
	Industrial	55.4					55.4	
	Planned Residential District	13.6		13.6				
	Planned Commercial District	14.5				14.5		
	Business	3.2				3.2		
	Industrial	65.4					65.4	
	Route 17	15.9						15.9
	Flood Plain Protection District	0						
	Urban Center	3.7			3.7			
	Medium Density Residential	45.1		45.1				
Painted Post Total		310.5	0	152.4	3.7	17.7	120.8	15.9
Riverside	Residential	35.9		35.9				
	Commercial	12.2				12.2		
	Industrial	42.9					42.9	
Riverside Total		91	0	35.9	0	12.2	42.9	0
TOTAL		493.4	20.1	188.3	6.9	97.6	164.7	15.9

Commercially-zoned areas inside the BOA are concentrated at the east and west intersections of I-86 and Route 415. About 70 acres of the 91 acres of Erwin in the BOA are zoned various types of commercial. Almost all of the Village of Painted Post's and Riverside's commercially zoned land, (about 20 and 12 acres respectively) is located in the BOA. The areas zoned industrial in the BOA are located in the center of the community in Painted Post and Riverside. This totals about 120 acres in Painted Post and 43 acres in Riverside. In the BOA there exists one primary residential area along Route 415 beginning at the western edge of Riverside and continuing toward the western border of Painted Post. In the center of the BOA, southwest of Route 415, a densely populated residential area dominates the landscape. There is also an isolated residential area surrounded by the highway and commercial/industrial zones in Riverside. Residentially-zoned land makes up almost 200 acres. See **Table 11** on page 31 for the acreage breakdown and the following page for the zoning district map.

Special Districts

In the past, local economic development activities have not focused on the Brownfield Opportunity Area. This BOA was deprived of some of the special districting opportunities available to larger or less productive communities. The Painted Post area is now in need of concentrated revitalization efforts which may include the creation of a special improvement district.

In the surrounding area there are several existing development districts. The City of Corning is the home of most of the local development districts: the Gaffer District, Corning Intown District Management Association (CIDMA), and many NYS Empire Zone parcels. The Gaffer District is the City of Corning's Business Improvement District; the gaffer district is an organization centered in Corning, responsible for business recruitment, event promotion, and branding in Corning's Downtown. CIDMA primarily responsible for physical maintenance in the Gaffer District. In spite of other local communities' development efforts, there are no existing economic development districts inside the BOA. One BOA parcel is in an Empire Zone.

There is little potential in the EPPR BOA for the creation of a special district. The BOA project is the joint framework for making/implementing recommendations in the three municipalities. The creation of a special district would face three major fronts of resistance: funding, authority, and scope. Local government budgets cannot afford funding the creation of a new organization. Even if funding became available, disagreement would exist on the percent of funding provided by each municipality. Attempting to create an organization with intra-jurisdictional power is highly infeasible. Finally, it is unlikely that the municipalities would agree on the scope (goals) of a BOA wide organization, given that the steps necessary to improve conditions in each community differ.

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

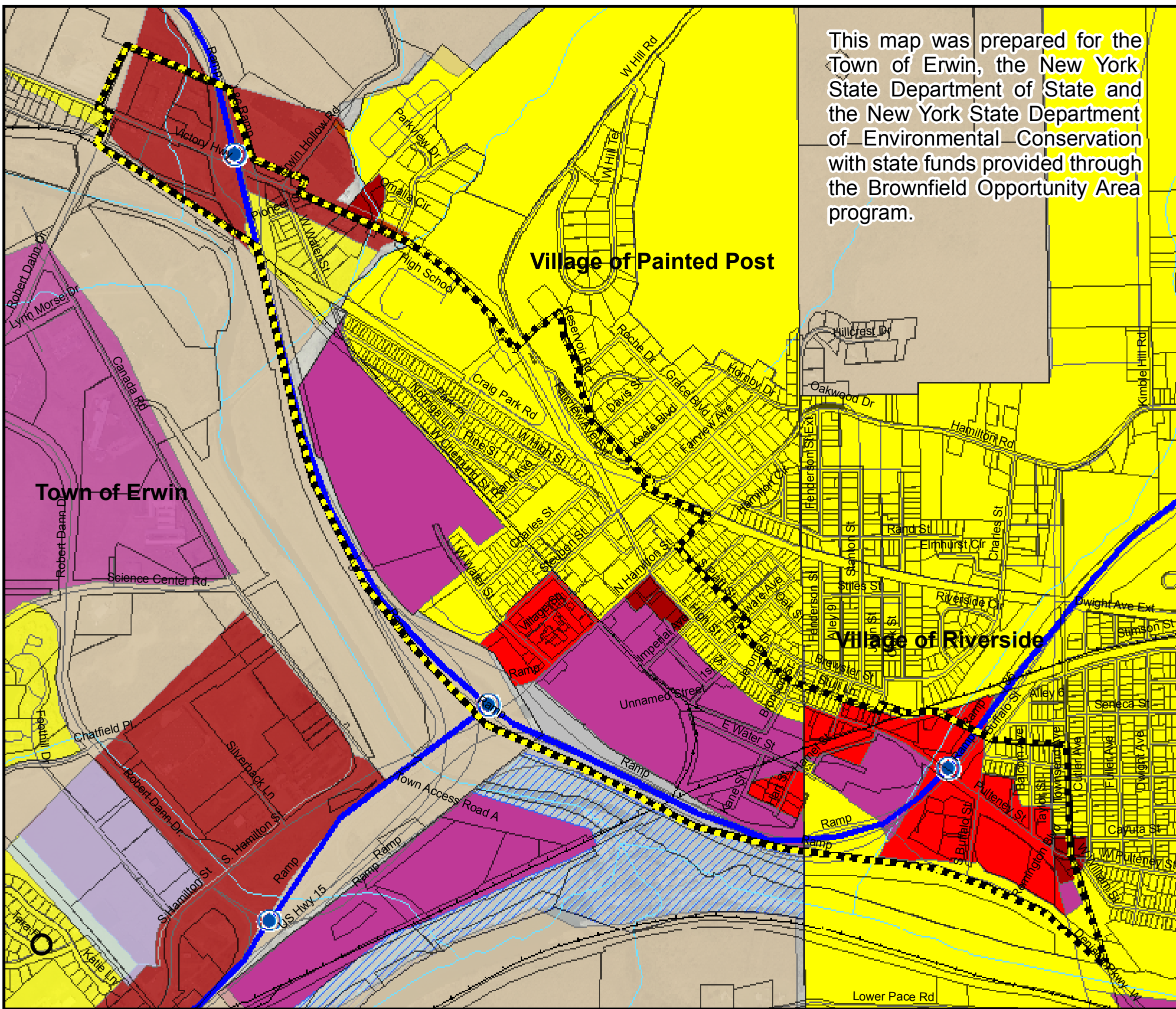
Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 6

Zoning



- BOA Boundary
- Interchanges
- Interstate Highways
- Agricultural
- Residential
- Business
- Commercial
- Industrial
- Flood Plain Protection

0 625 1,250 2,500 Feet

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TRANSPORTATION & INFRASTRUCTURE

Water

All properties within the BOA are served by Village of Painted Post public water. The Village of Painted Post uses three wells to supply water: Well #2 has a capacity of 500 gallons per minute (GPM), Well #3 pumps about 500 GPM (capacity is 750 GPM) and Well #4 is permitted at 1000 GPM though pumps from 800 to 900 GPM on average. They were constructed in 1941, 1956 and 1975 respectively. The Village also has two water storage tanks: a 1.5 million gallon tank on Reservoir Road and a 50,000 gallon tank on West Hill Terrace. The distribution system is adequate to provide water to customers. The Village of Riverside is served by the Village of Painted Post with back-up interconnection with the City of Corning. Painted Post serves the Town of Erwin to the Victory Highway Wesleyan Church on Route 415 though it is expected that the Coopers Plains Water District project will be complete by the end of 2009, providing water to the Erwin BOA and beyond from the Morningside Heights wells in Gang Mills. However, the new water service will be interconnected with Painted Post as emergency back-up.

In the fall of 2002 the City of Corning, Village of Painted Post, Village of Riverside, Town of Erwin, and the Town of Corning undertook the Valley Water Supply Study to identify cost effective ways of providing water service throughout the communities, to explore new administrative options, and to create a Drought Management Plan to protect critical drinking water and industrial needs during dry seasons such as what was experienced in 1999-2001.

Results of the study show a long term advantage to the communities to consider new ways to provide water to the Chemung Valley. The oversight committee continued to study the matter. Most recently, with the economic downturn, interest in shared services has increased and the idea of a regional water supply system may become a priority again.

Sewers

The entire BOA is served by public sewer service. The Village of Painted Post owns and operates a wastewater treatment plant (WWTP) with a capacity of 500,000 gallons per day (GPD). The average daily load is approximately one half of capacity, leaving approximately 250,000 gallons/day for future growth. A 2.0 million dollar upgrade of the Painted Post WWTP, completed in 2001, brought the plant into compliance with its state discharge permit. The City of Corning provides sewer service to the Village of Riverside. The BOA portion of the Town of Erwin is served by the Village of Painted Post.

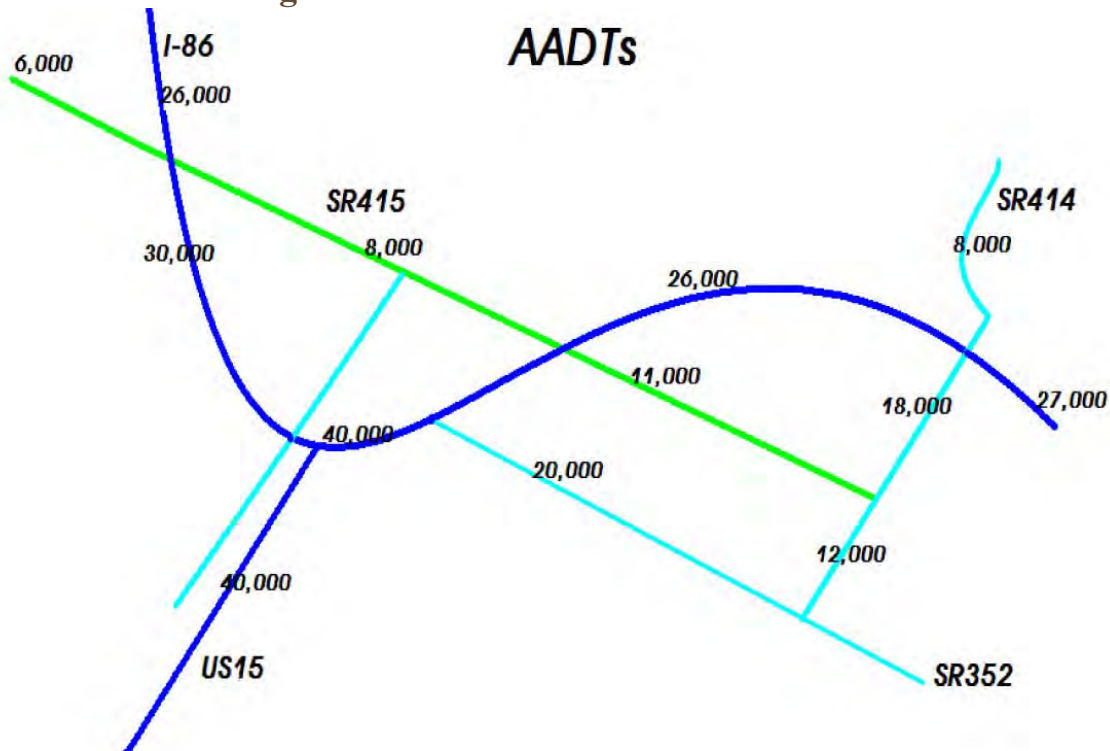
Roads

The Erwin/Painted Post/Riverside BOA was formed around the intersection of I-99, I-86 and Route 415. These local roadways see a great deal of daily traffic and are a fundamental connection between Erwin, Painted Post, and Riverside. SR 415 within the BOA is classified as an Urban Minor Arterial. The function of this highway is intended to distribute traffic between the larger Interstate System and the lower Local system. Preserving/enhancing mobility along this corridor is important because it serves as the preeminent link between the BOA and the interstate via Exits 43, 44, 45, and 46.

The level of service for a given section of highway can be calculated using traffic volumes, lane widths, travel speeds, signal timing, and a variety of other data inputs. Those computations have not been generated at this time. Traffic volumes indicate the demand placed on a given facility. SR 415 has traffic volumes of 11,000 + vehicles per day (VPD) to 6,000+ vehicles per day (see figure 9). Note the larger volumes occur on the 4-lane facilities.

During the pre-nomination phase, basic traffic information was collected. For the nomination study, an in-depth traffic analysis was conducted to evaluate those critical points that may face increased use after redevelopment in the BOA.

Figure 7: Traffic Counts in the BOA



This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

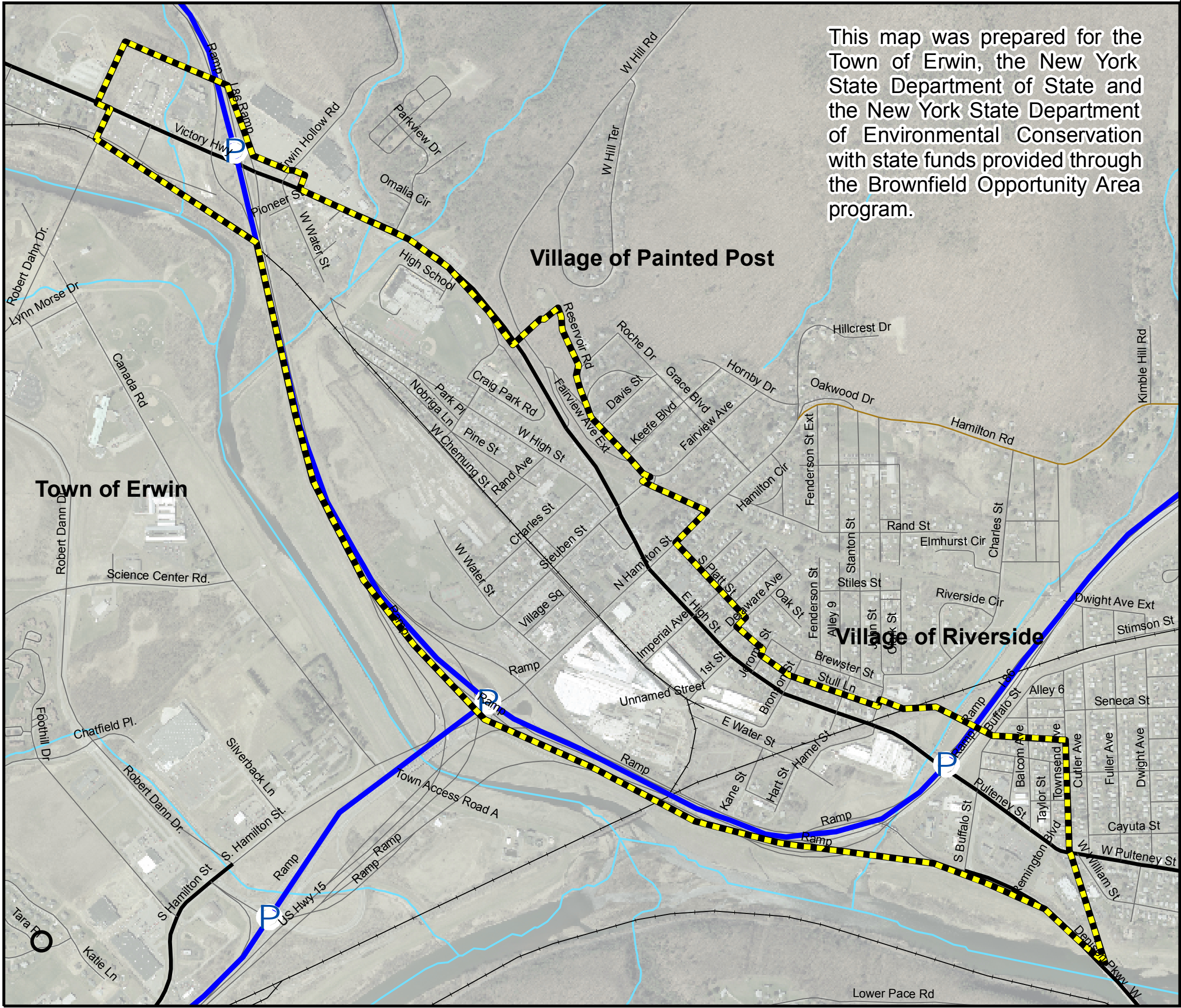
Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 8

Transportation



- BOA Boundary
- Local Roads
- County Roads
- State Highways
- Interstate Highways
- interchanges

0 625 1,250 2,500
Feet

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TRAFFIC & PARKING ANALYSIS

The Erwin/Riverside/Painted Post Brownfield Opportunity Area (E/R/PP BOA) Traffic Study (or the “Study”) was undertaken to identify and document any potential significant changes to traffic operations at selected intersections near the Strategic Sites. Each proposed site is likely to experience increase traffic due to land development and re-infusion of business into the area.

Analysis Approach

Selection of Study Intersections and Methodology

Employed to Evaluate Same Based on data provided concerning the Project’s proposed changes to land use, estimated vehicle trip projections were developed. The estimates were based on referenced data provided by Peter J. Smith & Company and was analyzed utilizing, among other tools, the Institute of Traffic Engineers "Trip Generation Manual" (referred to as “the Manual”). The Manual presents trip generation data for existing facilities of various types including various types of retail, industrial and residential land uses. By utilizing tools like the Manual, vehicle trips for similar facilities can be estimated by identifying types of facilities with the Manual’s accepted traffic estimates for such facilities. In the case of manufacturing, the Manual presents estimates for trips generated as a function of square feet of gross floor area. This data is then used to generate estimated trips for the proposed condition.

Projected trips for each strategic site are distributed throughout the roadway network based on current driver tendencies, existing traffic patterns and engineering theory. The following intersections were chosen, and approved for inclusion in the Study’s empirical analysis portion of the study based on field observation, strategic site location, and existing traffic patterns:

The Town of Erwin:

- Robert Dann Drive/Route 415
- West Water Street/Route 415

Village of Painted Post:

- West High Street/Steuben Street
- Steuben Street/Route 415
- North Hamilton Street/Route 415
- North Hamilton Street/Water Street
- Bronson Street/Route 415
- Chemung Street/North Hamilton Street
- Route 415/West High School

Village of Riverside:

- Route 415/Buffalo Street
- Route 415 Taylor Road
- Buffalo Street/East Water Street

Traffic Study Methodology

The Study was completed using methodologies set forth in the Highway Capacity Manual (HCM), prepared by the Transportation Research Board, a unit of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineers. The HCM provides a collection of state of the art techniques for estimating the Level of Service for transportation facilities including intersections and roadways.

The portion of the Study where empirical data was collected evaluated each intersection's capacity and Level of Service (LOS). The capacity of an intersection or facility is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or section of roadway. Level of Service is a quality measure used to describe operational conditions within a traffic stream, generally in terms of such criteria as speed and travel time; freedom to maneuver; traffic interruptions; comfort and convenience. Six (6) LOS categories are recognized for each type of facility that has analysis procedures available. LOS are designated with the letters A thru F with LOS A representing the best operating conditions and LOS F representing the worst.

Generally speaking, the various levels of service are defined as follows:

- **LOS A** - Describes free-flow operations. Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
- **LOS B** - Represents reasonably free-flow with free-flow speeds being maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and breakdowns are still easily absorbed.
- **LOS C** - Provides for flow with speeds at or near free-flow conditions. Freedom to maneuver within the traffic stream is noticeably restricted; lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind significant blockage.
- **LOS D** - Is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions. LOS D is the LOS that is considered acceptable during peak traffic hours in urban areas.
- **LOS E** - Describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.

- LOS F** - Describes breakdowns in vehicular flow. Such conditions generally exist within backups forming behind breakdown points or points of congestion. Level of service at traffic signal controlled and stop controlled intersections is a measure of the amount of time (seconds per vehicle) that vehicles are delayed in moving thru the intersection (control delay). The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value.

The criteria are listed in the following table:

Table 11: LOS Benchmarks

LOS Criteria for Signalized Intersections	
LOS	Control Delay per Vehicle (s/veh)
A	< 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80
LOS Criteria for Two-way and All-way Stop Controlled Intersections	
LOS	Control Delay per Vehicle (s/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Existing Traffic Counts

Traffic count times were identified to determine the AM and PM peak hours at each analyzed intersection, which is to say the times of the day where traffic is heaviest based on the number of vehicle trips taken. Each count period ran for a total of two (2) hours. Due to the high number of intersections being analyzed, counts were taken on three (3) days, between Tuesday, April 17 and Thursday, April 19, 2012. The count times varied due to the specified location and anticipated traffic generator. The AM and PM count periods are listed below for each selected intersection.

Table 12: Traffic Count Times

Intersection	Existing Count Times	
The Town of Erwin:	AM	PM
Robert Dann Drive/Route 415	7-9 AM	4-6 PM
West Water Street/Route 415	7-9 AM	4-6 PM
Village of Painted Post:	AM	PM
West High Street/Steuben Street	7-9 AM	4-6 PM
Steuben Street/Route 415	7-9 AM	4-6 PM
North Hamilton Street/Route 415	7-9 AM	4-6 PM
North Hamilton Street/Water Street	7-9 AM	4-6 PM
Bronson Street/Route 415	7-9 AM	4-6 PM
Chemung Street/North Hamilton Street	6-8 AM	2-4 PM
Route 415/West High School	7-9 AM	2-4 PM
Village of Riverside:	AM	PM
Route 415/Buffalo Street	7-9 AM	4-6 PM
Route 415 Taylor Road	7-9 AM	4-6 PM
Buffalo Street/East Water Street	7-9 AM	4-6 PM

Traffic Projections

Growth Rate

A 1.0% per year growth rate has been applied to the existing traffic counts to project traffic volumes to the estimated full build out year of 2022. In the past 5-7 years New York State began shrinking in population and a 0.5% per year growth rate became the accepted value. In this case, due to the location and recent interest in Marcellus shale, we have spoken with NYSDOT planners and verified the usage of the above mentioned 1.0% growth rate.

Trip Generations

Estimated vehicle trip generations were developed based on expected land use data for each strategic site. From these potential land uses, the Institute of Traffic Engineers “Trip Generation Manual” provides expected additional trips for facilities with similar characteristics. In this case, the Manual presents trip generation data for existing facilities of various types including industrial, residential and many types of retail land uses.

The proposed land uses included in these Brownfield Opportunity Areas correspond to the following sections within the Trip Generation Manual:

The above trip generation information was then combined, where applicable, to determine general averages for use within the parameters of this study. From this point forward each land use, depending on size, will generate the following amount of trips:

Table 14: Base Estimates

Development Type	AM	PM
Commercial	87 trips/1000 SF	98 trips/1000 SF
Industrial	37 trips/1000 SF	37 trips/1000 SF
Residential	21 trips	26 trips
Mixed Use	9 trips/1000 SF	9 trips/1000 SF

Future LOS was determined based upon a moderate projected build-out as defined in the Urban Design Plan within the Summary Analysis, Findings and Recommendations section of this document.

Table 13: Land Uses Considered

Section	AM Trips	PM Trips
Section 140 – Manufacturing	37	37
Section 230 – Residential Condominium/Townhouse	21	26
Section 844 – Gasoline/Service Station	98	117
Section 815 – Free-Standing Discount Store	5	19
Section 816 – Hardware/Paint Store	5	20
Section 832 – High-Turnover (Sit-Down) Restaurant	42	49
Section 833 – Fast-Food Restaurant without Drive-Through Window	197	118
Section 843 – Automobile Parts Sales	10	27
Section 845 – Gasoline Service Station with Convenience Market	350	434
Section 870 – Apparel Store	0	17

Trip Assignments

The newly generated trips were then assigned to the appropriate arriving and/or departing direction for each intersection during the AM and PM peak hour using existing traffic patterns and engineering judgment.

LOS Analysis

The level of service analysis was completed using Synchro by Trafficware. Synchro is traffic analysis software that incorporates the methodologies set forth in the Highway Capacity Manual. This software is accepted and used by state and local governments for traffic analysis, including the New York State Department of Transportation (NYSDOT).

The existing LOS analysis is based on traffic counts taken over a three day period, April 17-19, 2012. The 2022 LOS analysis has a 1.0% growth rate applied uniformly over the approach movements, as well as the distributed trip generations described above.

Existing LOS

The existing AM LOS analysis shows no significant concern areas for the intersections with each intersection and individual movement operating at LOS C or better. The following table summarizes the analyzed intersections, approach LOS, and intersection LOS during their respective AM peak hours:

Table 15: Existing AM Peak Hour LOS Analysis (Seconds of Delay)

Node/Intersection	Approach				Overall
	EB	WB	NB	SB	
1. Robert Dann and Route 415	B (10.9)	A (4.6)	B (10.8)	-	A (8.6)
4. West Water Street and Route 415	A (3.9)	A (3.5)	B (12.9)	A (0.1)	A (3.7)
40. Route 415 and West High School	B (15.9)	B (11.8)	C (27.2)	B (12.4)	B (16.8)
8. Route 415 and Steuben Street	C (23.8)	C (20.3)	A (2.0)	A (0.3)	A (4.9)
11. Steuben Street and West High Street	A (2.4)	A (0.0)	-	B (10.2)	A (4.9)
12. Route 415 and North Hamilton Street	C (28.8)	C (35.0)	B (16.6)	B (15.9)	C (21.5)
21. North Hamilton Street and Chemung Street	A (0.4)	A (0.3)	B (12.3)	B (11.8)	A (1.0)
18. North Hamilton Street and West Water Street	A (3.5)	A (8.1)	-	B (12.5)	A (6.1)
15. Route 415 and Bronson Street	A (0.1)	A (0.0)	C (22.3)	C (18.3)	A (0.4)
26. Route 415 and Buffalo Street	C (22.4)	B (14.8)	B (18.8)	B (17.4)	B (13.7)
27. Route 415 and Taylor Street	A (0.0)	A (0.3)	B (14.6)	C (16.0)	A (0.4)
31. Buffalo Street and East Water Street	B (13.7)	C (18.5)	A (0.2)	A (0.1)	A (0.7)

Traffic counts taken during the existing PM peak hour showed similar results to the AM for each intersection. There were no LOS concerns, with each intersection again operating at LOS C or better. The following table summarizes the analyzed intersections, approach LOS, and intersection LOS during their respective PM peak hours:

Table 16: Existing PM Peak Hour LOS Analysis (Seconds of Delay)

Node/Intersection	Approach				Overall
	EB	WB	NB	SB	
1. Robert Dann and Route 415	B (11.0)	A (6.4)	B (13.1)	-	B (10.3)
4. West Water Street and Route 415	A (3.8)	A (3.9)	B (10.4)	A (7.6)	A (4.2)
40. Route 415 and West High School	B (10.2)	A (6.3)	C (22.10)	B (17.0)	B (12.0)
8. Route 415 and Steuben Street	B (11.4)	B (12.7)	A (1.2)	A (0.6)	A (2.5)
11. Steuben Street and West High Street	A (1.7)	A (0.0)	-	A (9.3)	A (5.0)
12. Route 415 and North Hamilton Street	C (27.8)	C (29.4)	B (13.6)	B (14.8)	C (20.7)
21. North Hamilton Street and Chemung Street	A (0.6)	A (0.1)	C (16.8)	B (13.9)	A (2.5)
18. North Hamilton Street and West Water Street	C (26.6)	A (8.2)	-	B (16.0)	B (18.4)
15. Route 415 and Bronson Street	A (0.1)	A (0.0)	A (0.0)	C (16.4)	A (0.4)
26. Route 415 and Buffalo Street	B (18.6)	C (26.0)	B (14.2)	C (30.2)	C (20.7)
27. Route 415 and Taylor Street	A (0.3)	A (0.1)	B (12.9)	C (17.5)	A (0.5)
31. Buffalo Street and East Water Street	B (14.2)	C (23.6)	A (0.6)	A (0.2)	A (2.8)

An analysis was performed to estimate the LOS for the study intersections a date 20 years beyond the study date to simulate a full build out condition.

The 1.0% growth rate was applied to each movement at the study intersections. The tables below show the results of this future 2022 analysis:

Table 17: Existing+10 Years (2022) AM Peak Hour LOS Analysis (Seconds of Delay)

Node/Intersection	Approach				Overall
	EB	WB	NB	SB	
1. Robert Dann and Route 415	B (14.0)	A (5.2)	B (10.9)	-	B (10.6)
4. West Water Street and Route 415	A (3.6)	A (3.4)	B (16.7)	A (0.2)	A (3.5)
40. Route 415 and West High School	B (18.5)	B (17.0)	C (28.7)	B (11.9)	B (19.7)
8. Route 415 and Steuben Street	E (39.4)	E (47.4)	A (1.5)	B (0.3)	B (7.5)
11. Steuben Street and West High Street	A (2.5)	A (0.0)	-	B (10.4)	A (5.0)
12. Route 415 and North Hamilton Street	C (22.2)	D (37.3)	C (24.7)	C (28.2)	C (27.9)
21. North Hamilton Street and Chemung Street	A (0.5)	A (0.4)	B (13.3)	B (12.7)	A (1.1)
18. North Hamilton Street and West Water Street	B (15.4)	A (9.1)	-	B (15.3)	B (13.2)
15. Route 415 and Bronson Street	A (0.2)	A (9.1)	F (118)	F (97.2)	A (6.2)
26. Route 415 and Buffalo Street	A (2.0)	B (15.8)	B (19.2)	B (17.4)	B (13.0)
27. Route 415 and Taylor Street	A (0.1)	A (3.2)	C (22.1)	C (26.4)	A (1.8)
31. Buffalo Street and East Water Street	C (22.1)	D (48.9)	A (0.1)	A (2.5)	A (2.0)

Table 18: Existing+10 Years (2022) PM Peak Hour LOS Analysis (Seconds of Delay)

Node/Intersection	Approach				Overall
	EB	WB	NB	SB	
1. Robert Dann and Route 415	B (20.0)	A (7.5)	B (13.0)	-	B (14.1)
4. West Water Street and Route 415	B (14.9)	B (14.9)	A (11.1)	A (7.8)	B (13.8)
40. Route 415 and West High School	B (13.7)	A (7.1)	C (23.2)	B (16.8)	B (13.5)
8. Route 415 and Steuben Street	C (15.7)	C (18.2)	A (1.3)	A (1.5)	A (3.0)
11. Steuben Street and West High Street	A (1.7)	A (0.0)	-	A (9.4)	A (5.1)
12. Route 415 and North Hamilton Street	D (36.0)	D (36.7)	C (28.3)	C (27.4)	C (31.0)
21. North Hamilton Street and Chemung Street	A (0.8)	A (0.1)	C (15.5)	B (19.9)	A (3.0)
18. North Hamilton Street and West Water Street	D (35.7)	A (8.7)	-	B (19.9)	C (23.5)
15. Route 415 and Bronson Street	A (0.2)	A (0.0)	F (326)	E (48.2)	F (100)
26. Route 415 and Buffalo Street	C (23.1)	C (32.8)	C (22.3)	C (31.9)	C (26.4)
27. Route 415 and Taylor Street	A (0.5)	A (0.2)	F (237)	C (24.8)	F (51.2)
31. Buffalo Street and East Water Street	C (22.8)	F (581)	A (0.6)	A (0.2)	F (192)

This analysis shows that there are a few study intersections which have some LOS related concerns under the full build out condition. During the AM peak hour there are no significant concerns. The PM peak hour does show a few areas which may not presently be equipped to handle the potential increase in traffic due to the redevelopment of each strategic site. The intersection of Route 415 and Bronson Street will need to be modified. An analysis of the intersection with the installation of an actuated signal reveals the LOS can be improved to C (20.4) seconds. Additionally, the intersections of Route 415 and Taylor Street and Buffalo Street and East Water Street, each which service the plaza containing Site G, will be significantly affected. The significant amount of additional trips, combined with the close proximity to interstate I-86 and large amount of traffic traversing Buffalo Street is going to provide for a difficult situation for these sites. Installation of a signal at the Route 415 and Taylor Street intersection along with coordination with the signal at Buffalo Street will help the flow of traffic through this area. Once one direction is progressing, drivers will adjust by nature to the area where they perceive the least amount of delay.

Parking Analysis

Strategic Site A

Currently Site “A” is an undeveloped gravel lot operating as a bus depot. There are three (3) 4,500 square foot commercial buildings proposed for Site “A”. According to the Trip Generations that were derived from our analysis there are 87 AM trips and 98 P M trips per commercial building to be generated by this development. This translates into a total of 261 AM trips and 294 P M trips for the site. Currently there are no approved parking spaces for the site. We cannot make a solid recommendation for parking on Site “B” and since there are no parking spaces for this site a feasibility study should be completed to determine if full development is feasible.

Strategic Site B

Site “B” is an undeveloped gravel lot. There are multiple buildings proposed for this site, six (6) 4,500 square foot commercial buildings. . According to the Trip Generations derived from our analysis there are 87 AM trips and 98 PM trips per commercial building. This translates into a total of 359 AM trips and 411 PM trips for the entire developed site. Currently there are no approved parking spaces for the site. We cannot make a solid recommendation for parking on Site “B” and since there are no parking spaces for this site a feasibility study should be completed to determine if full development of Site “B” is feasible.

Strategic Site C

Currently Site “C” is an undeveloped mix of asphalt parking lot, woods and open green space. There are five (5) 50,000 square foot industrial buildings proposed for Site “C”. According to the Trip Generations that were derived from our analysis this accounts for 37 newly generated AM trips and 37 newly generated PM trips per industrial building. This translates into a total of 185 AM trips and 185 PM trips for the proposed site. Currently there are no approved parking spaces for the site. It does not appear as though parking will not be an issue at this location due to the size of the property. However, as previously stated, no current parking is available on this site.

Strategic Sites E and F

Currently Sites “E” and “F” are a mix of asphalt parking lot, and open green space and an abandoned industrial site. There are twenty-five (25) 12,000 square foot Mixed-Use buildings, sixteen (16) Townhouse Buildings that total 48,000 square feet and four (4) 50,000 square foot Industrial buildings proposed for Site “E”. According to the Trip Generations derived from our analysis this will account for 9 AM trips and 9 PM trips per Mixed-Use building, 1.31 AM trips and 1.62 PM trips per townhouse building and 37 AM trips and 37 PM trips per industrial building. This translates into a total of 394 AM trips and 399 PM trips for the proposed site. Currently there are 40 approved parking spaces for Site “E” and 14 approved parking spaces for Site “F”. Based on the approved parking, the size of the property and the volume of development proposed for Sites “E” and “F” there is a parking concern. The recommendation for these sites would be to complete a feasibility study to determine what other parking options are available in the immediate area.

Strategic Site G

Currently Site “G” is an open green space lot surrounded by a strip mall, and a few other private businesses. There are (6) six 4,500 square foot commercial buildings proposed for Site “G”. According to the Trip Generations derived from our analysis there are 87 AM trips and 98 PM trips per commercial building, which translates into a total of 522 newly generated AM trips and 588 newly generated PM trips for the site. Currently there are 265 approved parking spaces on and surrounding Site “F”. Of the 265 approved parking spaces it appears that approximately one-third of the parking would actually be dedicated for the project site. This would be approximately 88 parking spaces dedicated for Site “G”. The actual number of parking spaces dedicated to Site “G” would require more research into the parking rights. Based on the approved parking, the size of the property and the volume of development proposed for Site “G” there is reason to believe parking could be accommodated in the area. Even-though it appears as though parking accommodations could be made this would need to be verified through a feasibility study. The recommendation for Site “G” would be to complete a feasibility study to determine if adjacent parking options are available to the potential development.

Additional Traffic Analysis Beyond that Performed for this Study

An existing conditions survey was completed to determine the existing pavement conditions, current speed limits and any other pertinent traffic related information which presented itself during the field survey.

New York Route 415 (Victory Highway) is 45mph through the Town of Erwin and 30mph within the villages of Painted Post and Riverside. Overall the roadway pavement seems to be in good condition, while the striping is faded, but visible. The crosswalks markings are typically worn and non-compliance with current FHWA standards. Several areas have outdated striping, no detectable warning strips and some intersections have no crosswalk markings at all.

The pavement markings along Buffalo Street need to be replaced, while the pavement condition along Route 415 east of the I-86 overpass is poor. Remington Boulevard (exit from parking lot) also displays areas of poor pavement condition.

BROWNFIELD, ABANDONED & VACANT SITES

In order to complete a thorough and detailed analysis of the Erwin/Painted Post/Riverside BOA, the project team devised a property inventory during the pre-nomination phase. The inventory was also designed to be a functional tool for local development, outside of the BOA process. With input from the public, local governments, the pre-nomination working group and the steering committee, 74 BOA parcels were identified for inclusion in the inventory.

The inventory process began by digitizing the individual parcels identified by the public process; each parcel was given an identifying number and a preliminary category (brownfield, underutilized or vacant). STC continued with an overview of available GIS data and historical records. The recently updated Steuben County Tax Parcel layer was the source of tax parcel number, parcel address, and the owner's name. Based on the Tax Parcel data, project staff classified each tax parcel in the BOA by owner (public/private). STC staff used the parcel layer and GIS tools to calculate the approximate acreage for each inventory parcel. STC had access to local zoning layers for The Town of Erwin, The Village of Painted Post, and The Village of Riverside; using the local zoning layers STC staff was able to determine the zoning for each parcel in the inventory. All of this data was exported to a Microsoft Access database. An Access form was used to extract this information from the database.

Table 19: Brownfield, Underutilized & Vacant Sites by Municipality

Community		Brownfield	Underutilized	Vacant	Unselected	Total
Erwin	Number of Acres	14.60 acres	2.30 acres	6.85 acres	68.01	91.79 acres
	Parcels	4 parcel	2 parcels	2 parcel	41 parcels	49 parcels
	Avg. parcel size	3.65	1.15	3.42	1.66	1.87
Painted Post	Number of Acres	4.7 acres	65.09 acres	5.01 acres	236.49	311.29 acres
	Parcels	6 parcels	12 parcels	2 parcels	385 parcels	405 parcels
	Avg. parcel size	0.79	5.42	2.5	0.61	0.77
Riverside	Number of Acres	4.4 acres	20.11 acres	1.66 acres	64.56	90.73 acres
	Parcels	12 parcels	27 parcels	7 parcels	51 parcels	97 parcels
	Avg. parcel size	0.37	0.74	0.23	1.26	0.93
Total	Number of Acres	23.69 acres	87.5 acres	13.52 acres	369.06	485.31 acres
	Parcels	22 parcels	41 parcels	11 parcels	477 parcels	551 parcels
	Avg. parcel size	1.08	2.13	1.23	0.77	0.88

Source: Southern Tier Central

A draft form with this preliminary GIS data (for each parcel) was distributed to the BOA communities, working groups, and steering committees. The use status, property description, use and environmental history sections of the property inventory were completed by local residents, based on their substantial historical knowledge of this community. The information provided by local residents was incorporated into the Access database, by STC staff. STC revised the inventory format, incorporated two images onto each form, an air photo of the site and an image from the parcel map showing the site in relation to other inventory sites.

Local residents photographed the buildings for context and provided the images to STC. The revised inventory was provided to the BOA communities, working groups, and steering committees for review. The revised format was well received. The BOA communities were able to provide some additional information. STC staff was able to access some historical documents to complete the parcel inventory.

The parcel inventory has been a valuable tool throughout the pre-nomination and nomination process. The inventory has been useful for local governments and developers. The parcel inventory is included as an appendix to the completed nomination study; the inventory can also be accessed at www.STCplanning.org.



511 East High Street, a brownfield site

Erwin / Painted Post / Riverside

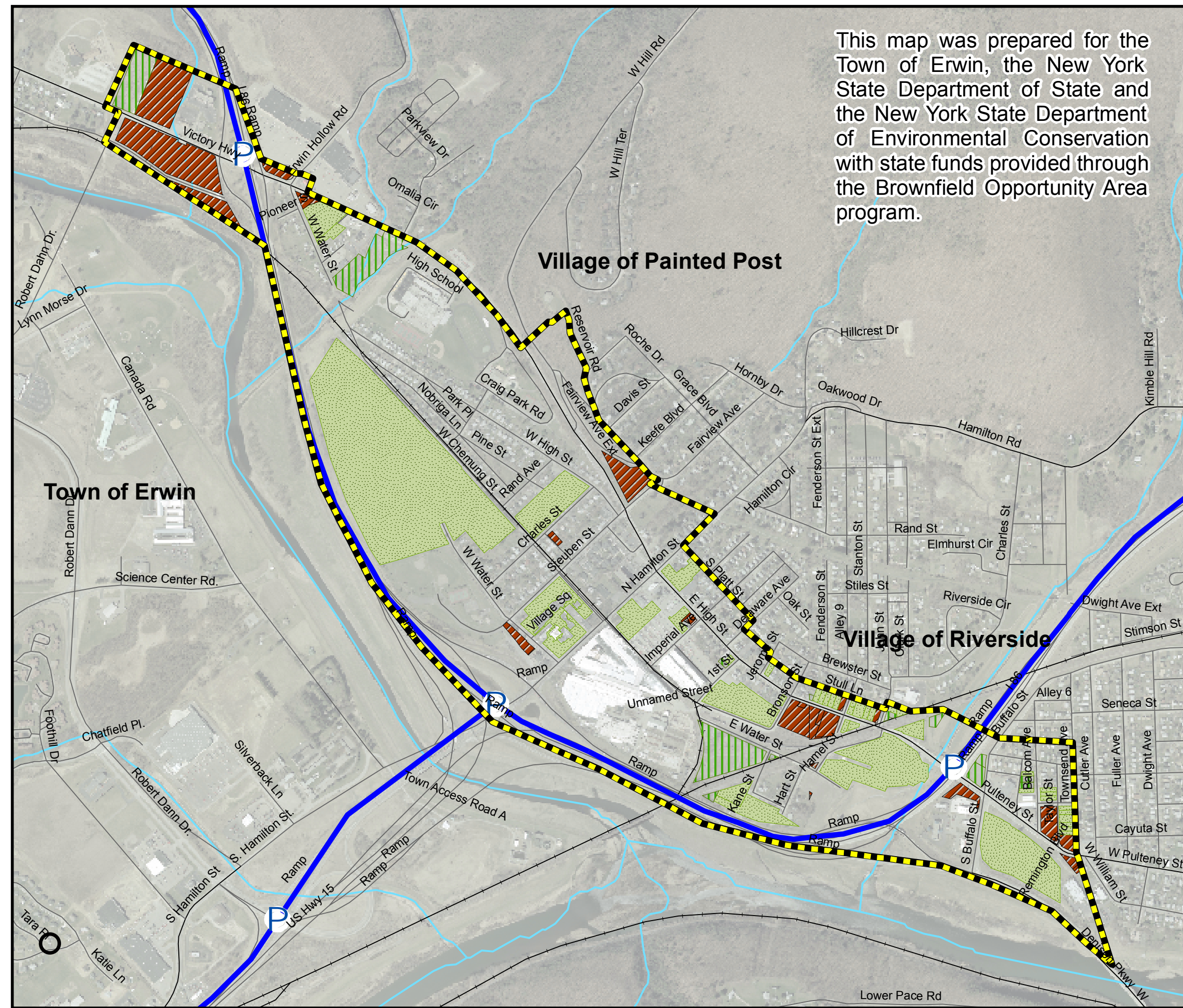
Brownfield Opportunity Area

2012

Figure 9

Brownfield, Underutilized & Vacant Sites

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.



Legend

- BOA Boundary
- Interstate Highways
- interchanges
- Brownfield
- Underutilized
- Vacant

0 625 1,250 2,500 Feet

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STRATEGIC SITES

During the Step One or Pre-Nomination phase of the Erwin-Painted Post-Riverside Brownfield Opportunity Area process, the need for up to eight strategic sites was identified. Each of the sites was to be subjected to a detailed analysis including:

- Ownership/Grant/Lease Status
- Tax Lien Properties Analysis
- Assessment and Condition of Structures, Buildings or Facilities
- Assessment of Historic and Architectural Resources
- Phase I Environmental Site Assessment

The goal of identifying and analyzing the strategic sites is to provide potential buyers or developers with readily available information they can use to determine the BOA site's suitability for development while alleviating the burden and cost of ESA preparation to the owners. During the Step 2 process, there were seven sites identified for completion of the detailed analysis and six of these were further subjects of Phase I ESAs. An eighth site was identified but the steering committee felt the end-use of the site – the landing for the proposed West Water Street Extension bridge – did not require the same level of detailed analysis to which the others were subjected.

To assist communication regarding the sites among the project stakeholders and to differentiate them from the “slip sheet” numbering system from the Step One Pre-

Nomination, the sites were lettered, A through H. The sites are:

- Strategic Site A
 - Two parcels: 124 Victory Highway and 130 Victory Highway, Erwin
- Strategic Site B
 - 125 Victory Highway, Erwin
- Strategic Site C
 - 450 W. Water St., known as the former Ingersoll Rand foundry site, Painted Post
- Strategic Site D
 - 165 Charles St., Painted Post
- Strategic Site E
 - Two parcels: 410 E. High St., Riverside and 412-414 E. High St., Painted Post
- Strategic Site F
 - A parcel bounded by First Street on the west and Bronson on the east, Chemung Street Extension and railroad on the south and a residential neighborhood on the north, Painted Post
- Strategic Site G
 - A portion of Riverside Plaza, 360-372 Pulteney St., Riverside
- Strategic Site H
 - A collection of residential properties to the west of Strategic Site C.

The following is a brief summary of the findings of the analyses.

Strategic Site A

A Phase I ESA was performed on Strategic Site A by Hunt EAS.

Strategic Site A was selected because of its location proximate to the highway interchange. The site is comprised of two parcels, 124 Victory Highway, owned by T&K Realty and 130 Victory Highway, owned by GBR Three AC LLC. Tax map ids are 280.00-1-12 and 280.00-1-56. The two parcels, which are a total of 8.06 acres, are located on the north side of Victory Highway just west of I-86 Exit 43 in the Town of Erwin.



Strategic Site A

124 Victory Highway has a 37,359 square foot commercial building with an asphalt parking lot. There is a drainage swale at the back of the property. The building is currently being used as a bus garage and dispatch facility by Birnie Transportation Services. There is a 10,000-gallon diesel fuel tank and a 1,000-gallon gasoline tank on site; containment measures are in place on both. Volatile organic compounds were once detected on the site, leading to the removal of an underground fuel tank; the degreaser trichloroethylene has been detected on site and several spills reported.

130 Victory Highway is a vacant site.

There are no known environmental liens, deed restrictions or use limitations on either site. However, the site's own history and the location of nearby sites environmental records at a greater elevation than Strategic Site A warrant additional investigation and it should be the subject of a Phase II ESA to determine what, if any, contaminants are present, how serious the contamination is and to develop a remediation plan. Hunt EAS performed a building condition survey and made multiple recommendations for safety and accessibility renovations and to allow the building to meet current standards and needs. A structural evaluation of the building should be performed if the building is to be reused.

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

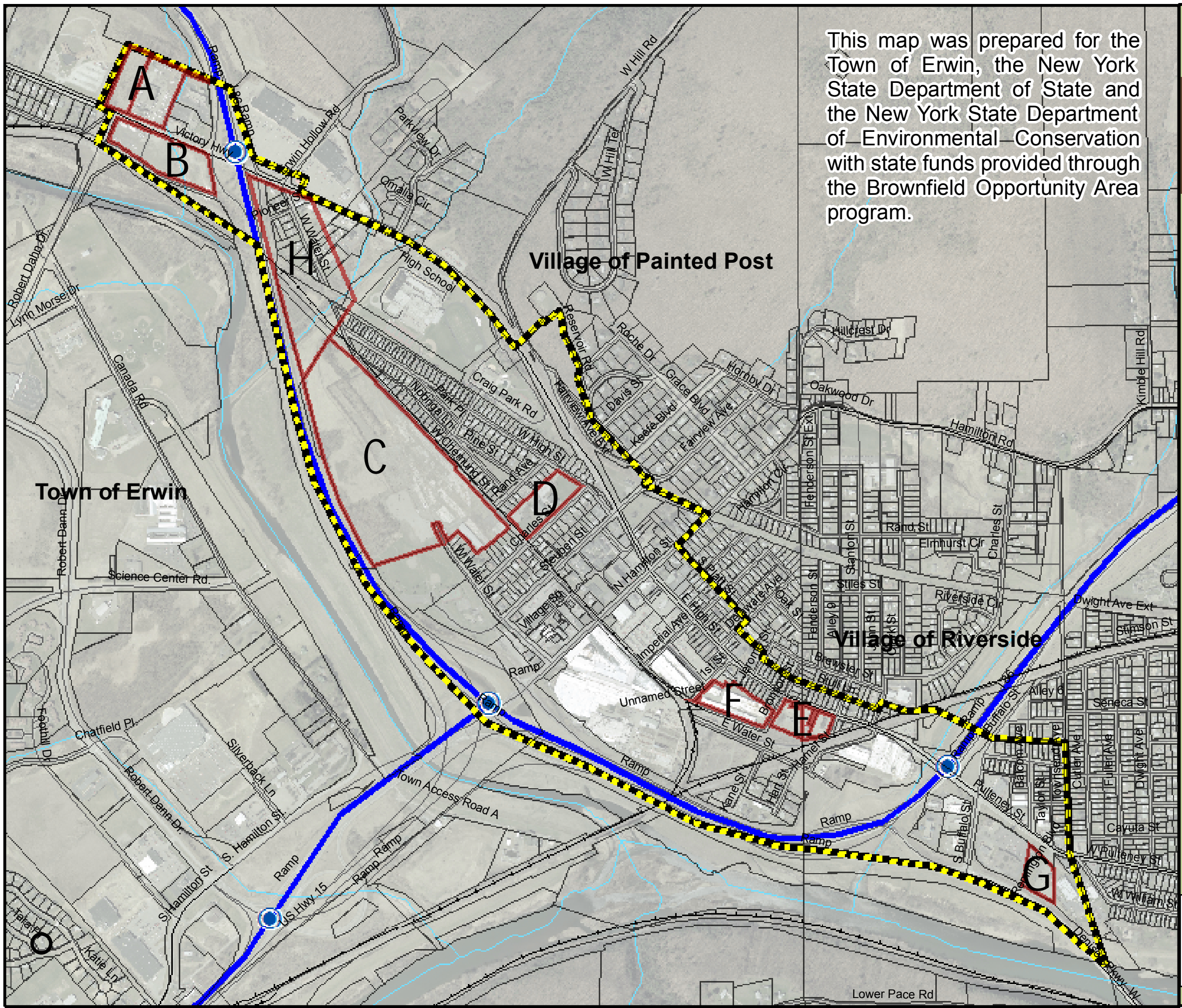
Erwin / Painted Post / Riverside

Brownfield Opportunity Area

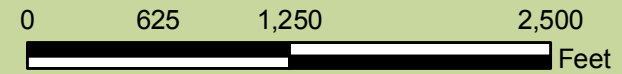
2012

Figure 10

Strategic Sites



- BOA Boundary
- Interstate Highways
- interchanges
- Strategic Sites



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Strategic Site B

A Phase I ESA was performed on Strategic Site B by Hunt EAS.

Strategic Site B was selected because of its location proximate to the interchange. The site is comprised of one parcel, 125 Victory Highway, and is owned by High Victory Holdings. The tax map ID is 280.00-1-17.1. The parcel is 9.17 acres and is located on the south side of Victory Highway. Highway just west of I-86 Exit 43 in the Town of Erwin. There is a gravel parking area on the site as well as a drainage swale. The south lot line follows an existing rail bed.

The site is vacant. There was once a building on-site used as part of a bridge construction project. Non-ignitable wastes were removed from the structure at one time. Aside from this incident, no other known reports have been issued on this site. However, conditions across the road at the former Painted Post Car Mart as well as known environmental records are located at higher elevation and could drain to the site. As a result Strategic Site B should be the subject of a Phase II ESA to determine what, if any, contaminants are present, how serious the contamination is and to develop a remediation plan.



Strategic Site B

Strategic Site C

A Phase I ESA was not performed on Strategic Site C.

Strategic Site C was selected because of its potential to become a catalytic development that will transform the economy of Painted Post. The site, with a street address of 450 West Water Street, is owned by the Village of Painted Post. The tax map ID numbers are 298.12-01-018 and 299.13-01-74. The parcel is 57.4 acres. The site is vacant.

Strategic Site C is the site of the former Ingersoll Rand Foundry. Because of the wealth of information that is known about the site and its environmental status, a modified examination of the site was conducted to gather a synopsis of this information consistent with that done for the ESAs on the other sites.

The foundry site is an inactive waste disposal site. The foundry was used to produce gray iron castings for the company's compressor plant. The foundry was shut down in 1985 and an environmental evaluation and cleanup done by Ingersoll Rand as part of the closure.

As part of the cleanup process, the site was declared by the NYS Department of Environmental Conservation to be a Class 4 Inactive Waste Disposal Site. This classification indicates that the site is properly closed but requires continuous management. Deed restrictions on the site placed by Dresser Rand, successor to Ingersoll Rand, prohibit most uses including residential, retail, commercial, parks, schools, etc. The site remains feasible for an industrial reuse.

A portion of the site, 11.48 acres, is being redeveloped as a rail siding for a transloading facility the village will use to ship water to Pennsylvania for use in the gas industry. For that project, enhanced storm water management capacity and increased water service will be developed.

Any developer of Strategic Site C will need to be aware of, and work within, the framework for development set forth in the deed restrictions. No additional remediation or environmental studies are deemed necessary at this time, but they may become necessary at the time of development, when a specific use has been identified.



Strategic Site C

Strategic Site D

A Phase I ESA was performed on Strategic Site D by Hunt EAS.

Strategic Site D was selected because it has the potential to become a centerpiece redevelopment in the BOA. The building on the site, the former Corning School District Offices, was once the Painted Post High School. Strategic Site D is located at 165 Charles St. in the Village of Painted Post. The tax map ID number is 299.13-1-026. The parcel and building are owned by the Corning Painted Post School District.

Strategic Site D is 4.3 acres and consists of the original 1800s school building interconnected with several more recently constructed additions which vary from one to three stories. There are three asphalt parking lots comprising about 40% of the parcel. About 40% of the parcel is mowed lawn. There is one environmental report on the site involving materials stored in barrels or drums. Two underground tanks on site were removed by December 2010. There are no known environmental liens, deed restrictions or use limitations on this site.

Hunt EAS performed a building condition survey and made multiple recommendations for safety and accessibility renovations and to allow the building to meet current standards and needs. A structural evaluation of the building may be warranted and the building should be evaluated for the presence of asbestos insulation – asbestos floor tile is present.

The building, interior and exterior, and the grounds have some serious signs of deterioration. The recommended residential reuse for this building would entail and should require a total rehabilitation.



Strategic Site D

Strategic Site E

A Phase I ESA was performed on Strategic Site E by Hunt EAS.

Strategic Site E was selected because it is adjacent to Strategic Site F and together they present the potential to create a big enough development opportunity as to be catalytic. Strategic Site E is a high visibility site with known and suspected environmental challenges. The site is comprised of multiple parcels and is located in the Village of Painted Post and the Village of Riverside. The tax IDs are 299.13-05-023.00, 299.13-05-021.00, 299.18-01-011.00, 299.18-01-012.00 and 299.18-01-014.00. It is located on East High Street between Hart and Bronson streets. It is approximately 2.68 acres. Strategic Site E is owned by High Victory Holdings. The Painted Post portion of the property is a vacant gravel lot; an auto parts store located on the site burned to the ground many years ago and all evidence of the building was removed. It has been vacant since. The Riverside portion of the site is occupied by Crystal Cleaners.

Strategic Site E is located in a densely developed area and no on-site environmental hazards were noted during Hunt's on-site observation. Among its former uses is as a used car maRoute The site is adjacent to or near five sites with environmental records and four listed sites. The listed sites are at a higher elevation of Strategic Site E, so they could have an impact on the site. Strategic Site E should be the subject of a Phase II ESA to determine what, if any, contaminants are present, how serious the contamination is and to develop a remediation plan. Hunt recommends a series of rehabilitative measures to bring the Crystal Cleaners building to ADA accessibility, and to meet current standards and needs. However, a better and more likely future use of the site would probably require demolition of the building.



Strategic Site E

Strategic Site F

A Phase I ESA was performed on Strategic Site E by Hunt EAS.

Strategic Site F was selected because it is adjacent to Strategic Site E and together they present the potential to create a big enough development opportunity as to be catalytic. Strategic Site F is a high visibility site with known and suspected environmental challenges. The 2.78-acre site is comprised of three concrete block storage buildings, a gravel parking area and some lawn all contained by a chain link fence and is located between Bronson and First streets in the Village of Painted Post on the Chemung Street Extension. The tax parcel ID number is 299.13-05-39 and the property belongs to Dresser Rand.

Strategic Site E is located in a densely developed area and no on-site environmental hazards were noted during Hunt's on-site observation. The site is adjacent to or near five sites with environmental records and five sites within one quarter-mile of Strategic Site F are listed. The listed sites are at a higher elevation of Strategic Site F, so they could have an impact on the site. Strategic Site E should be the subject of a Phase II ESA to determine what, if any, contaminants are present, how serious the contamination is and to develop a remediation plan. Hunt recommends a series of rehabilitative measures for the three concrete block buildings including new roofs for each of them at substantial cost. However, a better and more likely future use of the site would require demolition of the buildings.



Strategic Site F

Strategic Site G

A Phase I ESA was performed on Strategic Site G by Hunt EAS.

Strategic Site G was selected because of its proximity to an I-86 exit and the potential this highly visible site has to be transformed from dreary and underutilized Riverside Plaza to an attractive and productive commercial service center for local residents and travelers through. The entire site is 7.75 acres, but the strategic portion of the parcel is not the built portion of the site but the area that remains undeveloped, especially on the east side where a Ponderosa restaurant and a gas station were once located. The tax ID is 299.18-1-049 and it is located on Pulteney Street in the Village of Riverside.

The owner of Riverside Plaza, Pulteney Plaza Corp., is motivated and interested in upgrading the property and expanding business there. It has recently purchased the verge fronting the property from NYS DOT.

Existing outparcels adjacent to the site include tourism and business traveler amenities including lodging and food establishments. More of these kinds of services would add to and diversify the mix of tourist and traveler amenities with high visibility from Route I-86.

There were no spills or contaminants visible when Hunt did its site inspection. However, numerous environmental records were noted west and northwest of the site from which water would drain toward this site. The records include underground tanks that have been removed, a spill at a nearby gas station and known contaminants at the nearby Foundry site – Strategic Site C. Additionally, numerous sites with environmental records are located nearby and at higher elevation including a former dry cleaning establishment, gas stations and auto repair shop. Strategic Site G should be the subject of a Phase II ESA to determine what, if any, contaminants are present, how serious the contamination is and to develop a remediation plan if needed.



Strategic Site G

Strategic Site H

A Phase I ESA was not performed on Strategic Site H.

Strategic Site H is a collection of mostly residential properties just west of and over the tracks from Strategic Site C. It has become known as the “Bridge Landing” as it is the west end of the proposed access bridge for Strategic Site C.

As the bridge construction nears reality, an acquisition plan and site assessments should take place. To facilitate the bridge, Phase I and II assessments for the Strategic Site H group should be part of the BOA Step 3.



Strategic Site H

STRATEGIC SITE C – ACCESS FEASIBILITY STUDY

Strategic Site C, the former Ingersoll-Rand Foundry site, consists of approximately 45 acres within the Village of Painted Post and is the single largest underutilized area identified within the Erwin/Painted Post/Riverside Brownfield Opportunity Area. This area is bounded by the Bath and Hammondsport Railroad to the east, a flood control project at Hodgman's Creek to the north, Interstate 86 to the west and Hodgman Park and residential development to the south. The former foundry site included a foundry building which was approximately 287,000 square feet which operated from 1920 through 1985, to produce gray iron castings principally for the Ingersoll Rand compressor plant. The operations consisted of pattern construction, sand mold lines, melt furnaces, castings, shakeout, clearing and pattern storage. After the foundry was idled in 1985, an environmental evaluation and cleanup was conducted by the Ingersoll-Rand Company as part of its facility closure activity. Government agencies and the Ingersoll-Rand Company conducted investigations at the site and according to a report prepared by NYSDEC (Division of Hazardous Waste Remediation) dated March 1994, the Record of Decision presented a selected remediation for the foundry inactive waste disposal site. The selected remedial action plan at the premises was the recording of a deed restriction identifying the presence of certain environmental conditions at the premises.

The Dresser-Rand Company (successor to the Ingersoll-Rand Company) decided to impose



Existing Site C

conditions, covenants, and restrictions on the property for the purpose of promoting, benefitting, preserving and protecting the health and safety of the public and environment. The NYS Department of Health concurred with the selected remedy as being protective of human health. The following was also recorded in the NYSDEC 1994 Record of Decision: As part of the remedy, the site was to be re-classified to Class 4 in the NYS Registry of Inactive Waste Disposal Sites, indicating the site was properly closed but required continuous management.

The construction of a railroad siding which will be parallel and adjacent to the existing Bath and Hammondsport Railroad and which will run for nearly the entire length of Site C, is currently under construction. The purpose of this siding is to load tanker cars with water for use in the gas exploration industry in northern Pennsylvania. This siding will use nearly 12 acres of Site C, leaving approximately 33 acres available for future development. This study addresses access to those remaining 33 acres of Site C.

The sole highway access to Site C is from Hamilton Street to West Water Street, into the southern portion of the site. This route traverses the Painted Post village center, makes a right angle turn and then passes through a residential area alongside Hodgman Park; as a result, it may not be suitable for a large amount of truck traffic. This access was a previous source of contention within the community, of which many residents were opposed to its use as the primary access for a new development. It was determined that a second access route should be developed to accommodate a variety of proposed land uses for this site, particularly those uses resulting in a significant amount of heavy truck traffic. This determination was supported, previously, within the Interstate 86/99 Economic Development Blueprint, which recommended the reconnection of West Water Street through Site C as a means to stimulate redevelopment.



North Hamilton Street at W. Water St.



W. Water St. at North Hamilton Street



W. Water St. at Charles St

Several alternatives were developed for providing this second access route. These alternatives are described below and shown on the attached map. (Note that there is one “West Water Street” north of Site C and a second “West Water Street” south of Site C, both of which are currently dead end streets. To avoid confusion, they are referred to as West Water Street (north) and West Water Street (south).) The six alternatives were:

- **Alternative 1:** Access from Route 415 southeast of its interchange with I-86 using West Water Street (north). This would require construction of a new bridge over Hodgmans Creek, the B&H Railroad and the flood control dike south of Hodgmans Creek to a touchdown point in the northerly section of Site C.



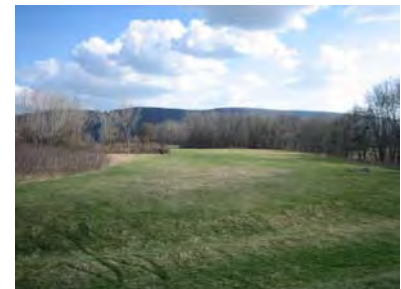
W. Water St. at Rte 415



W. Water St. Looking South



Approx. Bridge Alignment



Touchdown Area Site C

- **Alternative 2:** Access from Route 415 and West Water Street (north), also requiring a new (but lower-profile) bridge constructed only over Hodgmans Creek and the flood control dike south of the creek. The proposed road would then connect with High Street. Access to Site C would be via a second road with an at-grade railroad crossing south of the dike, which would intersect with the West Water Street (north)/High Street connection just south of the dike.



Approx. Bridge Alignment



Tie in with High St.

- **Alternative 3:** Access from Route 415 south of the bridge carrying Route 415 over Hodgman's Creek. A new roadway would be constructed from Route 415, parallel to Hodgman's Creek near Corning-Painted Post West High School. This road would utilize an at-grade railroad crossing south of the dike to access Site C.



Proposed Intersection at Rte 415



Alignment Along Creek



At-Grade Rail Crossing Location

- **Alternative 4:** A new road constructed parallel to Chemung Street from Hamilton Street to the southeast section of Site C.



Chemung St. at North Hamilton Street

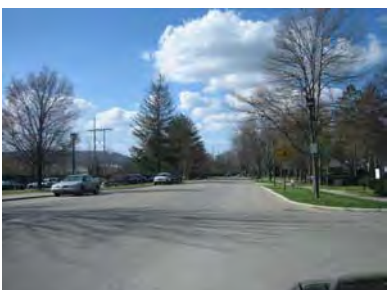


Chemung St. at Steuben St.



Chemung St. at Charles St.

- **Alternative 5:** A new road constructed from the southern portion of Site C, parallel to West Water Street (south). It would tie into existing West Water Street (south) near the Village Square and continue to Hamilton Street.



W. Water St. near Village Square



W. Water St. at Steuben St.



W. Water St. at Site C

- **Alternative 6:** A new road constructed from the southwest section of Site C, which would run along the western and southern edges of Hodgman Park and then tie into West Water Street (south) at the Village Square and continue to Hamilton Street.



Hodgman Park Near Site C



Existing Hodgman Park Road



Park Road at W. Water St.

A review of each alternative was completed to determine which would meet the project objective of providing a viable second means of access to Site C while still being constructible without any significant legal, environmental, cultural or other hurdles. The outcomes of this review were as follows:

- **Alternative 1** would provide direct access into Site C and be designed to meet the hydraulic requirements for crossing over the Hodgman's Creek flood control project, thereby enabling New York State Department of Environmental Conservation (DEC) and the US Army Corps of Engineers (ACOE) to issue the permits required for construction. Vertical and horizontal clearances required by the railroad should also be achievable. West Water Street (north) would have to be reconstructed, requiring the acquisition of additional right-of-way, including two houses. This alternative meets the project objective and appears to be feasible for construction without significant issues so the analysis will be carried forward.



Figure 11: View from Interstate 86 of Proposed West Water Street Bridge



Figure 12: Aerial View of Proposed West Water Street Bridge

- **Alternative 2** would provide a second access into Site C. It would not be as direct as Alternative 1, since an at-grade railroad crossing would be utilized and an intersection between the access road and the West Water Street (north)/High Street Connection would be introduced. As with Alternative 1, the bridge would be designed to meet hydraulic requirements for the crossing of the flood control project (in order to obtain permits from DEC and the ACOE). West Water Street (north) would require reconstruction and the acquisition of right-of-way would be required along both West Water Street and High Street including several homes.



Affected Houses, Alternative 2

Regarding the proposed rail crossing, a major concern exists in that if a new at-grade railroad crossing is approved for construction with public funds, one expected condition of such approval is a requirement that two other existing at-grade crossings be removed. We know of no existing crossings that could be sacrificed to justify the construction of this proposed new crossing. Therefore, it is likely that the at-grade crossing and the access road that would utilize it would not be feasible for this or any publicly-funded project. If a developer is interested in pursuing this option in the future, he or she would need to negotiate with the railroad regarding the private construction of the at-grade crossing and access road. A successful outcome for such negotiations cannot be guaranteed. For this reason, this alternative was dropped from consideration.

- **Alternative 3** avoids the issue of the flood control project along Hodgman's Creek but retains the same concerns regarding construction of an at-grade railroad crossing as Alternative 2. Construction of an acceptable intersection between Route 415 and the access road would also bring about several issues. First, a significant difference in elevation exists between Route 415



Elevation Difference at Rte 415 Bridge

and the area south of the dike where the access road would be constructed. Second, an intersection between the proposed access road and Route 415 could not be constructed very close to the Route 415 bridge over Hodgman's Creek because the acute angle between Route 415 and the proposed access road could not be negotiated by trucks arriving from I-86 or other points north.

- This would force the intersection farther to the south and closer to the driveway into Corning-Painted Post West High School. The combination of horizontal geometry and elevation differences may actually force the access road to merge with the driveway into school or to cause the driveway to be relocated farther to the south. The access road would also cause the displacement of some of the on-campus roadways and parking at the school. Due to the concerns over the impacts to the school and the need for an at-grade railroad crossing, this alternative was dropped from consideration.



School Parking and Drive

- **Alternative 4** would require trucks to pass through the Painted Post village center, similar to the existing access from West Water Street (south). Much of the right-of-way needed for this alignment would need to be acquired from the railroad, which may not be possible as the line is active. In addition, a rail siding is planned for construction parallel to the existing line in the near future. This siding will run nearly the full length of Site C, forcing the access road to shift to the west into a residential area as it approaches Site C from the south. For these reasons, this alternative was dropped from consideration.



Affected Houses, Alternative 4

- **Alternative 5** does not provide a second access into Site C; rather, it modifies the existing access, bringing traffic through the Painted Post village center and taking the right angle turn from North Hamilton Street onto West Water Street (south). As this alternative does not meet the project objective of a second access route, it was dropped from consideration.
- **Alternative 6** uses a portion of the existing access from North Hamilton Street to West Water Street (south), including the right angle turn, so it is not a fully separate access route. It then introduces another intersection with the turn into the Hodgman Park area and the route would continue along the perimeter of the park into the southwest corner of Site C. Construction of this route would require the acquisition of park lands which were created with the assistance of federal funding. Justification of this acquisition would be very difficult since another feasible option exists.



W. Water St. at Hodgman Park

Even if it was determined that this alternative is the preferred option, the actual acquisition process for the park land would be a very lengthy procedure with no guarantee of a successful outcome. This alternative was dropped from consideration due to the need to acquire this park land.

In summary, Alternative 1, which calls for access to the north end of Site C from Route 415 and West Water Street (north) with a bridge over the Hodgmans Creek flood control project and the B&H railroad is the only alternative for a second access route to Site C that will continue to be considered. Design criteria for this access road were obtained from the NYSDOT Highway Design Manual and Bridge Manual using a design speed of 30 miles per hour and a roadway classification of local urban street for an industrial area. The recommended design parameters are as follows:

Travel lane width	12'
Shoulder width	5' minimum (no parking lane and no accommodations for breakdowns)
Grade	8% maximum
Stopping sight distance	200' minimum
Curve radius	250' minimum
Superelevation	4% maximum
Travel lane cross slope	1.5% minimum, 2% maximum
Bridge width	Highway width
Bridge Structural Capacity	HL-93

In addition to the above design criteria, the required vertical clearance for the railroad was assumed to be 22' based on the existing clearance over the same railroad under the I-86 bridge located just north of the project site. It was also assumed that the proposed bridge would need to minimize any impact to the Hodgmans Creek flood plain and pass over the top of the dike but may have an abutment encroaching into the landward side of the dike.

A roadway alignment and profile meeting all of the above criteria was then developed as shown on the attached plan and elevation views. The resulting bridge is expected to be a three span continuous, steel multigirder structure with a span arrangement of 90'- 120'- 90' with the center span crossing over the main creek channel and railroad. The northerly span will cross the flood plain north of the channel and help to minimize the placement of fill material within that area. The southerly span will cross over the dike. The piers and abutments of the bridge will be supported on pile foundations to protect them from scour and to prevent settlement from occurring. The roadway width of the bridge will be 34' – 0" and the barriers on either side of the bridge may be either steel railing on curbs or concrete barrier in order to control the surface drainage on the bridge and direct it away from the railroad. No sidewalks or bicycle lanes are planned to be carried across the bridge. Lighting is considered optional and is not currently included in the estimate.

Hodgmans Creek, in the vicinity of the proposed crossing, was determined to be a Class “C” stream by NYSDEC so it is not a fishing stream and does not have any in-stream restriction dates. This portion of the stream however, is within a U.S. Army Corps of Engineers Flood Control Project which is maintained by NYSDEC. As such, an Article 16 Permit for Use of Flood Control Lands will need to be obtained from NYSDEC with the possibility of needing the USACOE signing off on it. The proposed bridge will not require any relocation of the stream and the proposed piers and abutments will be located outside of the stream bed so the only potential in-stream work may be the placement of some heavy stone fill scour protection for the pier areas. This work will not impact the water surface elevations or the water quality.



Corps of Engineers Flood Control Dike

Wetlands appear to be present in the vicinity of this project but the area does not appear to be large enough to be regulated by NYSDEC. These wetlands will however need to be located and a determination will need to be made as to whether the proposed construction will have an impact on them. In addition to the above noted permit for Use of Flood Control Lands, a Water Quality Certification will need to be obtained from NYSDEC and a Section 404 Permit will need to be obtained from the USACOE to construct this bridge. The Section 404 Permit will address wetlands which are determined to be in the project area.

Information provided by the NYSDEC Natural Heritage Program Office has indicated that there are rare plants and animals in the hills above the Cohocton and Chemung River valleys and there are rare freshwater mussels downstream in the Chemung River. It is possible that work at the project site will not have a significant impact on these populations but a more thorough assessment will need to be done when a formal project application is submitted for construction of this access bridge.

Based on a review of the NEPA (National Environmental Policy Act) checklist, this project does not meet the requirements for a Class II project (which is classified as a Categorical Exclusion) but since it is not expected to have a significant effect on the environment, it meets the criteria for a Class III project. As such, it will require the preparation of an Environmental Assessment if Federal Aid is used to fund construction. Similarly, if the project is funded with State money, it would be classified as a SEQRA (State Environmental Quality Review Act) Non-Type II project, also requiring the completion of an Environmental Assessment.



20' Pavement on West Water St.

With the design criteria calling for two 12' lanes with 5' shoulders as a minimum, the total required roadway width will be 34'. West Water Street (north) currently has only about 20' of pavement width and the structural capacity of that pavement is probably insufficient to handle heavy traffic. That entire section of roadway will therefore need to be reconstructed. The proposed roadway is expected to be constructed with a 12" gravel subbase, 6" of asphalt base and a total of 2 ½" of asphalt binder and top courses.

The estimated construction cost for this alternative including the bridge, the embankments required to reach the elevations necessary for the rail crossing, the reconstruction of West Water Street (north) to the intersection with Route 415 and paving of the roadway to the point where the profile of the proposed roadway touches down to existing ground south of the proposed bridge is nearly \$5,550,000. As may be seen on the Engineer's Estimate on the following sheet, the bridge alone accounts for \$3,160,000 of this total. The placement of embankment material needed to construct the approaches to the bridge to reach the height needed to cross over the railroad is estimated to be \$620,000. The removal of the existing West Water Street (north), removal of top soil under the new roadway areas, construction of a gravel roadway subbase and placement of the new asphalt roadway from Route 415 to the touchdown point south of the bridge, which is nearly 0.5 miles south of Route 415, totals about \$660,000. Other items of work listed under contingencies in the estimate, include guide railing, signs, landscaping, drainage, pavement striping, engineer's office and other miscellaneous construction needs. Remediation has previously been completed for hazardous wastes found at the former foundry site within Site C but excavation activities during future construction may encounter additional contaminated materials which would add to construction costs.

Table 20: Engineer's Estimate, Alternative 1

Item Description	Unit	Quantity	Unit Price	Cost
Complete Bridge	LS	1	\$3,160,000.00	\$3,160,000.00
Unclassified Excavation and Disposal	CY	6970	\$15.00	\$104,550.00
Embankment in Place	CY	62000	\$10.00	\$620,000.00
Subbase Course, Optional Type	CY	3520	\$45.00	\$158,400.00
Hot Mix Asphalt - Type 1 Base Course	TON	2784	\$95.00	\$264,480.00
Hot Mix Asphalt - Type 3 Binder Course	TON	686	\$100.00	\$68,600.00
Hot Mix Asphalt - Type 7 F3 Top Course	TON	458	\$110.00	\$50,380.00
Tack Coat	GAL	1019	\$10.00	\$10,190.00
Sawcutting Asphalt Pavement	LF	100	\$7.00	\$700.00
Survey and Stakeout	LS	NEC	\$5,000.00	\$5,000.00
Contingencies				\$888,460.00
	Subtotal			\$5,330,760.00
Mobilization (4%)	LS	NEC		\$213,230.40

TOTAL

\$5,543,990

The cost of right-of-way for this access road is not included in the above Engineer's Estimate. These costs will include the cost of the property that the new portion of the roadway and its embankments will be constructed upon and the additional width of property needed to construct the widened and realigned West Water Street (north). It is expected that this right-of-way need will include the acquisition of two houses located on the west side of West Water Street (north) at the southerly end of the existing road. A dditional easements or acquisitions will also be necessary for drainage purposes and along the southern portion of West Water Street (north) to allow for the proposed highway embankments to be blended into the existing ground or parking lot elevations.

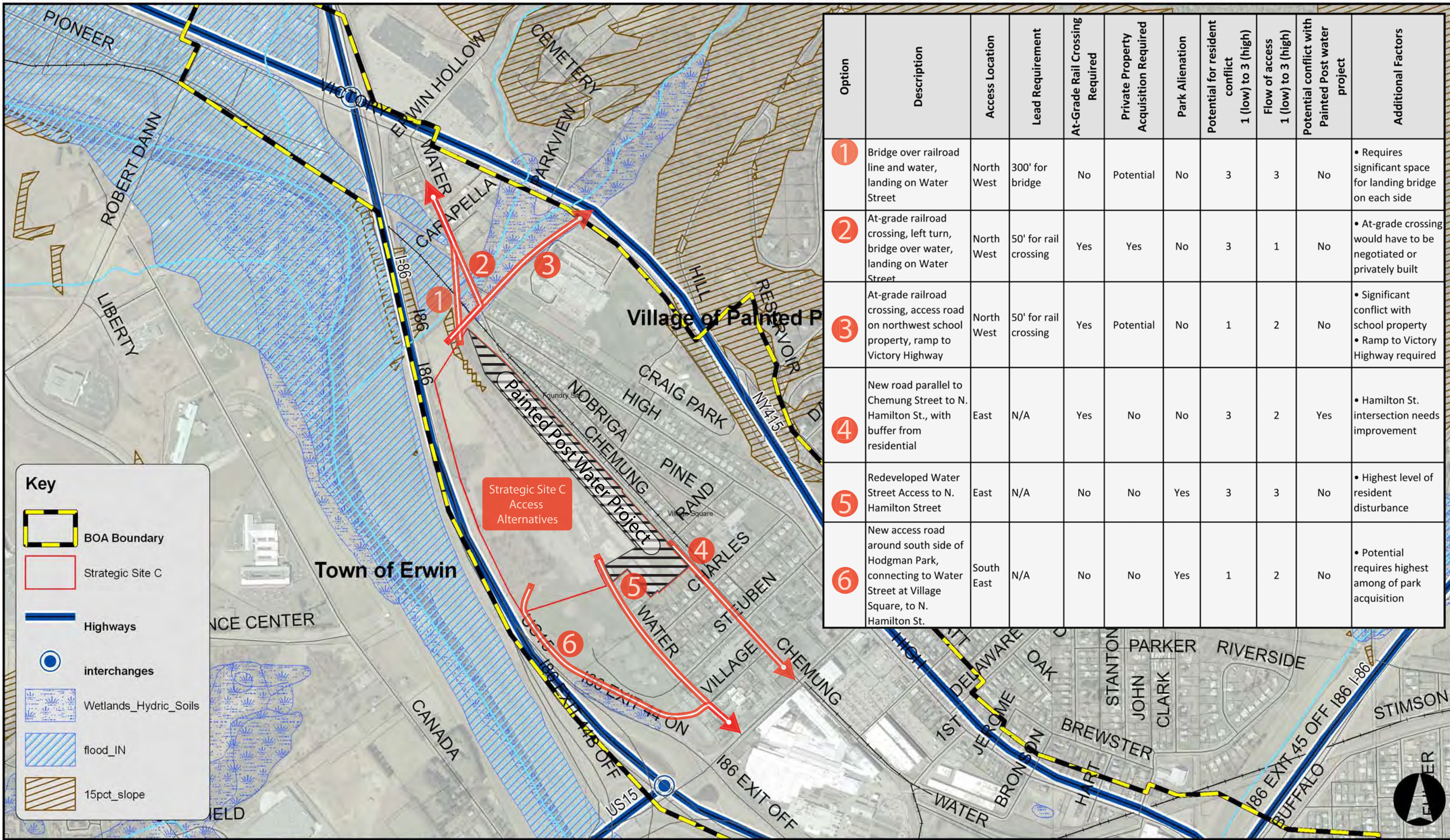


Affected Houses – W. Water St.

Due to the fact that the proposed access roadway is located in both the Town of Erwin and the Village of Painted Post, it is expected that both entities will be involved in the right-of-way acquisition process, each within their own jurisdiction. Similarly, ownership of the road may be based on the border between the Town and the Village. These municipalities may also negotiate other scenarios for the needed acquisition and ownership if they so choose.

Ownership and maintenance responsibility of the bridge may also be the subject of negotiations. Typically, for roadways under local jurisdiction, a bridge over a railroad has split responsibilities with the railroad being responsible for the framework of the bridge and its abutments and the municipality responsible for the roadway over the bridge and its approaches. With a three span bridge having only one span over a railroad it is not unusual for the railroad to have responsibility for only the span crossing over the rails and for the supporting piers. With the remaining responsible parties being a Village and a Town, the Town quite often takes the responsibility of the portions of the bridge outside of the railroad's jurisdiction, especially if the Village is not heavily populated. One additional scenario would be to have an agreement in place whereby the County of Steuben assumes responsibility for the bridge outside of those areas under railroad responsibility.

Please review the following Map, **Strategic Site C - Potential Access Routes**, for a diagram and point by point evaluation of each of the six alternatives.



Option	Description	Access Location	Lead Requirement	At-Grade Rail Crossing Required	Private Property Acquisition Required	Park Alienation	Potential for resident conflict 1 (low) to 3 (high)	Flow of access 1 (low) to 3 (high)	Potential conflict with Painted Post water project	Additional Factors
1	Bridge over railroad line and water, landing on Water Street	North West	300' for bridge	No	Potential	No	3	3	No	• Requires significant space for landing bridge on each side
2	At-grade railroad crossing, left turn, bridge over water, landing on Water Street	North West	50' for rail crossing	Yes	Yes	No	3	1	No	• At-grade crossing would have to be negotiated or privately built
3	At-grade railroad crossing, access road on northwest school property, ramp to Victory Highway	North West	50' for rail crossing	Yes	Potential	No	1	2	No	• Significant conflict with school property • Ramp to Victory Highway required
4	New road parallel to Chemung Street to N. Hamilton St., with buffer from residential	East	N/A	Yes	No	No	3	2	Yes	• Hamilton St. intersection needs improvement
5	Redeveloped Water Street Access to N. Hamilton Street	East	N/A	No	No	Yes	3	3	No	• Highest level of resident disturbance
6	New access road around south side of Hodgman Park, connecting to Water Street at Village Square, to N. Hamilton St.	South East	N/A	No	No	Yes	1	2	No	• Potential requires highest among of park acquisition



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LAND OWNERSHIP PATTERNS

The majority of land in the surrounding communities is privately owned. Many of the largest parcels in the communities are publicly owned and used to provide valuable public services (transportation, public education and other municipal services). The historical distribution of land in these communities follows the classic colonial pattern where large tracts were slowly subdivided over the many generations that this area has been occupied.

The BOA is situated across three municipalities (host communities). Across the host communities 2,575 acres (5%) of land is designated as roadways. Within the BOA however, the land distribution pattern changes. Road right-of-ways consume 156 acres of land within the BOA. This amounts to roughly 30% of the total land area. This relationship is similar for community facilities (such as schools, fire, and municipal parking) that are centrally located in the Brownfield Opportunity Area (276 acres of the BOA is publicly owned). This skews the land distribution pattern slightly toward public landowners (23%) for the BOA versus the three host communities where only 5% of the total land is publicly owned. Private owners control 218 acres of the BOA or 44%.

Table 22: Brownfield, Underutilized & Vacant Sites by Ownership

		Brownfield	Under-utilized	Vacant	Unselected	Total
Public	Total Acres	3.39 acres	56.3 acres	1.1 acres	215.83 acres	276.6acres
	Parcels	3 parcel	4 parcels	3 parcel	42 parcels	52 parcels
	Avg. parcel size	1.13	14.07	0.36	5.1	20.66
Private	Total Acres	20.43 acres	31.21 acres	12.42 acres	153.98 acres	218 acres
	Parcels	19 parcels	37 parcels	8 parcels	421 parcels	485 parcels
	Avg. parcel size	1.07	0.84	1.55	0.036	3.82
Total	Total Acres	23.82 acres	87.51 acres	13.52 acres	369.81 acres	494.6acres
	Parcels	22 parcels	41 parcels	11 parcels	463 parcels	537 parcels
	Avg. parcel size	1.08	2.13	1.22	0.8	0.92

Source: Steuben County, Southern Tier Central

Table 21: Land Ownership by Municipality

		Erwin	Painted Post	Riverside	Total
Public	Acres	1,108.1	146.2	45.9	1,300.2
	Parcels	90.0	21.0	16.0	127.0
	Avg. Parcel Size	12.3	6.9	2.8	10.2
Private	Acres	22,216.2	366.1	35.8	22,618.1
	Parcels	2,421.0	314.0	160.0	2,895.0
	Avg. Parcel Size	9.2	1.2	0.2	7.8

Source: Steuben County, Southern Tier Central

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

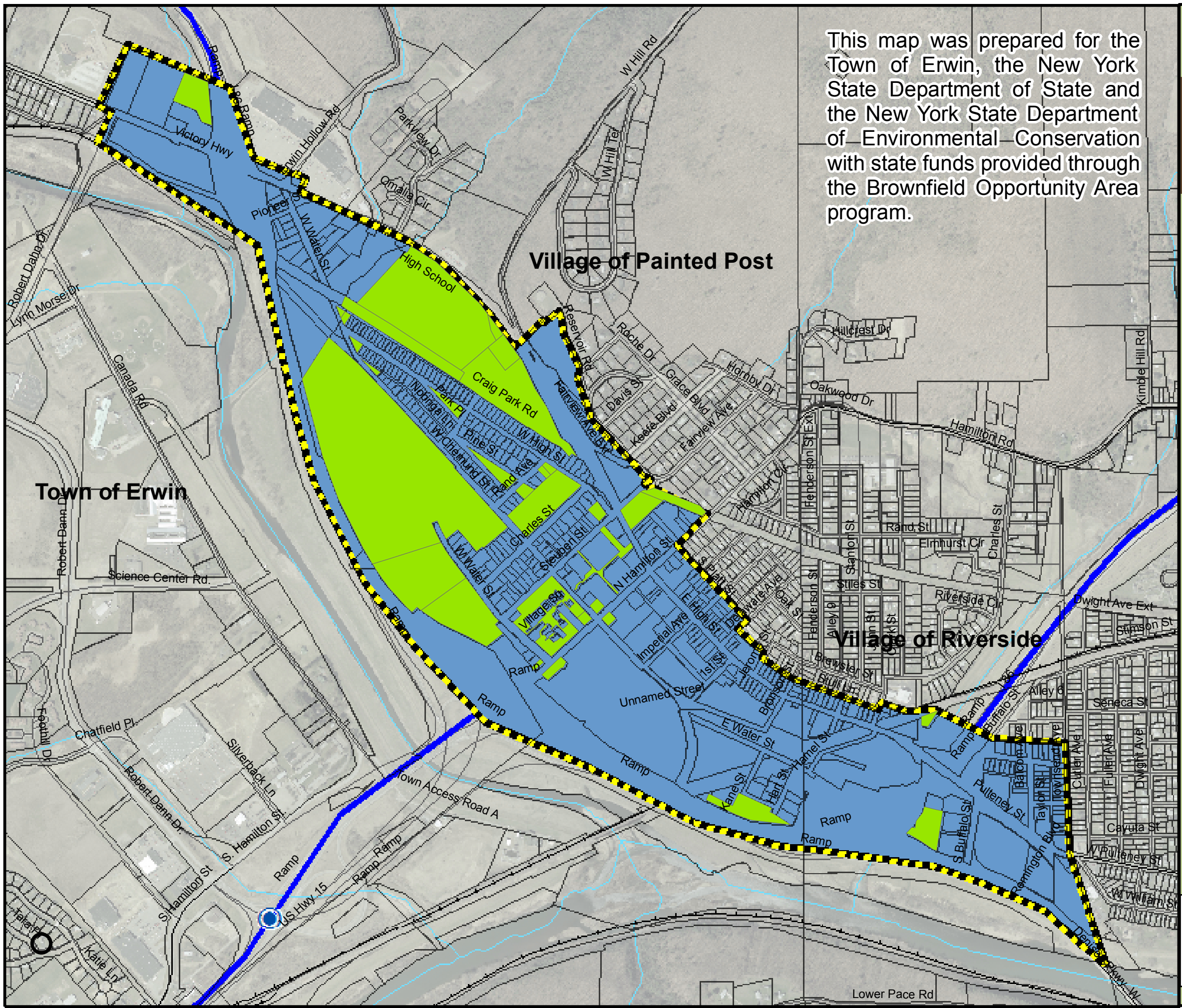
Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 14

Property Ownership



- BOA Boundary
- Interstate Highways
- interchanges
- Public Property

0 625 1,250 2,500 Feet

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PARKS & OPEN SPACE

The Town of Erwin, Village of Painted Post, and Village of Riverside BOA is a well developed mixed-use area, complete with parks, community centers, and recreational opportunities. Through the BOA program, the existing facilities may become more attractive to local residents. The existing facilities will be updated to meet changing levels of activity and projected types of uses.

There are three distinct parks in Painted Post: Craig Park, Hodgman Park, and the Painted Post Trail. Craig Park and the Painted Post Trail are very well integrated into the community. Hodgman park is somewhat isolated from village residents by W. Water Street and the W. Water Street Site. Hodgman Park is rich in amenities and has excellent parking, but additional community connections could increase the usage of this park.



Painted Post Multi-Use Path

Table 23: Parks, Recreation & Open Space

Land use /Acres	Erwin	Painted Post	Riverside	Total
Recreation & Entertainment	0	7.6	0	7.6
Community Services	0	34.9	0	34.9
Conservation/Parks	0	18.5	0	18.5
BOA Total	93.3	309.9	90	493.4

Source: Steuben County, Southern Tier Central

The Village of Riverside has two connected park areas, the Painted Post Trail and the Edward P. Hanshaw Memorial Park. These two parks occupy the far north side of the Village, and are easily accessed by most residents in the town.

The Village of Painted Post contains most of the 18.5 acres of parks in the BOA (including Hodgman Park, the Erwin Museum, and hiking/biking trail. The table below lists recreational land uses and their distribution throughout the BOA.

Agricultural Lands, Locally, State, Federally Designated Resources and Open Space Areas.

Because the BOA is urbanized, there is no significant wildlife habitat or agricultural land within its borders. However, a landscaped walking/hiking trail on a former railroad right-of-way is a “green corridor” for public enjoyment. A number of municipal parks also create a pattern of open space. The Erwin Hollow State Forest is to the north of the BOA in the Town of Erwin as part of the steep, wooded hillsides which flank the BOA to the north and south.



This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 15

Parks, Recreation & Open Space

Legend:

- BOA Boundary
- Interstate Highways
- interchanges
- Dedicated Public Parkland
- Public Open Spaces
- Painted Post Trail

Scale: 0 625 1,250 2,500 Feet

Southern Tier Central
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Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 15

Parks, Recreation & Open Space

Legend:

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Figure 15

Parks, Recreation & Open Space

BOA Boundary

Interstate Highways

interchanges

Dedicated Public Parkland

Public Open Spaces

Painted Post Trail


0 625 1,250 2,500
Feet


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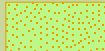
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Parks, Recreation & Open Space


 BOA Boundary

 Interstate Highways


 interchanges

 Dedicated Public Parkland

 Public Open Spaces

 Painted Post Trail

0 625 1,250 2,500 Feet



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- BOA Boundary**

Interstate Highways

interchanges

Dedicated Public Parkland

Public Open Spaces

Painted Post Trail

0 625 1,250 2,500 Feet

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BUILDING INVENTORY

The BOA project study area is composed of more than 500 parcels and buildings. Structures date from many time periods, including back to the nineteenth century to today. The following is an inventory of what have been determined to be the most significant structures affecting the E/PP/R BOA project area.

Bernie Transportation building 124 Victory Highway

The Bernie Transportation building known as BOA parcel #2, is located at 124 Victory Highway in the Town of Erwin. This site is very well located, only 1,000 feet from I-86 exit 43. The existing building is in relatively good condition, and is a single story 37,359 square foot facility, with high bays and high ceilings.

The building was originally constructed and used as a Car Mart and RV sales facility. The building and parts of the site were flooded in June 1972 (flooding from Hurricane Agnes). The property is owned by T&K Realty; Bernie Transportation (a local school bus garage) has leased the site for several years.



Water Project Rail Siding 450 W. Water Street

West Water Street Site, BOA parcel #14, is located at 450 Water Street West in the Village of Painted Post. This site is located along interstate 86 and abutting a residential neighborhood in Painted Post. The site is almost 3,000 feet from I-86 exit 44. The parcel is a 44.79 acre lot, zoned for Industrial uses. The former Dresser Rand Foundry operated on this site for many years and was decommissioned/demolished. Construction is currently underway onsite for a 2,000 foot long, multi million dollar rail siding. The property is owned by the Village of Painted Post and approximately 25 acres on-site remain undeveloped. Construction of a bridge from W. Water Street to the north will be necessary to develop the remaining acreage as a research/light industrial park.



**C/PP School Board building
165 Charles Street**

The C/PP School Board building known as BOA parcel #14, is located at 165 Charles Street in the Village of Painted Post. This site is located in the center of the BOA; located in the heart of a residential neighborhood. The site is almost equidistant from I-86 exits 43, 44, and 45. The parcel is a 4.3 acre lot, zoned for Urban Center Residential. The existing building is in 'normal' condition for a building constructed in 1925. The School Board building is a three story, 19,000 square foot, former middle school. The property is owned by Corning-Painted Post School District and is currently used as the School Board office building. Due to changes in school building assignments, the current C/PP school board building is likely to become available for re-use in the next few years. Significant improvements would be necessary to facilitate constructive re-use of the building and surrounding site.



**Krog Building
222 N. Hamilton**

The Krog building known as BOA parcel #18, is located at 222 North Hamilton Street in the Village of Painted Post. This site is very well located, less than 2,000 feet from I-86. The parcel is almost 2 acres and is zoned Industrial. The building was constructed in 1970 by Dresser Rand and used as office space. The existing building is a two story 42,000 square foot facility, in decent condition. The building and parts of the site may have been flooded in June 1972 (from Hurricane Agnes). The property is owned by North Hamilton 208 LLC, is vacant, and available for lease.



**Former Erwin Town Hall
117 West Water Street**

The Former Erwin Town Hall building is not technically a BOA parcel, but this building is significant within the BOA boundary and larger community. It is located at 117 W. Water Street in the Village of Painted Post. This site is very well located, approximately 1,000 feet from I-86 exit 44. The parcel is only .18 acres and is zoned commercial. The building was constructed in 1921 and was used as the Erwin Town hall until 2011. The Town Court continues to occupy a portion of the first floor. The existing building is a three story 23,000 square foot facility, in decent condition. The building and parts of the site may have been flooded in June 1972 (from Hurricane Agnes). The property is owned by the Town of Erwin and is available for sale.



**Immaculate Heart of Mary Church
121 E. High Street**

The Immaculate Heart of Mary Church known as BOA parcel #82, is located at 121 E. High Street in the Village of Painted Post. This site is located in the mixed-use center of the BOA, the site has road frontage along the well-used Route 415. The parcel is a 1.2 acre lot, zoned for Urban Center Residential. The existing building is in 'normal' condition for an older building. The parcel has several buildings of varying heights. The parcel has approximately 2,500 square feet of church space, 19,000 sf of school space, and a 2,000 sf rectory. The property is owned by the Immaculate Heart of Mary and has been used as a Catholic Church. Due to changes in the diocese, the building is likely to become available for re-use in the next few years. Significant improvements would be necessary to facilitate constructive re-use of the building and surrounding site.



Crystal Cleaners
508 East High Street

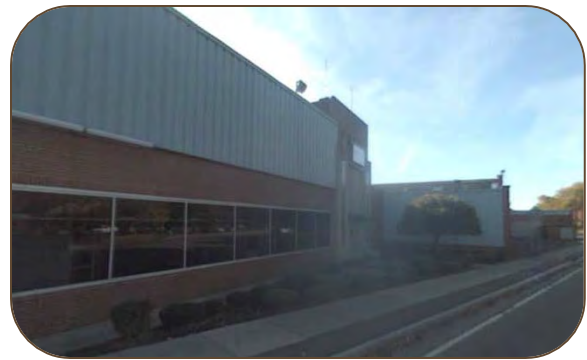
The Crystal Cleaners also known as BOA parcel #82, is located at 508 E. High Street in the Village of Riverside. This site is located in the mixed-use neighborhood of Riverside. The site has road frontage along the well-used Route 415. The parcel is a 0.8 acre lot, zoned for Commercial use. The existing building is a 1 story structure in 'normal' condition. The parcel has approximately 7,500 square feet of 'rentable space'. The property is owned by Mr. Bennett and has been used as a dry cleaning facility.



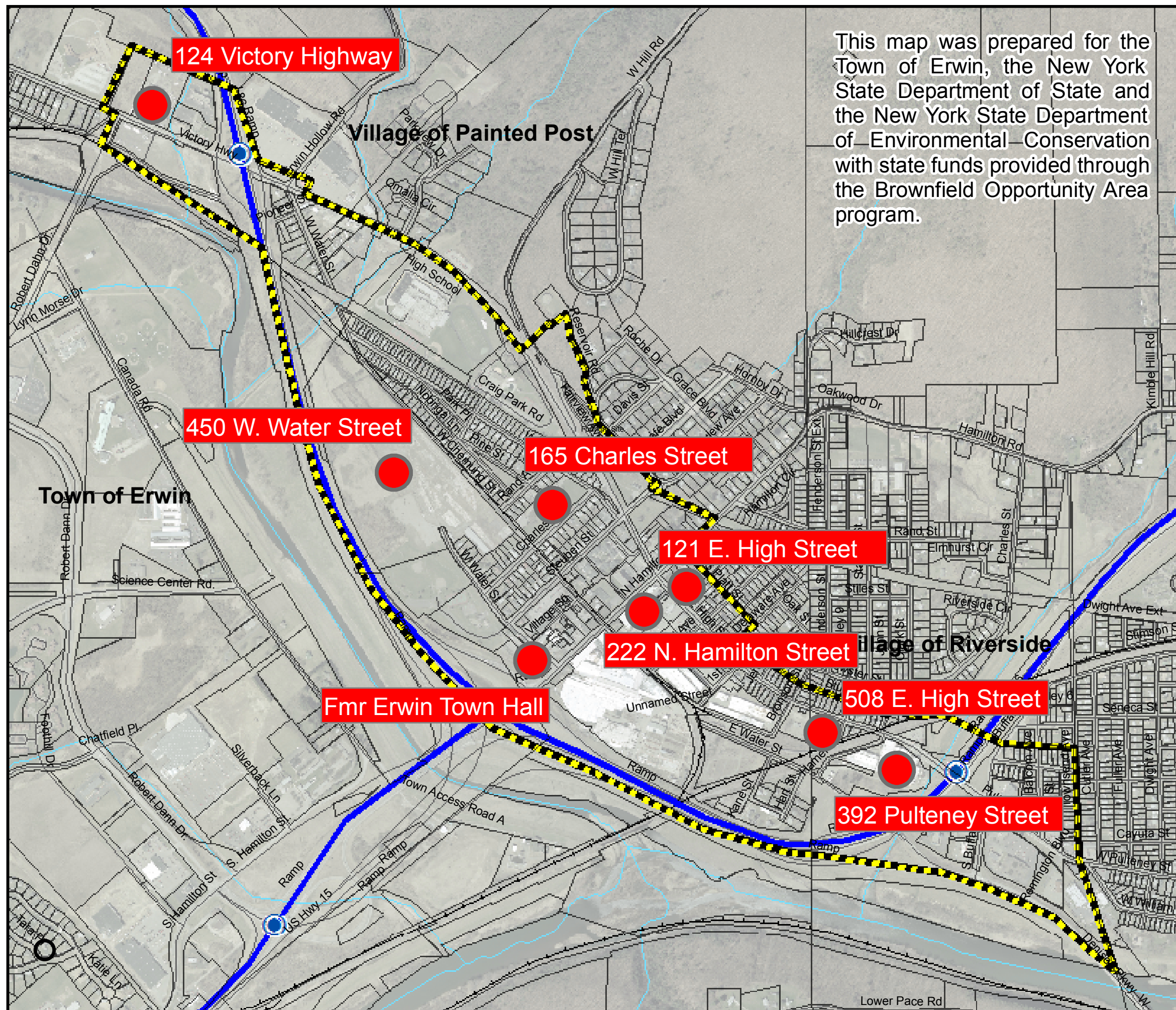
Storflex
392 Pulteney Street

The Storflex building known as BOA parcel #55, is located at 392 Pulteney Street in the Village of Riverside. This site is very well located, less than 500 feet from I-86 exit 45. The existing building is in good condition; the building has been maintained and expanded by the owner. It is a single story 159,000 square foot facility, with high bays and high ceilings.

The building has been used as a manufacturing facility. The property is owned by and operated by Storflex; and has been manufacturing fixtures at this location for more than 10 years. The building was formerly owned and used by Corning Glass Works.



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HISTORIC OR ARCHEOLOGICALLY SIGNIFICANT AREAS

All three municipalities (Town of Erwin, Village of Painted Post, Village of Riverside) share a common historical heritage which is based on the area's unique advantages of geography, natural resources, transportation and industrious/innovative citizens. The area was an important junction for trade among Native Americans. Early settlers were attracted by opportunities to market lumber, agricultural products and manufactured items. After completion of the Chemung Canal, these communities had trade access to Seneca Lake, the Erie Canal, and points beyond. Railroads developed beginning in the 1850's and were an important stimulus to the region's population growth and business development. Manufacturing developed with the origins of Corning Incorporated in nearby Corning during the 1850's and the origins of Dresser Rand in Painted Post going back to the late 1890's. Ingersoll Rand helped to stabilize the area economy during World War II and was an important contributor to the nation's defense.

The potential presence of important artifacts under the BOA is limited. This area has been subject to regular flooding for centuries. Furthermore, the BOA has already been developed, the area has been subject to excavation and soil compression; which would negatively impact the value of any potential archeological finds.

In Painted Post, 19 sites were assessed by the state for historical/archeological significance. Of those 19 sites, 5 were eligible for inclusion on the State/National Register. Within the entire village of Painted Post, three buildings are listed in the National Register. Each building is within the BOA Boundary.

- The Delaware, Lackawanna, and Western Railroad Depot (Site 13)
- The U.S. Post Office, 135 North Hamilton Street (adjacent to Sites 18 and 81)
- First Baptist Church, 130 W. Water Street (adjacent to Sites 20 and 81).

In the Town of Erwin, 193 sites were assessed by the state for historical/archeological significance. Of those 193 sites, 5 were eligible for inclusion on the State/National Register. Within the entire Town, no buildings are listed in the National Register.

In the Village of Riverside, 37 sites were assessed by the state for historical/archeological significance. Of those 37 sites, only one was included on the State Register. That building, the William Erwin House, is within the BOA boundary.



Former D, L & W Rail Depot

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2012

Figure 17

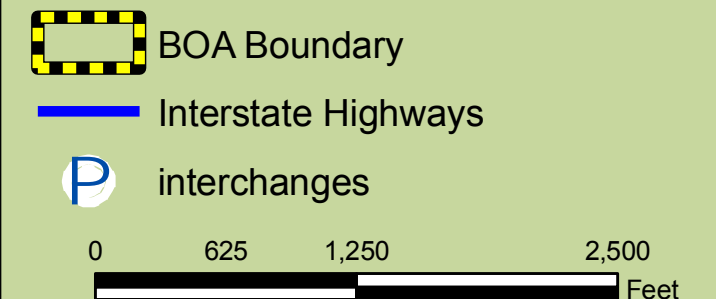
National Register of Historic Places

Delaware, Lackawanna & Western Railroad Station

First Baptist Church of Painted Post

Village of Painted Post United States Post Office

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.



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NATURAL RESOURCES & ENVIRONMENTAL RESOURCES

Natural Resources

An overall analysis of local ecosystems and water quality shows a high quality of life within the BOA. Environmental conditions are not deteriorating in this area. Local, state and federal efforts are underway to maintain or improve environmental conditions. The isolated instances of contamination are not causing negative health impacts, although the contamination is impacting the vitality of the local economy.

Groundwater Use and Condition

The BOA is located entirely on the valley floor underlain by the water-rich Chemung River Aquifer. The Water Resources Map shows the extent of the confined and unconfined aquifers. Water quality is excellent and is the source of public drinking water for each of the BOA communities. The three Village of Painted Post wells are located in the BOA. Well #2 was built in 1941 and yields 500 gallons per minute (GPM). Well #3 was built in 1956 and has a rate of 726 GPM. The largest producing well, Well #4, was built in 1975 and can produce 1000 GPM. Because of concerns about groundwater contamination migrating offsite from the former foundry site, a series of monitoring wells were installed in 1991 to monitor for potential contaminants. To date, groundwater quality meets drinking water standards.

Surface Water and Tributaries, Fish and Wildlife Habitats

The Cohocton River flows along the southern boundary of the BOA joining with the Tioga River to form the Chemung River. Tributaries (including Cutler Creek, Bill Smith Creek, and Meads Creek) flow through the BOA. Both rivers are part of the Chemung Basin River Trail with boat launch sites at Kinsella Park on the Cohocton just outside the BOA and in the City of Corning. Additional river access sites are anticipated as more and more people enjoy boating or fishing on the rivers. Water quality has steadily improved over the past forty years since the adoption of strict water quality protection laws. The Painted Post Village Wastewater Treatment Plant discharges to the Chemung River and meets discharge standards. The Canisteo River is host to both the Cowanesque Dam and Alfred-Almond Dam, upstream of the BOA.

Wetlands, Floodplains and Erosion Hazard Areas

There is one NYS Designated Wetland near the BOA, it is located in Gang Mills, Town of Erwin, and is part of a natural stormwater management system. Another small wetland appears to be located within the BOA near Hodgman Park and the NYSDOT right-of-way. There are small areas of 100 year floodplain located along Meads Creek and a tributary in the western portion of the BOA. The Cohocton and Chemung floodplains are to the south of the BOA boundary.

The Tioga – Hammond Dam complex built after the 1972 flood on the Tioga River help protect Chemung Valley and the BOA. Because the slope is so flat in the BOA there are no significant erosion hazard areas.

Soils are generally good for development. However, significant portions of the areas closest to the rivers are built-up fill, so detailed soil analysis is recommended for new construction.

The BOA area has experienced a few significant floods in the last 50 years. The 1972 Agnes Flood caused widespread economic hardship throughout the region, as evidenced by the above photo. The Tioga Hammond dams provide additional protection for the region and have prevented millions of dollars of damage since they were constructed in 1979. These communities have been able to rebuild while maintaining a high quality of life.

Air Maintenance Areas

The BOA is not located within a state designated Air Maintenance Area. Air quality meets state standards.

Agricultural Lands, Locally, State, Federally Designated Resources and Open Space Areas.

Because the BOA is urbanized, there is no significant wildlife habitat or agricultural land within its borders. However, a landscaped walking/hiking trail on a former railroad right-of-way is a “green corridor” for public enjoyment. A number of municipal parks also create a pattern of open space. The Erwin

Hollow State Forest is to the north of the BOA in the Town of Erwin as part of the steep, wooded hillsides which flank the BOA to the north and south.

Geology, Soils, and Topography

The BOA is primarily situated over an unconfined sand and gravel aquifer that fills the valleys where the Cohocton River meets the Chemung River. According to the Soil Survey of Steuben County published by the US Department of Agriculture in 1978, the overlying native soils make up the “Howard-Chenango-Middlebury association which are deep soils that formed in glacial outwash deposits and recent alluvium” throughout the major river corridors in Steuben County. The BOA specifically consists of Tioga silt loam (Tg) and Chenango channery silt loams (Ch) with very limited areas of Bath channery silt loam (BaD) and Bath soils (BBE) with smaller areas of Middlebury (Mp), Scio (Sc) and Unadilla silt loam (Un). Their characteristics are as follows as excerpted from the Soils Survey:

Bath soils and Bath channery silt loam (BaD) Soil Classification #2: The Bath series consists of deep, well drained soils that formed in glacial till that was derived mainly from sandstone and siltstone...They have a very firm, brittle fragipan at a dept of 26 to 36 inches...The available water capacity is moderate above the fragipan. The water table is perched above the slowly permeable fragipan for brief periods in the spring. Suitability for small commercial buildings is limited due to steep slope.

Chenango channery silt loam, fan (Ch) Soil Classification #2: This is a gently sloping soil that formed in fan-shaped, alluvial areas where streams from the uplands poured out onto nearly level valley floors. The alluvium is mainly rounded gravelly and channery fragments...The fan slopes toward the valley floor and spreads laterally along the foot slope of the hill. It is steeper and drier near the apex and is wettest from seepage where the deposit is thinnest...The soil is easy to work with, and it warms up early in the spring...Flooding is a continuous hazard and should be considered in planning any non-farm use.

Middlebury silt loam(Mp) Soil Classification #2: This nearly level soil is in slight depressions on floodplains throughout the county. These areas are parallel to the streams and are subject to flooding mostly in the spring.

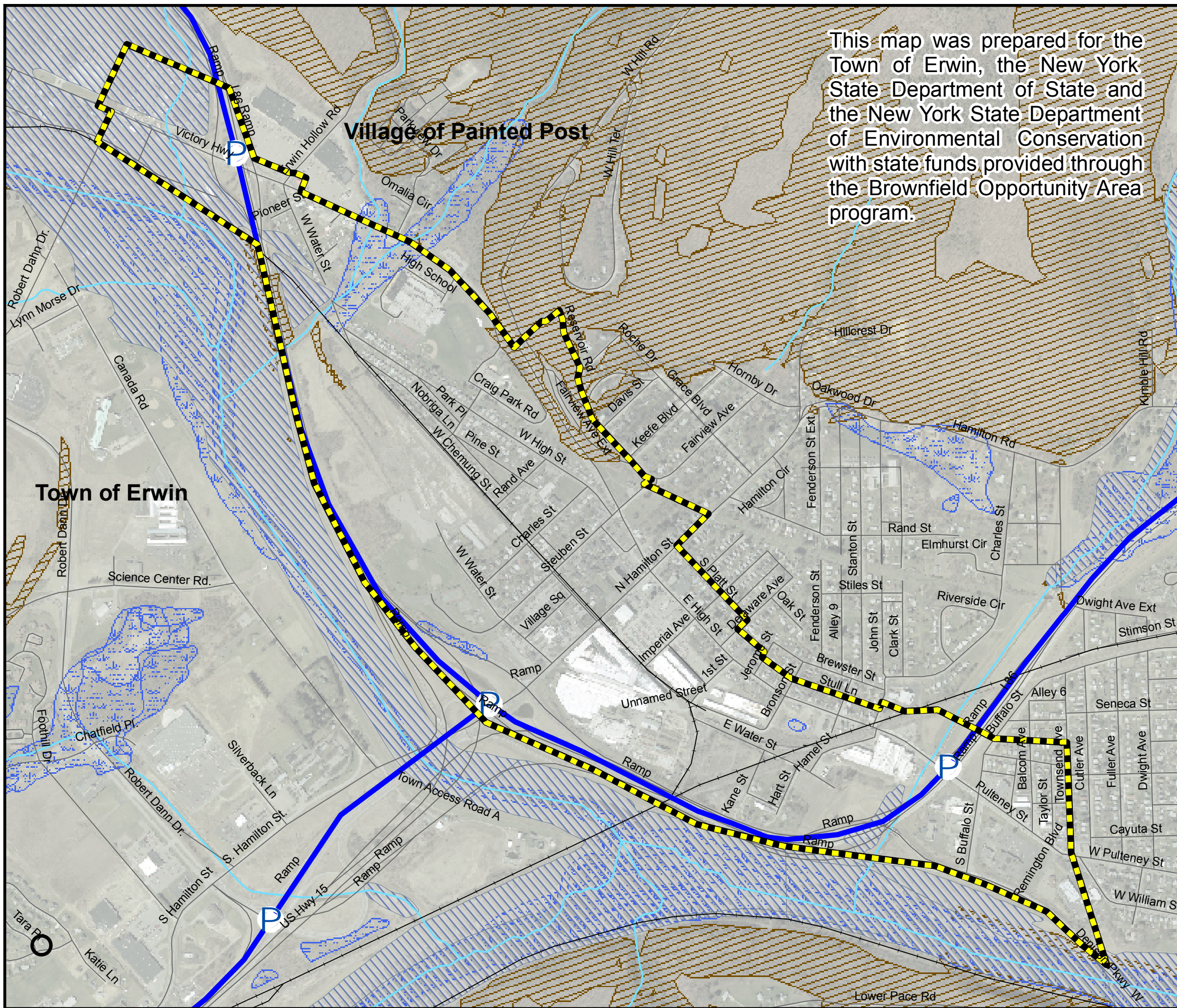
Scio (Sc) Soil Classification #2: The Scio series consists of deep, moderately well drained soils that formed in water-deposited silt and very fine sand. These soils are on nearly level stream terraces...The available water capacity is high. Permeability is moderate above a depth of 40 inches and very rapid to slow below that depth. In spring and other wet periods, a temporary high water table is present. Suitability for small commercial buildings is moderate due to wetness.

Tioga silt loam (Tg) Soil Classification #1: The Tioga series consists of deep, well drained soils that formed in recent deposits of alluvium.

These soils are on nearly level floodplains along major streams and tributaries throughout the county; they are subject to periodic flooding...The available water capacity is high. Permeability is moderate. In spring, season high water table is present in the substratum for brief periods. Suitability for small commercial buildings is limited due to flooding.

Unadilla (Un) Soil Classification #1: The Unadilla series consists of deep, well drained soils that formed in water-laid deposits of silt and very fine sand. These soils are on nearly level terraces in the valleys along rivers and major tributaries throughout the county. There are slight concerns for the construction of small commercial buildings. Much of this soil is already in residential and commercial use.

There is a long swath of “cut and fill” soils along the rivers which is historically attributed to highway construction and debris disposal from the Agnes Flood.



This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 18

Flood Hazards, Wetlands & Steep Slopes

- BOA Boundary
- Interstate Highways
- interchanges
- Steep Slopes >15%
- Wetlands
- FEMA 100 Year Floodplain

0 625 1,250 2,500 Feet

Southern Tier Central
REGIONAL PLANNING & DEVELOPMENT BOARD

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ARCHITECTS
SURVEYORS

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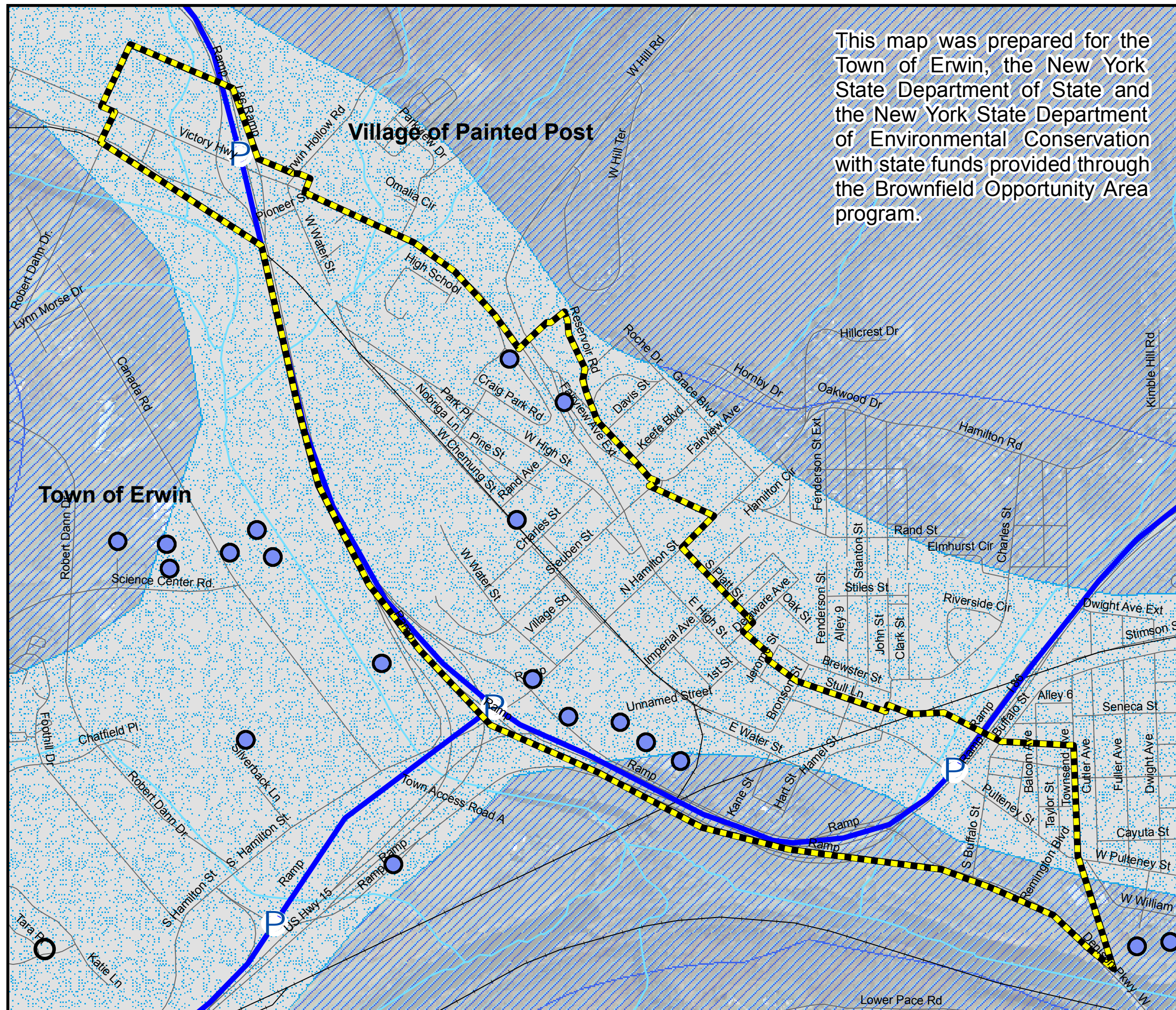
Brownfield Opportunity Area





2012

Figure 19

Water Resources

This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.



-  BOA Boundary
-  Interstate Highways
-  interchanges
-  streams_Steuben

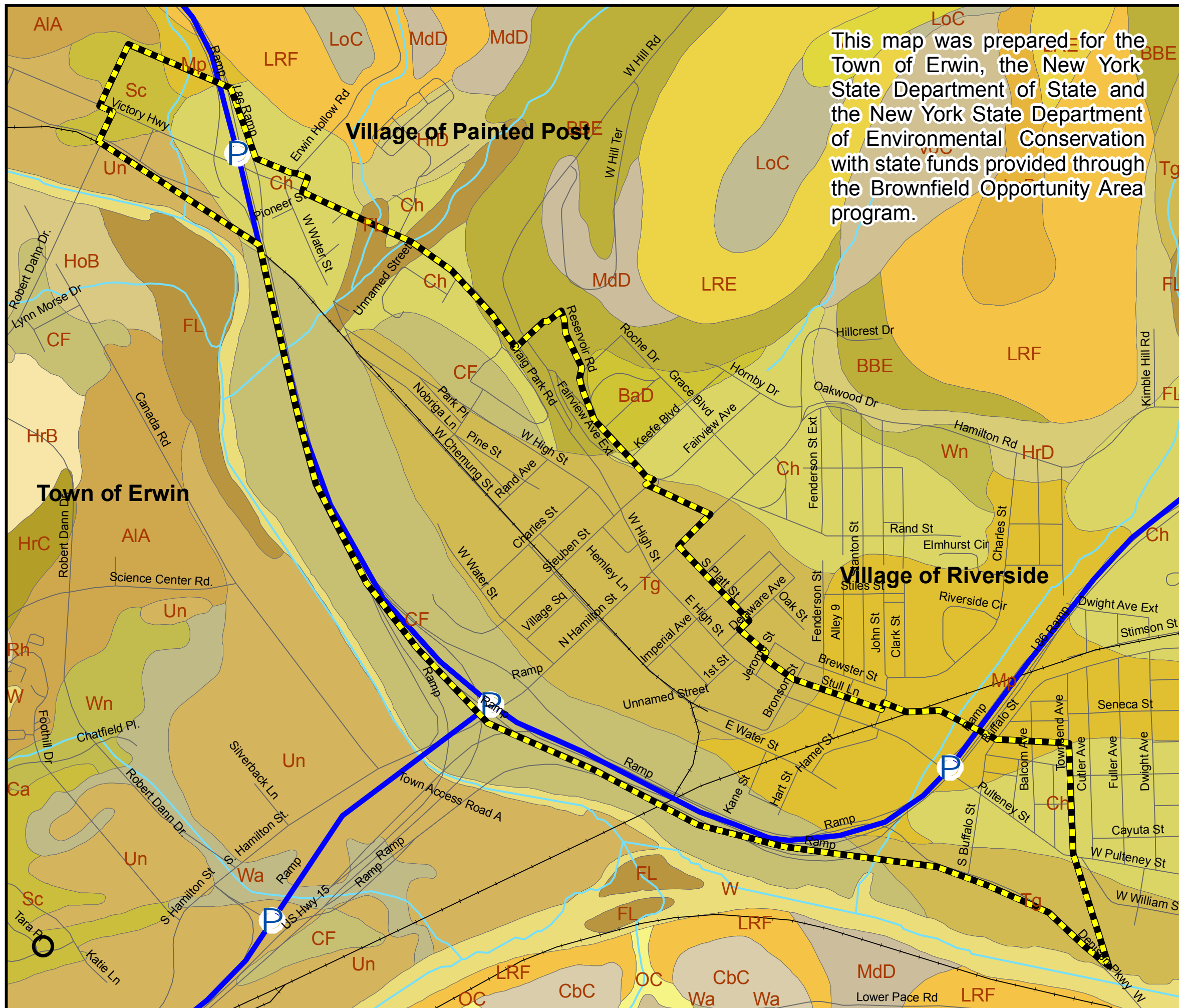
Aquifers

-  Confined
-  Unconfined

-  Wells

0 625 1,250 2,500 Feet

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Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 20
Soils

BOA Boundary

Interstate Highways

interchanges

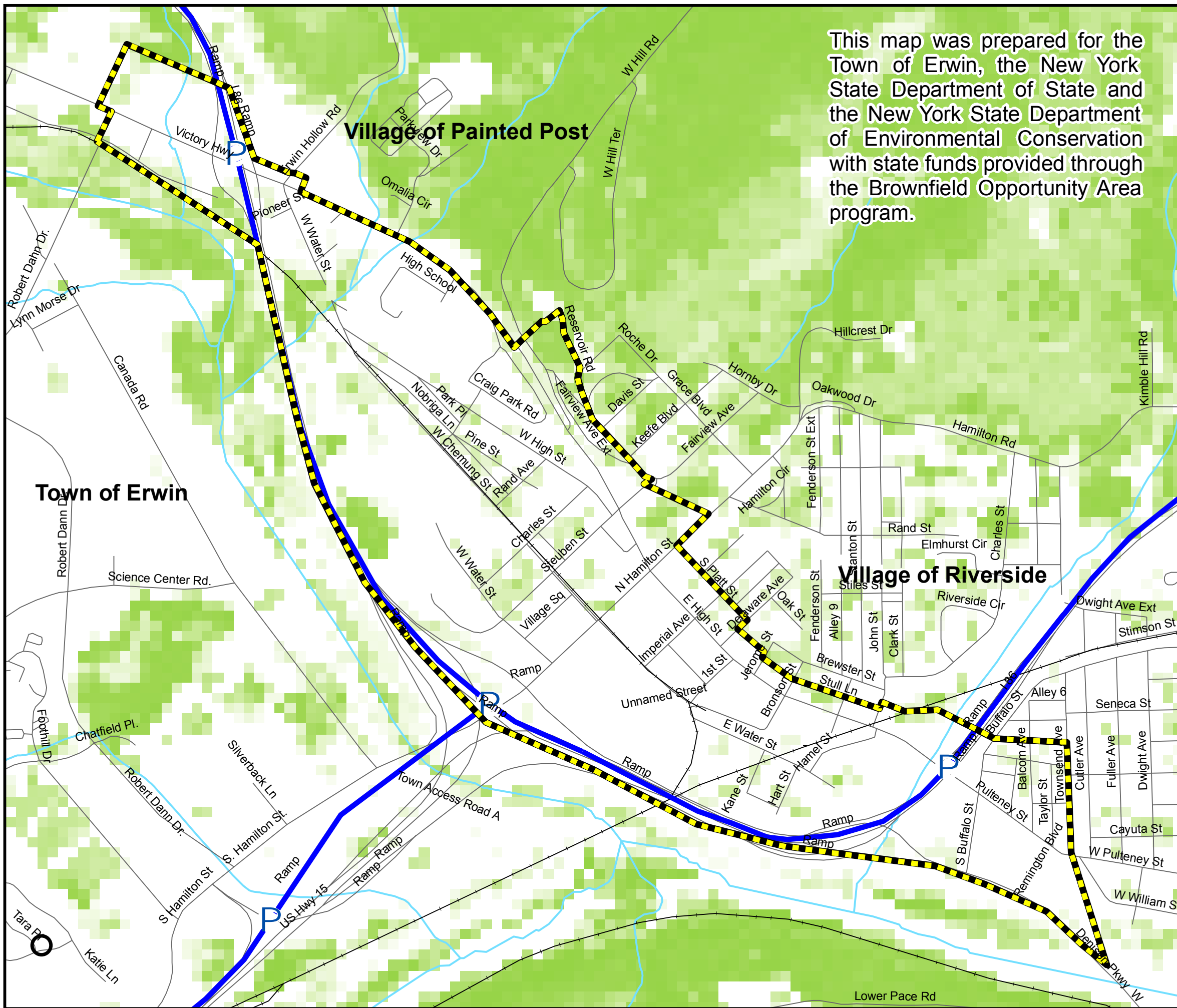
0 625 1,250 2,500 Feet

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Erwin / Painted Post / Riverside

Brownfield Opportunity Area

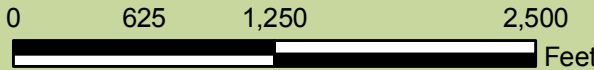
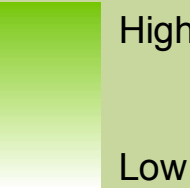
2012

Figure 21

Tree Canopy

-  BOA Boundary
-  Interstate Highways
-  interchanges

Tree Cover



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ECONOMIC & MARKET TRENDS ANALYSIS

This chapter provides an overview of the market and real estate conditions affecting the Brownfield Opportunity Area (BOA). The goal of this analysis is to inform the Step 2 Nomination Document of likely redevelopments that may occur as well as physical and/or circumstantial improvements that should be made to the BOA to create a more marketable environment

Local Market Trends

The regional economy surrounding the BOA and participating municipalities has a history of industry and innovation. Much of the regions fortunes have long hinged on the presence of Corning Incorporated, a Fortune 500 Company located in the neighboring municipality of the City of Corning. More locally, the Dresser Rand corporation has served as a stalwart industrial employer, as it continues to do so. The Painted Post factory manufactures compressors for various industries; current reports indicate that the local operation has a stable workload. Economic development strategies in the BOA should focus upon diversifying the local employment base, targeting new industry and commercial office growth.

Employment and Labor

Regional employment trends in the Corning region indicate a heavy reliance on the services industry, where nearly 50% of the labor force finds employment. This sector experiences an annual growth rate of approximately 1% in employment. Other major employers for the area include retail at just more than 20% of the local employment base and manufacturing which holds just below 10% of local employment. An evaluation of the labor force indicates that manufacturing has the largest base of employees qualified and available for work. The second largest is in the retail trade, followed by the service industry and construction.

Transportation-Related Growth

The recent upgrades to Interstates 86 and 99, which intersect directly adjacent to the BOA provide significant opportunity for new economic growth. Many industries require highway access and, often, those that depend heavily upon transportation and shipping, require the intersection of two highways. According to a 2009 study of the Interstate 86/99 Corridor, the improvements to local expressways projects have significant impacts upon local industry. By 2025, it is expected that local employment could grow by nearly 14%. In terms of sheer numbers, the service industry would experience the greatest level of employment expansion. The transportation and utilities industries would experience upwards of 16% in new employment by 2025, capitalizing upon a strategic location at the nexus of two major transportation arterials.

A number of major impacts are cited to be the result of the transportation improvements. The highways will improve connections to outside areas, effectively expanding the labor market from which employees can be sourced. The highways also extend the radius of delivery service from the BOA, allowing for a one-day service radius expansion of approximately 250 miles. The highways also significantly reduce transportation costs, facilitation more efficient movement throughout the highway corridors.

Tourism

Tourism continues to be a major industry in the Corning Region. The area serves as the southern gateway for Finger Lakes Wine Country. Travelers coming from the south arrive on Interstate 99 and many from places east and west arrive via Interstate 86, both of which intersect in the BOA. The Corning Museum of Glass (CMOG), located just down Pulteney Street from the BOA, is the second most visited tourist attraction in Upstate New York, outside of Niagara Falls. Local tourism officials cite the intersection of the two highways as a major asset that literally puts the area on the map. It has been suggested that this is especially true of motor coach companies who desire predictable, limited access highway corridors to reach their destinations.

The Interstate 86/99 Corridor Economic Development Blueprint identified opportunities for new tourism growth, calling for the development of nationally-branded hotels to capitalize upon the Finger Lakes tourism traffic, locally. The report also recommends expansion of outdoor recreational opportunities, providing better amenities and linkages to the developed residential areas, which would include the BOA.

Industry Growth Recommendations

With a consideration of existing strengths of the area's labor force, as well as projections for industries which can capitalize upon the improvements that have been made to the area's transportation infrastructure, the following industries were recommended as best suited for new growth in the BOA and surrounding region:

- Professional Service
- Manufacturing
- Transportation & Utilities
- Finance, Insurance and Real Estate
- Highway Service & Retail

The Urban Design Master Plan should consider these industry recommendations when planning for land use and spatial needs for the BOA.

Real Estate Overview

The Brownfield Opportunity Area spans 495 acres of land in the Town of Erwin, Village of Painted Post and Village of Riverside. Within the boundary, there are 517 individual parcels of land which encompass just more than 356 acres. The remaining acreage are road, highway and environmental rights of way. The vast majority of the parcels (347) are residential. This includes single-family homes, two-family homes and multi-family properties. Public services account for the largest acreage within the BOA, with just 11 parcels making up more than 111 acres, primarily in railroad rights of way. More than 16 percent, nearly 60 acres of land, is industrial. Much of this land is owned by the Dresser Rand, a multi-national manufacturing company with a significant and major local employer, specializing in the fabrication of air compression units. Other land uses found throughout the BOA include commercial areas, parklands, municipal facilities, community services and vacant land.

The development history of the BOA is reflected in the general conditions of properties found throughout the area. Most residential units were constructed pre-war during the first half of the 20th century. Generally, properties have been well maintained and are in good condition; however, there exist small residential pockets where physical deterioration is more evident. The BOA lacks modern commercial space, most existing commercial space was constructed between 1950 and 1975. The area also contains a collection of industrial properties with active manufacturing and storage operations. The aesthetics of these properties are industrial in nature; they continue to be well within their useful lives.

Table 24: Property Class by Percent of Land Area

Property Class	Properties	Acres	% of Land Area
Agriculture	-	-	-
Residential	347	11.06	3.10%
Vacant	47	49.39	13.90%
Commercial	77	47.51	13.30%
Recreation & Entertainment	1	7.45	2.10%
Community Services	14	46.49	13.10%
Industrial	11	59.37	16.70%
Public Services	11	111.19	31.20%
Wild, Parks & Open Spaces	9	23.74	6.70%
<i>Total Parcels</i>	<i>517</i>	<i>356.2</i>	<i>100.00%</i>

Source: Steuben County, Southern Tier Central

Residential

Although it occupies the largest proportion of parcels, residential property is among the smallest land uses in the BOA with just 3% of the BOA's total acreage. Many of these properties are small, sub-parcels, divisions of larger parcels that have little or no area. To better assess the market inventory and present status of residential real estate for the BOA, this report expands its boundaries to properties within a five-mile radius.

Housing Type

Within the five-mile radius study area, there are just under 11,000 housing units. The majority of those units, more than 60%, are single-family, detached homes. The second most common type is a two-family home, representing 12.6% of the market. This type of home features attached units, where at least one of the units is a rental and includes so-called mother-in-law apartments.

Table 26: Housing Types

Housing Types	Units	%
Total	10,866	100.00%
Single Family, detached	6,639	61.10%
Single Family, attached	164	1.50%
Double	1,367	12.60%
Multi Unit		
3 to 4	549	5.10%
5 to 9	573	5.30%
10 to 19	415	3.80%
20 to 49	61	0.60%
50 or more	589	5.40%
Mobile home	509	4.70%

Source: US Bureau of the Census & peter j. smith & company, inc.

Multiple unit homes are attached dwelling units in groups of three or more units. These account for nearly 20% of homes in the study area, with more than 5% of homes in structures of 50 or more dwelling units. This reflects the inclusion of the Corning city urban area within the five-mile study radius. Among homes in the study area, 1½% are single-family attached homes. These include dwelling units which have shared features, including structural walls and often common outdoor space, and include such housing types as townhomes and condominiums. The remaining 4.7% of the market features mobile and manufactured homes.

Table 25: Housing Age

Housing Age	Units	%
Total	10,866	100.00%
5 Years or Less	35	0.30%
5 - 10 years	339	3.10%
10 - 20 years	668	6.10%
20 - 30 years	796	7.30%
30 - 50 years	2,780	25.50%
50 - 70 years	2,252	20.70%
70+ years	3,996	36.80%
Median Age	56 years	

Source: US Bureau of the Census & peter j. smith & company, inc.

Housing Age

The age of housing in the study area is reflective of the long history of development of the Corning-Painted Post area. Of the nearly 11,000 housing units, nearly 4,000 are more than 70 years old, representing more than one third (36.8%) of all homes. Nearly 60% of all units are more than 50 years old.

Home building in recent years has not continued at the pace seen in the past, however reports are that the market remains robust. In the past 10 years, nearly 400 new homes have been constructed in the study area. Going back to 1990, that number stretches over 1,000 homes. The median age for units in the area is 56.

Table 27: Housing Tenure

Housing Units by Occupancy Status and Tenure (within five miles)	2000		2010		2015	
	Units	%	Units	%	Units	%
Total Housing Units	10,855	100%	11,382	100%	11,389	100%
Occupied	10,012	92.20%	9,976	87.60%	9,898	86.90%
Owner	6,393	58.90%	6,404	56.30%	6,324	55.50%
Renter	3,619	33.30%	3,573	31.40%	3,574	31.40%
Vacant	849	7.80%	1,406	12.40%	1,491	13.10%

Source: US Bureau of the Census & peter j. smith & company, inc.

Occupancy

With the decline in manufacturing and overall employment in Corning-Painted Post and an associated decrease in population there has been an increase in housing vacancy. In 2000, 7.8% of homes in the study area were reported as vacant. By 2010, that number has increased to 12.4% and is presently projected to continue to increase through 2015. The increase in vacancy rates is being experienced in both owner-occupied and rental units, however, more significantly in owner-occupied homes. The ratio of owner-occupied housing units to rentals is just below 2:1 in the study area. In 2010, 56.3% of occupied housing units were occupied by the owner. It is expected that the percentage of owner-occupied units will decrease slightly through 2015, while rental unit occupancy will remain relatively constant.

Rental Rates

Rental rates in the study area cover a wide range. Of the more than 3,600 rental units in the five-mile radius, 95.5% receive cash rent. The remaining number of units have different rental agreements, including in-kind services or familial arrangements, where cash is not accepted for rent. More than 40% of units rent for between \$400 and \$600 per month for rent. Approximately one quarter rent for less than \$400/month and just more than one quarter are between \$600 and \$1,000 a month for rent.

Finally, a small handful, approximately 100 units, command rents of more than \$1,000 per month; and 70% of those garner in excess of \$2,000/month.

Table 28: Housing Rental Rates

Housing Rental Rates	Units	%
With cash rent	3,494	95.50%
Less than \$300	486	13.30%
\$300 to \$399	423	11.60%
\$400 to \$499	746	20.40%
\$500 to \$599	755	20.60%
\$600 to \$699	482	13.20%
\$700 to \$799	189	5.20%
\$800 to \$899	303	8.30%
\$900 to \$999	11	0.30%
\$1,000 to \$1,499	15	0.40%
\$1,250 to \$1,499	0	0.00%
\$1,500 to \$1,999	17	0.50%
\$2,000 or more	67	1.80%
No cash rent	165	4.50%

Source: US Bureau of the Census & peter j. smith & company, inc.

Market Value

For the past decade, the Corning-Painted Post area has experienced a strong growth in the market values of its owner-occupied residential real estate. Between 2000 and 2010, the median value of owner-occupied housing rose by nearly 140%, from \$73,653 to \$127,417. That trend is expected to continue through at least 2015 as it is projected that the median home value will be \$163,262. This substantial growth has is largely attributed to the increased presence of high end housing units. In 2000, just 39 units had a market value of more than \$500,000. By 2010, that number rose to 163 units and is expected to double by 2015 to approximately 340 units.

BOA Residential Sales

A closer examination of residential real estate sales, strictly within the project area shows that properties within the BOA hold a lower average market value. During the past three years, 20 valid home sales were sampled. The typical home was approximately 1,750 square feet, had between three and four bedrooms, nearly two bathrooms and sat on a lot of 6,700 square feet.

Table 29: Housing Value

Owner Occupied Housing Units by Value	2000		2010		2015	
	#	%	#	%	#	%
Total	6,393	100%	6,404	100%	6,324	100%
Less than \$50,000	1,164	18.20%	372	5.80%	281	4.40%
\$50,000 - \$79,999	2,588	40.50%	634	9.90%	288	4.50%
\$80,000 - \$99,999	975	15.20%	833	13.00%	404	6.40%
\$100,000-\$124,999	444	7.00%	1,256	19.60%	781	12.40%
\$125,000-\$149,999	277	4.30%	1,112	17.40%	878	13.90%
\$150,000-\$174,999	228	3.60%	535	8.40%	1,001	15.80%
\$175,000-\$199,999	164	2.60%	275	4.30%	739	11.70%
\$200,000-\$249,999	241	3.80%	381	5.90%	689	10.90%
\$250,000-\$299,999	174	2.70%	265	4.10%	241	3.80%
\$300,000 - \$499,999	98	1.60%	579	9.10%	704	11.10%
\$500,000 or more	39	0.60%	163	2.50%	339	5%
Median Value	\$73,653		\$127,417		\$163,262	
Average Value	\$96,793		\$167,207		\$209,385	

Source: US Bureau of the Census & peter j. smith & company, inc.

The average sale price for a home in the BOA since 2009 was approximately \$86,000. This number is approximately one half of the average value for homes in the entire market study area. Accounting for data skewed for exceptionally high end sales, this value is approximately two thirds the median value of a home in the market area as a whole.

The difference in value between the larger market study area and properties within the BOA is attributable to the age and condition of the existing housing stock in the BOA, lacking recently developed dwelling units.

Table 30: BOA Residential Sales

Average Sales	Living Area (Square Feet)	Bedrooms	Bathrooms	Lot Size (Square Feet)
\$86,350	1,743	3.4	1.8	6,705

Source: Local Assessment Offices, peter j. smith & company, inc.

These trends follow national growth in housing values that was experienced through the first half of the 2000s, however the project area has fared better, when compared nationally, as housing values have continued to rise, and are expected to rise further, at robust growth rates, while nationally, much of the housing market has busted. The strong residential market suggests that new residential units may be a viable development in the project area, especially the potential for such units that cater to those priced out of the growing housing markets, such as senior citizens.

Commercial

The commercial real estate market in the BOA has experienced less resiliency when compared with area housing. The market is mixed with aged commercial buildings/units, largely outdated in terms of both office and retail space. Recent office development has occurred outside of the BOA area, in the Town of Erwin such as the Corning Inc. research facilities, as well as in downtown Corning, where several older buildings have been renovated and modernized.

Office

Much of the existing stock of office space within and adjacent to the BOA was constructed prior to 1980, with little modernized space. This includes a total of eight buildings, four of which are branch bank locations, while four others are more traditional professional office buildings; one being a municipally-owned building and the other offices for Dresser Rand.

Table 31: Commercial Space Sale Rates

Commercial Office Space Sales	Cost Per Square Foot
Class A	\$75.00
Class B	\$55.00
Class C	\$40.00

Source: Pyramid Brokerage, peter j. smith & company, inc.

Outside of traditional offices, the area also features converted office spaces from

preexisting residential properties. Within the past 10 years, the BOA and vicinity have had few sales in the office space market. Of the commercial office space sales that have occurred since 2000, the best conditioned properties are selling for approximately \$75.00 per square foot, while less desirable, Class C space sells for \$40.00 per square foot.

It must be noted that these sales are based upon an extremely limited sample size of area sales during the past decade and will likely vary significantly depending upon a variety of factors including access, location and amenities.

Lease Rates

The region's commercial real estate market has strong lease rates that are, reportedly, getting stronger. According to an area real estate company, office lease rates are as much as \$21.00 per square foot for Class A space, both suburban and downtown. For the secondary, Class B market, the area pulls in up to \$11.50 per square foot.

Table 32: Commercial Lease Rates

Classification	Low Rental Rates	High Rental Rates	Effective Average Rental Rates
Downtown Office Full Service Rates			
Class A (prime)	\$9.00	\$21.00	\$15.00
Class B (secondary)	\$6.00	\$11.50	\$8.75
Suburban Office Full Service Rates			
Class A (prime)	\$9.00	\$21.00	\$15.00
Class B (secondary)	\$7.00	\$11.50	\$9.25

Source: Pyramid Brokerage, peter j. smith & company, inc.

Compared to similar areas in New York State, these are strong numbers and suggest there is a market for new office space in the BOA, considering its central location and access to regional highway interchanges. It is estimated that the construction of new office space ranges from \$100.00 to \$150.00 per square foot, depending upon amenities.

Retail

Retail space is concentrated in three primary areas throughout the BOA. First is at the northwestern corner of the BOA near the Interstate 86 interchange at Victory Highway. Dominated by 30 to 50 year old strip retail, original anchor tenants are gone from most spaces and have been replaced with secondary retail. The buildings have received minor maintenance and updates over the years, significant upgrades have generally not occurred. The second retail cluster is in the Village Square; a mixed use retail development that features a collection of shops, restaurants and office space. This is a unique space within Painted Post, centered around a pedestrian mall with parking relegated to the exterior of the property. Aesthetically, the Village Square is dated and recent sales show that purchase prices are of approximately \$50.00 per square foot. The third retail area within the BOA is Pulteney Plaza in the Village of Riverside. This is the most modern of the retail spaces in the town, featuring a national restaurant chain as well as value priced shopping.

Table 33: Commercial Construction Rates

Commercial Space New Construction	Cost Per Square Foot
Base	\$100.00
High End	\$150.00

Source: Personal Interviews with real estate professionals, peter j. smith & company, inc.

Retail lease rates in the BOA area are low when compared on a regional level, ranging between \$4.00 and \$7.00 per square foot. According to local Realtors, the retail potential for BOA properties is largely limited to small to mid-size establishments serving the hospitality industry, due to the close proximity to Interstate 86 interchanges. This includes the development of national restaurant chains and similar highway service retail. Larger retail development will locate in other established retail centers in areas such as Gang Mills as well as the region's power center in Big Flats, to the east.

Retail Gap Analysis

The E/PP/R Nomination study provided an excellent opportunity to assess the retail possibilities within the Town of Erwin, the Village of Painted Post, and the Village of Riverside. Based on the most recent Nielson Caritas data available, the project team was able to calculate which types of businesses/product lines may be successful in the E/PP/R Brownfield Opportunity Area (see **Table 34** on the next page).

Table 34: Retail Gap Analysis

Retail Sectors	Within 500 Acre BOA Area		Within 15-mile Radius	
	Opportunity Gap/Surplus	Possible ft ²	Opportunity Gap/Surplus	Possible ft ²
Non-Store Retailers	\$1,622,562	5,409	\$49,494,370	164,981
Pharmacies and Drug Stores	\$1,150,457	3,835	(\$30,777,445)	102,591
Limited-Service Eating Places	\$921,982	3,073	\$24,930,054	83,100
Automotive Dealers	\$2,689,376	8,965	\$21,877,742	72,926
Supermarkets, Grocery (Ex Conv) Stores	\$2,685,441	8,951	\$34,417,371	114,725
Radio, Television, Electronics Stores	\$246,209	821	\$2,161,804	7,206
Building Materials, Lumberyards	\$342,484	1,142	\$7,429,939	24,766
Nursery and Garden Centers	\$153,167	511	\$8,548,938	28,496
Drinking Places -Alcoholic Beverages	\$112,475	375	\$271,194	904
Beer, Wine and Liquor Stores	\$204,935	683	\$3,817,774	12,726
Office Supplies, Stationery, Gift Stores	\$224,751	749	\$5,886,425	19,621

Source: Nielsen-Claritas Site Reports, Southern Tier Central

The retail environment in southeast Steuben County is highly saturated. Just beyond the BOA boundary, the Erwin Wal-Mart/Town Center Plaza serves as a local retail hub. Only 10 miles to the East, the Big Flats-Horseheads retail area is an existing retail powerhouse which serves the needs of residents in a 5+ county area. Of the approximately 40 types of businesses assessed in the retail analysis, only 11 showed any retail potential within the BOA boundary. This analysis divided the retail sectors into two categories: opportunity for additional retail stores (highlighted in grey) and recommend additional product lines (white).

Only five types of retail stores, highlighted in green, showed significant retail potential within the BOA. These 5 types of business (grocery, car dealers, fast food, pharmacies, and non-store

retailers) could potentially operate in the BOA, based on sales to BOA residents alone. The BOA process has documented community support for a small pharmacy, a grocery, and several restaurant options. Non-store retailers represent one of the largest potential markets in the Brownfield Opportunity Area. According to the retail sales data, a \$1.6 million dollar retail gap exists for non-store retailers (phone, web, and catalogue based sales) within the BOA; within a 15 mile radius of the study area there is nearly a \$50 million dollar retail gap. Enterprising residents/business owners in the BOA could benefit by utilizing ‘non-store’ retail options to address this retail gap. E-commerce websites (such as eBay, Yahoo, and Etsy) may be particularly useful in allowing local businesses to expand with little additional overhead.

There may be an opportunity for some small business growth of pharmacies/drugstores within the BOA. According to the retail gap data, there is more than \$1 million in unmet retail demand for pharmacies/drugstores within the BOA boundary; BOA residents have expressed a preference for a local pharmacy/drugstore. However, when the 15 mile radius retail data is analyzed, there is an over-supply of drugstores outside the BOA. An oversupply in the surrounding area does limit the potential of a traditional pharmacy/drugstore, there may be potential for a small drugstore that provides additional services (prescription delivery, clinic).

Limited Service Eating places are under-represented in the BOA and in a 15 mile radius around the BOA. There is \$900,000 in unmet demand for 'fast food' within the BOA boundary. In the region surrounding the BOA, there is nearly \$25 million in unmet demand for these types of restaurants. The location of the E/PP/R BOA, at the intersection of Route 15 and I-86, makes this community very attractive for limited-service eating places. For the past 10-15 years, residents have consistently shown a preference for additional restaurants in this community.

According to the retail data, automotive dealers are underrepresented in the BOA. Given the \$2.6 million dollar retail gap within the BOA and the \$20 million retail gap outside the BOA, there is ample opportunity for car dealerships. One or two used car dealerships could operate in the community provided adequate sites are available.

There is a significant opportunity for a supermarket or grocery within the BOA. There is \$2.6 million in unmet demand within the BOA and \$34 million of unmet demand in the region surrounding the BOA. Within a 5 mile radius, there are: a Wegmans, a Wal-Mart, and an Aldi. Any small grocery or supermarket within the BOA would need to address a market niche un-satisfied by existing grocery options. Residents have expressed strong support for a grocery/supermarket in the BOA; a grocery with home-delivery service might succeed in this business environment.

The remaining six types of retail options (electronics, building materials, nursery/garden, office supplies, wine/liquor, and drinking places) have a small but significant gap in the E/PP/R Brownfield Opportunity Area and a much larger retail gap in the 15 mile area surrounding the BOA. Each of these product lines represents an opportunity to expand product offerings in existing retail stores.

Industrial

Industrial space within the BOA and the entire Corning-Painted Post area is in high demand and considered to be at a premium. Within the project area and near vicinity, there is little industrial space available. Most is either occupied and operational, or it has been demolished as it has reached the end of its useful life. Industrial space that does remain available is not up to modern standards and, according to local Realtors, will likely be demolished rather than reused.

Table 36: Industrial Lease Rates

Classification	Low Rental Rates	High Rental Rates	Effective Average Rental Rates
Bulk Warehouse	\$2.50	\$5.00	\$3.75
Industrial Manufacturing	\$3.00	\$4.00	\$2.75

Source: Pyramid Brokerage, peter j. smith & company, inc.

Lease Rates

Rental rates for industrial space in the area are on par with rates found in other regions of New York State. For bulk warehouse space, rates range between \$2.50 and \$5.00 per square foot. For industrial manufacturing facilities, the range is tighter at \$3.00 to \$4.00 per square foot. While these rates have remained steady over recent years, local real estate professionals with insight into the market say that rates may be beginning to spike due to expanding gas extraction in neighboring regions to the south in Pennsylvania.

Table 35: Industrial Sales Rates

Industrial Space Sales	Cost Per Square Foot
Class A	\$7.00
Class B	\$5.00
Class C	N/A

Source: Pyramid Brokerage, peter j. smith & company, inc.

Similar to the lease rates for industrial space, purchase prices have remained consistent, presently ranging between \$5.00 and \$7.00 per square foot. Demand is increasing due to the expanding gas industries in Pennsylvania, which requires substantial industrial space for storage as well as manufacturing and maintenance facilities, therefore forcing rents above the rate their condition would otherwise warrant.

Considering the mounting pressures for new industrial space in the project area, there is a market for new industrial, manufacturing and warehouse space. Construction of such space to modern day standards will range in cost from \$50.00 to \$70.00 per square foot.

Table 37: Industrial Construction Rates

Industrial Space New Construction	Cost Per Square Foot
Base	\$50.00
High End	\$70.00

Source: Personal Interviews with real estate professionals, peter j. smith & company, inc.

Real Estate Outlook

The expanding hydraulic fracturing gas industry in northern Pennsylvania is beginning to have significant impacts upon commercial office space and especially industrial space in the Corning-Painted Post area. As noted previously, industrial space comes at a premium and any reasonably usable space in the area is occupied.

New industrial development will be constructed to house storage for hydraulic fracturing equipment and materials, such as sand, as well as for the fabrication and maintenance of machinery used in the extraction process. Office space is also experiencing demand from the industry. Williamsport, PA, has had an explosion of new gas company headquarters, with more than 120 individual gas companies now located there. Spin-off impacts are being felt in the southern tier of New York State. Several gas companies have located in Horseheads, proximate to the local airport. Ancillary to the industry, the region has seen new engineering firms open offices, largely to conduct environmental work related to the gas industry in Pennsylvania.

New facilities related to the gas industry range depending upon the specific use. Among the potential demands are storage warehouses for sand. The demand is for buildings of 100,000 to 200,000 square feet, or more. A significant opportunity for the BOA is the demand for free standing industrial facilities with between 5,000 and 15,000 square feet. These facilities would house maintenance and manufacturing operations for hydraulic fracturing equipment, as well as equipment storage. The BOA area could support a “flex” park that includes space easily adaptable to either industrial and commercial uses. Typically, flex parks lease for \$5 to \$6 per square foot. However, due to present demand and a shortage of supply, similar spaces proximate to Williamsport have recently leased for \$18 to \$20 per square foot. These rates are significantly above the common industry market.

SUMMARY ANALYSIS, FINDINGS, AND RECOMMENDATIONS OF THE BOA AND STRATEGIC SITES

Overview

With increasingly limited land and financial resources, locally and across the State, economic development efforts should be seeking investment and revitalization opportunities in sustainable locations that take advantage of existing infrastructure and provide growth opportunities that maximize spin-off impact opportunities and enhance local quality of life. The Erwin/Painted Post/Riverside Brownfield Opportunity Area (E/PP/R BOA) offers tremendous redevelopment potential for the urban cores of three municipalities in the Southern Tier region of New York State.

As a t hree community study area, the BOA provides a special advantage of intermunicipal cooperation, shared vision, and priority consideration for state and federal grant resources which will make the EPPR BOA very attractive for future investment. State funding for the Erwin/Painted Post/Riverside Brownfield Opportunity Area will make significant improvements in three cooperating municipalities.

The Step 2 BOA Nomination project will facilitate urban re-development in an existing population cluster. The EPPR BOA is an excellent candidate for further, Step 3 funding under the BOA Program. This study satisfies the criteria set forth by our project work plan and the New York State Department of State.

The inventory and analysis coupled a multi-faceted community participation process of the BOA has informed the Step 2 Nomination Study of the major challenges and opportunities facing the BOA, as w ell as the potentials for new growth. These recommendations will form the basis for moving forward into Step 3 of the BOA program.

Pre-Nomination Recommendations

The recommendations in this chapter build upon the previous findings of the Step 1, p re-nomination study. Completed in March, 2009, the pre-nomination document is an overview study of BOA, with analysis of its basic, readily available conditions. T hese recommendations are preliminary and provide direction for Steps two and three of the BOA program. As will be demonstrated in the final recommendations of the Step 2 N omination Study, each recommendation of the pre-nomination has been provided for or accomplished.

Following are the major recommendations stemming from the Step 1 Study, including the status of each as of the drafting of Step 2:

Table 38: BOA Step 1 Recommendations

Recommendation		Description	Incorporation into Step 2	Status
1	Strengthen relationships with the local business community	<ul style="list-style-type: none"> • to help provide for their needs, facilitating retention and expansion 	The study included a focus group with local business owners, personal interviews with business owners and a survey of local businesses, requesting their input	Accomplished & Ongoing
2	Provide redevelopment incentives for the redevelopment of Strategic Site C	<ul style="list-style-type: none"> • to define a shovel ready site on the former foundry and expediate development here through financial tools and support from a unified community vision 	The study includes a funding matrix identifying financial programs to assist with economic development	Step 3
3	Conduct a market analysis	<ul style="list-style-type: none"> • to define potential growth industries 	A market trends and real estate analysis as well as a retail gap analysis was conducted to determine industries best positioned for growth as well as real estate needs	Accomplished
4	Develop market materials	<ul style="list-style-type: none"> • to inform potential developers of the BOA assistance programs, growth opportunities and the community-defined urban design plan 	Ancillary to the Step 2 Nomination Study document, a poster and related marketing materials have been developed to promote development within the BOA	Accomplished
5	Improve community participation	<ul style="list-style-type: none"> • to foster community-driven support for new development that occurs within the BOA 	The Study process incorporated a diverse, community-led steering committee, five topic-oriented focus groups, stakeholder interviews and two interactive public workshops	Accomplished & Ongoing
6	Strengthen working relationships with economic development agencies	<ul style="list-style-type: none"> • to ensure collaboration and avoid duplication in economic development efforts 	Our process has reached out to a diverse number of economic development professionals and regional stakeholders, including several collaborative and intermunicipal project meetings	Accomplished & Ongoing
7	Draft a Business Retention and Expansion Strategy	<ul style="list-style-type: none"> • to define the means by which the local municipalities and economic development professionals can assist in maintaining and growing business 	A strategy for business retention and expansion has been drafted and is included in the recommendations	Accomplished
8	Coordinate a plan for shared municipal services	<ul style="list-style-type: none"> • to achieve efficiencies of labor and cost by avoiding service duplication 	The development of an intermunicipal efficiency plan has been identified as a primary recommendation of the Step 2 Nomination Study	Step 3

Furthermore, the pre-nomination provides a series of preliminary action steps for the development of the BOA. Each of these items has been considered in the Step 2 Nomination Study and incorporated into the Urban Design Plan, accordingly. Following are the seven major action steps identified in the pre-nomination:

As the E/PP/R BOA program moves into Step 3, these action steps continue to be of relevance and should be a focus for implementation. The urban design plan, described later in this section, will serve as the primary vision for redevelopment of the BOA. Efforts to attract new development should be conducted within the context of that plan.

Table 39: BOA Step 1 Action Steps

Action Step		Incorporation into Step 2
1	Attract Highway-Oriented Retail & Service	Up to 55,500 square feet of highway-oriented retail and service has been planned for at strategic sites A and G in the Urban Design Plan
2	Attract a Research/Light Industrial Facility/Software Campus	A 350,000 square foot light industrial/high tech/commercial flex space campus has been planned for at strategic site C of the Urban Design Plan
3	Attract & Concentrate Local Retail	Up to 31,500 of neighborhood commercial development has been planned for at strategic site B of the Urban design Plan, in addition to 300,000 of mixed use space planned for strategic sites D, E & F
4	Attract Professional Services & Offices	Up to 300,000 square feet of mixed use space, including commercial office, has been planned for at strategic sites D, E & F of the Urban Design Plan
5	Implement Community Beautification & Community Use	Streetscape improvements, pedestrian amenities and beautification projects have been recommended throughout the BOA, with special concentrations around strategic sites C, D, E and F
6	Encourage High Density Residential	481,000 square foot urban townhouses have been planned for at strategic sites D, E & F of the Urban Design Plan, in addition to up to 300,000 square feet of mixed use space, including residential at strategic sites D, E & F
7	Encourage Health Care & Assistance	A senior housing complex has been planned for at strategic site D of the Urban Design Plan

Summary of Step 2 Nomination Analysis & Findings

The Step 2 Nomination Study includes a comprehensive investigation of the Brownfield Opportunity Area across 13 topic areas. These analyses have culminated to inform the BOA project team of the major obstacles and opportunities that the project area faces. They have influenced the drafting of project recommendations as well as the development of a land use plan and the urban design plan. It is with this factual basis that the BOA project sponsor can feel confident in pursuing the recommendations of the Step 2 Nomination.

Summary Overview of Findings

The Erwin/Painted Post/Riverside Brownfield Opportunity Area is an urban project area, primarily composed of industrial factories, residential neighborhoods, highway retail centers, education and recreation. Unlike many BOA projects throughout New York State, this project boundary is not mostly composed of several large swaths of land and a few remaining industrial employers on an otherwise abandoned landscape, rather, the E/PP/R BOA project is situated in the midst of active urban neighborhoods. The mixed-use nature of development found throughout the project area gives the E/PP/R BOA specific challenges and opportunities for redevelopment. There is much to build upon, with a stable residential population, existing large employers and major transportation access. However, the close proximity of the many elements call the need for sensitivity to adjacent land uses and require creative means to identify infill development

opportunities or to assemble lands for larger urban development projects.

The most significant challenges facing the project area are land constraints and contamination. The largest strategic site in the BOA is 45 acres, Strategic Site C. Approximately 11 acres of that is already being developed for a new rail siding. Each of the remaining strategic sites are less than 10 acres. This presents a challenge for accommodating major “campus-style” developments within the BOA. It will be imperative for the Urban Design plan to conceptualize potential assembly of multiple parcels to enable larger developments. The plan will also identify opportunities for small infill development that can serve the needs of the local community and enhance the physical conditions of the community.

Contamination has also been identified as a potential significant issue for several parcels. Of the eight identified strategic sites, six have been recommended for phase 2 environmental investigations as a part of the BOA Step 3. A seventh site, Strategic Site C, has already been remediated to the point that it can accommodate industrial development. The last site, Strategic Site D does not recommend a phase 2 investigation, however there will be asbestos abatement required for any changes to the historic structures on the property.

The BOA also presents many positive opportunities for potential development. The most significant strength of the study area is its transportation and access infrastructure. The project area is located directly adjacent to the intersection of two major highways, Interstate 86, which travels across southern New York State, and Interstate 99, which is presently under construction, traveling south into Pennsylvania. The BOA is served by three interchanges to the highways, one at each end and one in the center, perhaps making the project area the most highly accessible development area in the entire southern tier.

The historic development patterns of the BOA offer the opportunity to build upon existing development, taking advantage of presently available roadways, infrastructure and services. According to the infrastructure report, there exists excess capacity for both water and sewer to accommodate new growth. New development will have a nearby population to function as a consumer market as well as to serve as a source for employees. The historic qualities of the BOA also extend to the structures. Several buildings throughout the project area have potential for adaptive reuse, sustainably giving historic and non-historic buildings new function. The current Corning-Painted Post School Board building located at 165 Charles Street is a beautiful red brick, neo-classical structure that, given changes in facility needs in the school district, may be in line for a new use. Such a structure would lend itself well to a residential, office or mixed use conversion.

The building's presence within a dense residential neighborhood make it an ideal candidate for multi-unit adaptive reuse. The urban design plan and project recommendations will identify a preferred future for the structure.

The E/PP/R BOA is also home to a diverse collection of public landscapes, including schoolyards, sports fields, recreational parkland and pocket parks. The presence of these recreational spaces enhances the local quality of life and provide amenities to both residents and employees of the area's companies. They should be considered a significant asset and any new development or public improvements should strengthen the communities' landscapes.

A review of economic and market trends has provided insight into the potential for new growth in the BOA. The analysis has cited a robust housing market throughout the Corning region, with home values expected to double from the year 2000 to 2015. However, examining more locally within the BOA project boundary, home sales are approximately 50% the value of sales throughout the region. This is due to the presence of deteriorating conditions prevalent in an older housing stock. Very little new residential development has occurred within the BOA has occurred to offset these numbers. A means to strengthen the residential market within the project area may be to provide new housing that diversifies the existing stock of units, while enhancing the area's quality of life by beautifying streetscapes and public spaces.

The commercial and industrial markets within the BOA offer contrasts to one another. The analysis suggests that the current state the commercial office and retail space shows signs of saturation, with sales and lease rates lower than markets elsewhere. However, it must be noted that the majority of both the office and retail stock within and adjacent to the BOA is dated, providing little modernized space for either. According to the retail gap analysis, there is limited potential for growth in a few sectors, including automotive, pharmacies and supermarkets. However, given the recent transportation improvements to Interstates 86 and 99, it is plausible that the study area could be well positioned for new growth, should land and/or modernized space become available. \

Conversely, the industrial space market, locally, is in demand. This is largely due to the emerging natural gas industry in northern-central Pennsylvania. Within the BOA project area and nearby vicinity, there is very little industrial and warehouse space available; newly constructed spaces throughout the region are quickly occupied by natural-gas related industry. The gas industry is also creating a need for flex space that can accommodate a combination of industrial and commercial tenants. Much of the spin-off impact of the gas industry is in related services, such as engineering, surveying and logistics. Nearby Chemung County has experienced substantial growth in its service industries, related to the industrial growth in Pennsylvania.

Tourism remains a growing industry for the Southern Tier and Finger Lakes region. It is suggested that the BOA provides opportunity to offer tourism support amenities, such as national restaurants and retail as well as some nationally branded accommodations. The project area will not become a significant destination for tourists, but providing for some support amenities at the three interchanges in the project area will allow the local communities to capture portions of the larger tourism economy.

Section Findings

The matrix provided on the following pages provides a brief overview of the findings of each of the investigative sections of the Step 2 BOA Nomination. Each of the 13 sections are listed, with the challenges and opportunities with which each is faced in light of the potential redevelopment of the BOA. This section is meant to provide a quick understanding of the conditions of the BOA, given the exhaustive nature of the rest of the document. This matrix will be useful as a reference as the project moves into Step 3 and further to redevelopment.

Table 40: Major Findings

Inventory Section	Challenges	Opportunities
Community & Regional Setting	· Continued population decline, albeit slowing	· Population growth in the Town of Erwin
	· Painted Post & Riverside lag behind state & national economic indicators	· Town of Erwin shows stronger economic than Statewide and National economies
	· Riverside's educational attainment is significantly lower than Painted Post and Erwin	· Dresser Rand is among the County's largest employers
Land Use	N/A	· Corning Incorporated employs 7,000
		· Almost 20% of the land is devoted to industrial use
		· 45 acres of land is devoted to parks & public purposes
		· 34 acres of vacant land
		· more than 50 acres of commercial land
Zoning	N/A	· Painted Post accounts for more than 60% of the BOA land area
		· 190 acres zoned residential
		· 165 acres zoned industrial
		· 7 acres zoned mixed-use
Transportation	· Unimproved streetscapes	· 100 acres zoned commercial
		· Two major interstates
		· Three interchanges serving the BOA
Infrastructure	· Utility infrastructure for the project area has not been mapped	· Minimal traffic congestion
		· Sewer system is presently operating at just 50% of its total capacity
Traffic & Parking Analysis	· Route 415 & Bronson St. intersection will need improvements to accommodate full build out of the urban design plan	· Water system is operating under capacity
	· Route 415 & Taylor St. intersection will need improvements to accommodate full build out of the urban design plan	· No present congestion issues at any intersection
Brownfield, Abandoned & Vacant Sites	· Nearly 25 acres of brownfields	· No significant parking issues are cited within the BOA study area
		· Nearly 90 acres have been identified as underutilized
Strategic Sites	· Strategic Sites A, B, E, F, G recommended for a Phase II Environmental Site Assessment in step 3	· Nearly 15 acres have been identified as vacant
	· Strategic Site H recommended for a Phase I and a Phase II Environmental Site Assessment in step 3	· Eight strategic sites identified
	· Buildings on Strategic Site D have been identified as having significant structural concerns and the presence of asbestos	· Strategic Site C is considered remediated to the point where industrial development may occur
	· Deed restrictions on Strategic Site C allow for industrial development only at the discretion of the Dresser Rand Company	· A Strategic Site C access alternatives analysis has determined that the preferred access to spur new development at the site is the construction of a bridge connecting the northwest section of the property to W. Water Street.

Table 41: Major Findings (cont.)

Inventory Section	Challenges	Opportunities
Land Ownership Patterns	· 3.5 acres of brownfields are privately owned	· 21.5 acres of brownfields are publicly owned
	· 31 acres of underutilized sites are privately owned	· 56 acres of underutilized sites are publicly owned
	· 12 acres of vacant sites are privately owned	· 1.1 acres of vacant lands are publicly owned
Parks & Open Space	N/A	· All parks & open space lands in the BOA are within the Village of Painted Post
		· 35 acres devoted to community service
		· 8 acres devoted to recreation & entertainment
		· 18.5 acres devoted to conservation/parks
Building Inventory	N/A	· Eight significant buildings/sites in the BOA have been chosen for a more detailed description. These include: a former car dealership, the former dresser and foundry site, the Corning-Painted Post School Board building, the Krog building, the former Erwin Town Hall, the Immaculate Heart of Mary church, Crystal Cleaners and Storflex. These sites have been identified as pivotal to the BOA's redevelopment
Historic or Archeologically Significant Areas	N/A	· Due to flooding, there is a low likelihood for the presence of historic artifacts
		· Three properties are listed on the National Register of Historic Places
Natural Resources & Environmental Resources	· Due to the presence of fill in areas proximate to the Chemung River, detailed soil analysis is recommended for new construction	· Groundwater is monitored for potential contamination and has continued to meet safe drinking standards
	· Generally, soil is good for construction throughout the BOA	· Water quality of the Chemung River has continually improved over the past 40 years
	· Flood control is present throughout the BOA due to previous flooding events and must not be disturbed by new development	· Air quality standards are met throughout the BOA area
Economic & Market Trends Analysis	· Saturated market for commercial space	· Industrial space in high demand
	· BOA features dated commercial space	· Growth expected in transportation-related industries
	· Local area lacks modern housing & variety	· Growth expected in gas industry support sectors
		· Potential for traveler support retail & restaurants
		· Strong housing market in surrounding region

Recommendations

As a conclusion of the exhaustive analysis of the Brownfield Opportunity Area, a number of recommendations have been made that are determined to be the best course of action moving into the Step 3 section of the program and to spur redevelopment of the project area.

Further Environmental Investigation

Several properties within the BOA have been recommended for more extensive environmental investigation in Step 3 in the form of Phase I and Phase II Environmental Site Assessments. These are in addition to the six Phase I Environmental Site Assessments and one summary assessment conducted in Step 2.

Although it is not included in the roster of strategic sites, it is recommended that 511 E. High St. be included in the analysis and redevelopment planning concurrently with Strategic Site E, the former auto parts store and Crystal Cleaners site. 511 E. High has been a focus of redevelopment efforts over many years. A former auto service and gas station, it has or had underground storage tanks, and sits in a cluster of known and suspected contaminated sites. Because of the topography, there is suspected communication between 511 East High and Strategic Site E -- that is, it is believed that contaminants could well be moving between the two sites. Therefore, it makes sense to determine what contaminants are present at 511 East High as well as at Strategic Site E, where they have originated and how to clean them up and make sure they do not spread farther afield.

The condition of 511 East High and its potential future has been a priority for Riverside Village leaders for years. The site's owner has reportedly had a long and frustrating history of trying to put together a redevelopment plan with environmental regulators. It is doubtful that a clean-up and reuse of Strategic Site E is going to be truly successful if across the street 511 East High continues to remain vacant and blighted. This is particularly true if 511 East High is indeed cross-contaminating other sites.

The following matrix identifies the appropriate investigative actions, indicating additional investigations to be undertaken in Step 3:

Table 42: Further Investigation Recommendations

Property/Strategic Site	Phase I	Phase II
A	Completed	Step 3
B	Completed	Step 3
E	Completed	Step 3
F	Completed	Step 3
G	Completed	Step 3
H	Step 3	Step 3
511 East High St.	Step 3	Step 3

Zoning Revisions

A review of the zoning ordinances of each of the BOA municipalities has identified a number of inconsistencies in development visions of adjacent and adjoining parcels across municipal boundaries. The primary inconsistencies occur at the Village of Painted Post and Village of Riverside border, within and adjacent to Strategic Site F. Properties at this location, considered a single development site are divided into three separate zoning districts, residential and industrial within Painted Post, commercial within Riverside. Furthermore, properties to the south, surrounding the Hart Street Area also find themselves in a mix of residential, industrial and commercial zones.

To maintain a cohesive vision for the redevelopment of the BOA, it is important that lands within the BOA are regulated by consistent development codes. It is recommended that each of the three municipalities, under the guidance of Southern Tier Central, engage in a collaborative rezoning process to update their respective zoning codes according to the Future Land Use Concept for the Brownfield Opportunity Area. The most significant revision will include the introduction of a mixed use district into the villages of Painted Post and Riverside. It is recommended that the Town of Erwin's Zoning code be used as a model starting point for the redrafting of the zones.

W. Water Street Bridge Project

A major project recommendation of the BOA is to improve access to the study area's largest development site, Strategic Site C, the former Dresser Rand Foundry. A total of six options were evaluated in a Strategic Site C access report. Each was considered based upon the quality of access it provided, feasibility, potential costs and impacts to surrounding land uses. It was the recommendation of the report that a Bridge should be constructed in the northwest portion of the site, connecting Strategic Site C to West Water Street and, indirectly, to the interchange of Interstate 86. This option provides the greatest level of access with minimal impacts to the surrounding established neighborhoods. The estimated cost for this project is \$5.5 million. However, this cost should be considered in light of its potential to stimulate a substantial private sector investment into Strategic Site C.

It is recommended that Southern Tier Central, Three Rivers Development Corporation, the Steuben County IDA and the Village of Painted Post pursue funding for this project as a catalytic infrastructure improvement for the local economy. A project *white paper* should be submitted to the Regional Economic Development Council identifying the potential benefits of such a project and requesting funding for its pursuit.

Intersection Improvements

Based upon the Traffic and Parking Analysis, two intersections have been identified as in need of improvement by 2022 should the urban design plan reach full build-out potential. The intersection of Route 415 and Bronson Street will need to be modified. An analysis of the intersection with the installation of an actuated signal reveals the LOS can be improved to C (20.4) seconds. Additionally, the intersections of Route 415 and Taylor Street and Buffalo Street and East Water Street, each which service the plaza containing Site G, will be significantly affected. Installation of a signal at the Route 415 and Taylor Street intersection along with coordination with the signal at Buffalo Street will help the flow of traffic through this area.

Streetscape Projects

Local municipalities should also focus on streetscape improvements, to improve the marketability, appeal and quality of life within the BOA. Priorities for streetscape improvements are Victory Highway/Pulteney Street as well as North Hamilton Street. Each of These are the primary east-west and north-south thoroughfares in the BOA. Improvements should include a reduction of curb-cut access points to improve traffic flow, introduction of traffic calming tools such as bump-outs and raised crosswalks as well as greater pedestrian signal controls. These streetscapes will provide identity to the project area and enhancing the local quality of life by encouraging healthy lifestyles.

Beautification

The project municipalities should employ a series of beautification initiatives to achieve immediate improvement to the project area. These initiatives should focus upon low-cost (\$5,000 or less), near-term project aimed at providing “quick-wins” for the BOA program, improving the image of the local communities and building enthusiasm and support for the project. Following are potential beautification projects:

- Hanging Flower Baskets on North Hamilton Street
- Streetlight Banners along Victory Highway/Pulteney Street identifying each of the municipalities in the BOA
- Wayfinding signage at the corner of Victory Highway & North Hamilton Street
- Community Garden at the D, L & W Rail Depot
- Enhanced “welcome” signage to each of the communities adjacent to each Interstate 86 Exit

Pedestrian Connectivity

Develop enhanced pedestrian connectivity within the heart of the BOA, adjacent to North Hamilton Street. The pathways identified in the Urban Design Plan will enhance connectivity between the local residential community, Village Square retail, commercial services and employment. They also promote healthy lifestyles and enhance viewsheds within the community, especially to the landmark Corning-Painted Post School Board building. These connections build upon existing public rights of way and will require the acquisition of two properties on Charles Street and two properties on Steuben Street.

Property Acquisition

Local economic development entities should pursue the acquisition of several properties within the BOA for future development. These properties include those within Strategic Site H to accommodate the future bridge connection as well as redevelopment of the site. Future acquisition of residential properties in the Hart Street area may also be considered for future industrial, should Site C reach build-out.

165 Charles Street Redevelopment

The Corning-Painted Post School Board Building at 165 Charles Street is among the most important landmarks in the BOA. The building is expected to no longer meet the facilities needs of the school district and requires an adaptive reuse. The building should be redeveloped as senior multi-unit housing with community facilities for events and recreation. The Village of Painted Post and local economic development organizations should establish a public-private partnership for the redevelopment of the structure sharing in the costs of public amenities.

Marketing

Project sponsors should develop marketing materials targeted towards prospective developers, aimed at attracting them to a location in the BOA. Materials should consist of a large scale plot of the Urban Design Plan for display in local municipal and economic development offices as well as a brochure detailing the Urban Design Plan, the BOA's major amenities and suggesting potential redevelopment assistance programs.

Business Retention & Expansion Strategy

Business leaders make location decisions based upon their ability to cut their costs, availability of a quality workforce and access to training and educational resources for their workers as well as financing and incentives. Business location decisions are also made on the basis of proximity to transportation resources, competitors, suppliers and customers. Additional important elements of the decision to move or stay put include how supportive is the business atmosphere – is there a Chamber of Commerce, Small Business Development Center, business alliance or other organizations, how helpful and prompt is the municipality in processing requests or issuing permits. Quality of life is also an important aspect to help the business attract and retain employees – are there good schools, nice parks, friendly people and good retail? Will employees be happy and productive here?

An attraction and retention strategy is needed to help make the case for businesses to locate in Erwin, Painted Post and Riverside and it requires a team effort. In the BOA partners such as the Erwin and Steuben County IDAs and Three Rivers Development Corp. would appropriately take the lead in attraction and retention of larger-scale businesses such as manufacturers and industry. To attract and retain the small businesses that form the backbone of the economy, local residents and small business leaders have a central role. These stakeholders can form a team – or reignite a team that has already been empowered – to call on prospects and make the case for locating in the BOA.

This team's focus should also be on existing businesses as an important aspect of the overall strategy. These businesses may be looking for expansion opportunities in real estate or into new business sectors, they may need to identify partner organizations and allies in their clusters for customers and clients and to identify partners in economies of scale. Often these existing businesses watch new businesses receive incentives for which they are not eligible – unless they move to another community. It's important to call on them, make sure they know there are sources of assistance for them and thank them for their loyalty.

The business attraction and retention strategy is based on the results of the retail gap analysis, business survey, real estate analysis, regional economic indicators, and input from the consultant team. The business environment within the Brownfield Opportunity Area is relatively good and improving. Some tools the team will need are probably already available such as a factsheet summarizing the area's demographics, workforce statistics including education, and quality of life facts and figures. The Step One pre-nomination study includes a real estate "slip sheet" on almost every property in the BOA that can be used as a starting point for development of an inventory of available properties.

According to the retail gap analysis, there is an un-met need in the BOA for two small restaurants, a small drugstore, a small grocery, and one or two used car dealerships. Also, the retail gap analysis showed a significant growth opportunity for non-store retailers (phone, web, and catalogue based sales). Within a 15 mile radius of the study area there is nearly a \$ 50 million dollar un-met need for non-store retailers; home based businesses in the BOA could access this vast market.

According to the business survey, one-half of businesses started in the BOA and the other half moved into the BOA. This indicates that the economic environment is strong enough to attract businesses. Approximately 92% percent of survey respondents believe that this location is ideal; that is high praise for the E/PP/R BOA. Only a few businesses in the BOA operated during the weekend; which demonstrates there is room for growth of existing businesses in the evenings or during the weekends.

After reviewing the retail gap analysis, the business survey results, and the I-86/I-99 Corridor Blueprint Study there appear to be growth opportunities within the E/PP/R BOA for four distinct types of businesses. Together, these four strategies will result in a diversification of the local economy, an increase in local employment, and a significant increase in local spending due to the multiplier effect:

1) I-86/I-99 interchange based development (fast food and vehicle service)

2) Growth within the existing businesses of the BOA (additional products/services and longer hours of operation)

3) Start-up growth, from a strong partnership with existing regional incubators

4) Growth in the non-retail home business sector of the economy.

Action by local government will be necessary to attract and retain vital businesses within the BOA. Local zoning and planning board involvement are fundamental for community approved business developments. Planning/zoning can vary dramatically between communities; community supported zoning laws are an important element for attracting development. The existing zoning is a particular area of concern for two communities in the BOA; outdated master plans are a barrier to business friendly zoning in Painted Post/Riverside. These five steps will allow local governments to create a more attractive business environment.

Creating strong partnerships with the Corning Chamber of Commerce, Three Rivers Development, and The Steuben County IDA may result in additional business growth. The Village of Riverside should work with residents to create a Comprehensive Plan and revised Zoning map; good zoning is vital for development in the Village. The Painted Post Board of trade should expand the scope of their activities in the community.

Future Land Use Concept

The Future Land Use Concept serves as the basis for organization of future development within the Brownfield Opportunity Area. The concept is also the blueprint for how each of the Municipalities should update or amend their respective zoning codes in anticipation of the BOA's redevelopment. It is recommended that the three municipalities work together to draft their zoning code updates, to ensure consistencies in development regulation across municipal boundaries. The Future Land Use Concept is developed around a central theme of identifying opportunities for infill development in the BOA that will not only support new economic growth, but will also enhance the existing quality of life for those who live and work in the area. This approach is sustainable, planning for new development that will utilize existing transportation and utility infrastructure and take advantage of an available workforce.

A historic urban development pattern and expanding transportation infrastructure form the basis upon which the land use concept is defined. With an interstate exit at each end of the study area, the BOA will be anchored by neighborhood and highway-oriented commercial centers. Taking advantage of growing traffic volumes, these areas will offer restaurant, retail, accommodations and services that can serve both the local population as well as the many travelers who move throughout the area. These developments should follow good design standards, fronting the street, limiting curb cuts with coordinated access and orienting parking to the rear of the site.

The concept preserves existing residential neighborhoods in the BOA, with the most significant population bound by High, Steuben and Chemung Streets in Painted post. This neighborhood is flanked by significant public parkland to the north and south, providing substantial sports and leisure recreation opportunities. The plan identifies locations to enhance pedestrian and recreational linkages, using bicycle lanes, sidewalks and trails to better integrate the residential population with the area's parks.

East of Steuben Street it is proposed that largely commercial and industrial land uses be transitioned into a new mixed-use neighborhood. This dense development pattern will build off of and strengthen the North Hamilton Street urban core, providing a mix of commercial space with townhouse and apartment living opportunities. This development will be pedestrian oriented and will occur as presently industrial lands slowly transition out of their present use.

The BOA will find its economic strength in its two major industrial and commercial/industrial flex space campuses. Located at Strategic Sites C and H as well as stretching from the current Dresser-Rand Plant, through the Hart Street Area to Storflex at Victory Highway, these areas will provide significant opportunity for employment growth in the BOA, functioning as the economic generator for the development of surrounding lands. The Future Land Use Concept is presented on the following page:

Brownfield Opportunity Area

2012

Figure 22

Future Land Use Concept

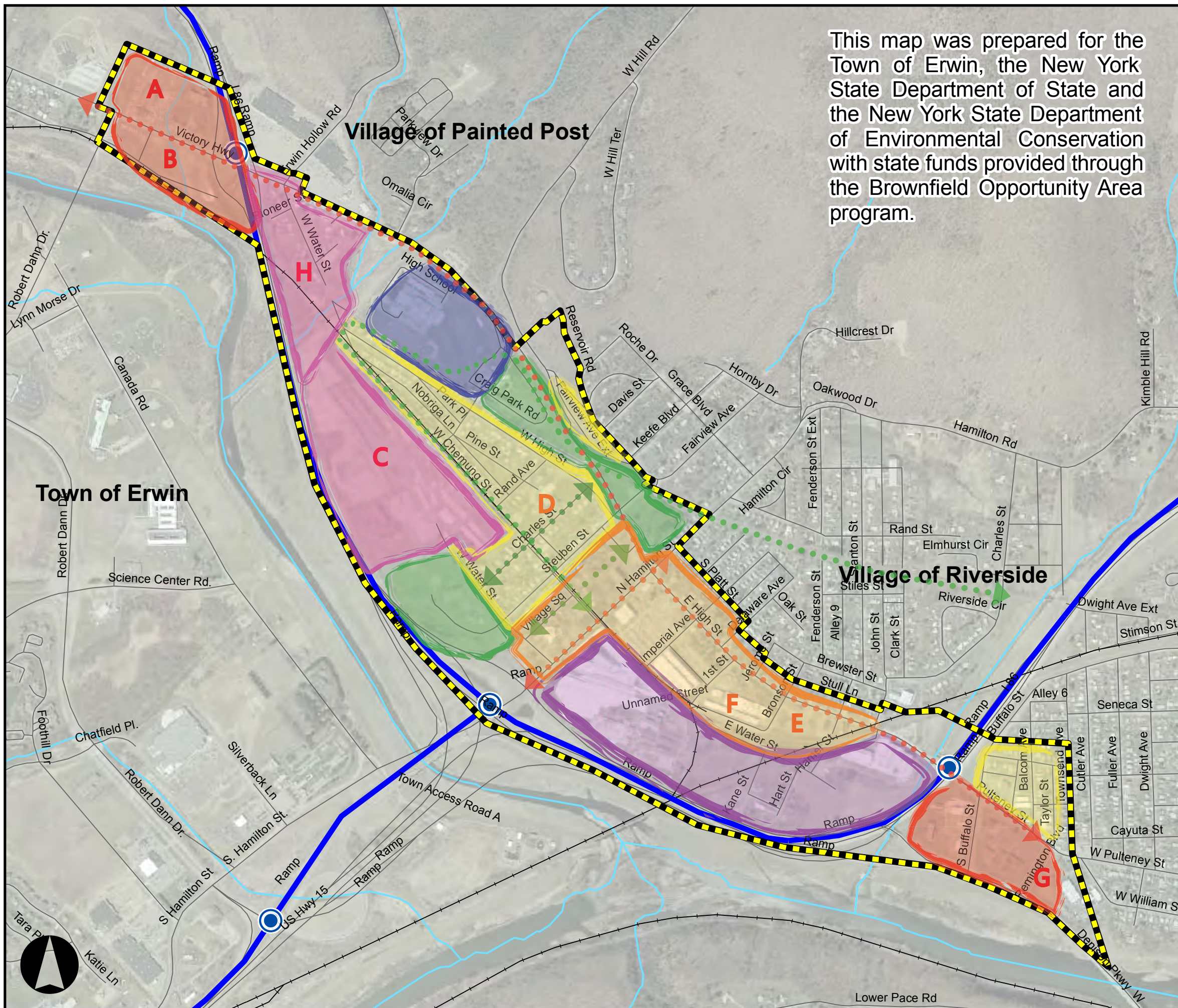


This map was prepared for the Town of Erwin, the New York State Department of State and the New York State Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Area program.

Village of Painted Post

Village of Riverside

Town of Erwin



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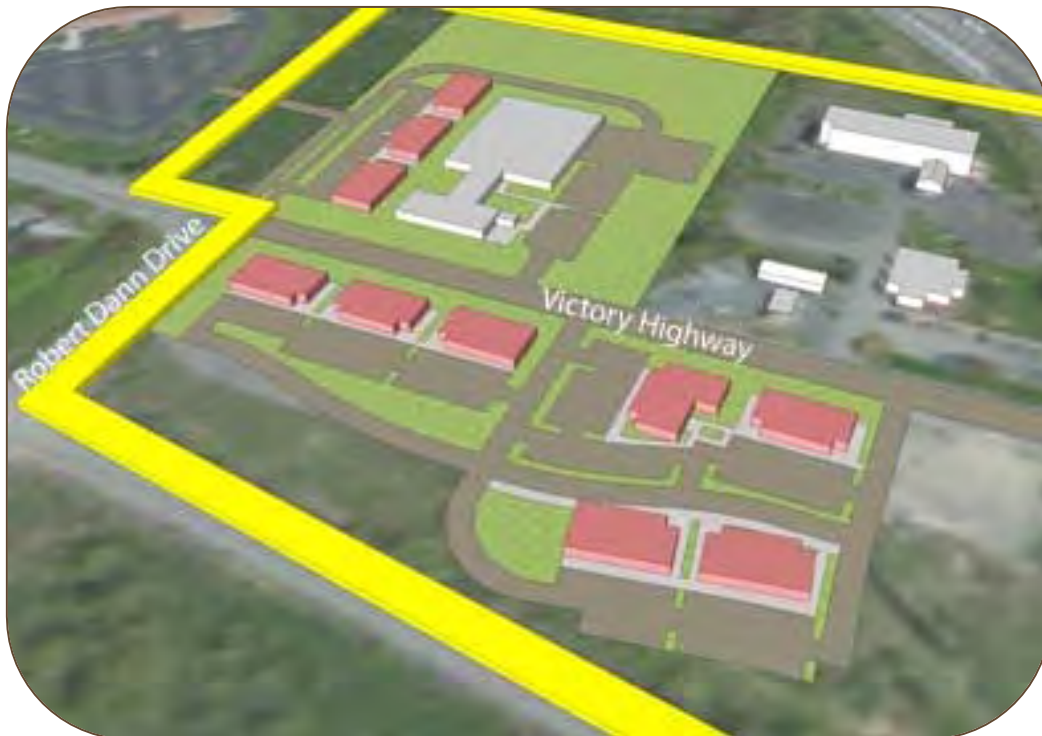
Urban Design Plan

The principle concept for the Urban Design Plan is to provide the physical conditions for the development of a diversified economy. The plan is organized with a systematic approach that unifies and strengthens the urban layout of the BOA project area. The future of the BOA will see new economic growth that sustainably revitalizes previously developed areas and supports social and community growth within each of the municipalities.

Commercial Retail

The Brownfield Opportunity Area, is anchored at the east and west by Interstate 86 interchanges. Likewise, lands adjacent to the interchanges is primed to take greater advantage of the heavy traffic volumes which serve as a natural base for commercial retail development.

Development to the west of Interchange 43, at the northwest area of the BOA, is designated as new 45,000 square feet of neighborhood commercial retail. The focus of this development will be to provide necessary retail and services the local population, as well as some traveler accommodations, such as a hotel for visitors to the Corning and Finger Lakes areas. Important physical improvements that have been incorporated into this site is a new drive into Strategic Site A off of Victory Highway at the intersection of Robert Dann Drive. This will provide the development safe, signalized access and also provide ancillary egress to the neighboring church property, presently experiencing traffic congestion moving in and out of its property.



Neighborhood Commercial Development at Strategic Sites A & B



Highway Commercial Development at Strategic Site G

These facilities will be complementary to highway retail development at the other end of the BOA, including Strategic Site G. This area's strategic location along Pulteney Street, between Exit 45 and the Corning Museum of Glass, provides an opportunity to capture the tourism market with national restaurant and some retail opportunities.

The development of this site is designed to be more respectful of the urban nature of the Village, bringing the built environment up to Pulteney Street and locating parking facilities to the interior of the development sites via a new connector street within the site. These structures may also be developed as 27,000 square feet of urban commercial office buildings, expanding local facilities for a growing service industry.



Mixed-Use & Townhouse Infill Development at Strategic Sites E & F

Commercial Mixed-Use

A measure of success for the Brownfield Opportunity Area will be a strengthened downtown core along and adjacent to Hamilton Street. This area is presently the vibrant corridor of the BOA, with industry, offices, restaurants, retail and parks space. A pedestrian-friendly scale and layout contributes an active and diverse streetscape. The Commercial Mixed-Use development area aims to strengthen these characteristics, further diversifying local land uses and expanding pedestrian connectivity. A new mid-block east-west roadway between W. High and Chemung Streets will be constructed from Steuben to Bronson Streets. This road will be the spine serving new commercial office and mixed-use development in the core of the BOA. Buildings will reflect existing development patterns, with a series of “courts” centering new development nodes. This development has a

potential of up to 300,000 mixed-use space and 48 1,000 square foot townhomes.



Walkable Urban Infill & Vistas

The new street will feature strong multimodal and pedestrian amenities, branching off of Hamilton Street, including sidewalks, landscaping and bicycle lanes. A strictly pedestrian connector will extend the new street from Steuben to Charles Street, terminating at the historic school building, serving as a visual and community anchor.

Industrial & Flex

Surrounding the new Commercial Mixed-Use are opportunities to continue the BOA legacy of industry and manufacturing. An industrial development corridor will stretch from one of the BOA to the other, centered around Hamilton Street and Hodgman Park. The southern end of the corridor, below the present Dresser Rand facilities, will be devoted to new industrial development. Existing pockets of residential development should be land-banked to create larger development sites for future industrial growth. Strategic Site C, the former Foundry site, will provide for more flex space than can accommodate a mix of 350,000 square feet of industrial and office development.

This area will be accessed by an upgraded W. Water Street through the site, with a possible connecting bridge at the northwest corner of Site C, linking into the northern section of Water Street and Victory Highway. The central location of the industrial corridor will provide similar support for commercial development in the downtown core, similar to the benefits experienced in the Village from the presence of Dresser Rand.



Industrial/Flex-Space Campus at Strategic Site C

Residential, Parks & Open Space

The Urban Design Plan aims to maintain the existing residential development found throughout the BOA. The former school building on Charles Street, Strategic Site D, provides an opportunity for a new residential anchor for the BOA as market-rate apartments. Residences in the BOA will be enhanced through new quality of life developments. The existing multi-use trail system will be expanded to provide better linkages between the residential base, the school campus, Craig Park and Hodgman Park.

Pedestrian access along core roadways within the downtown will be enhanced, connecting residents to employment, commercial and retail development. Building upon the existing quality of life amenities in the BOA, providing a great place to live and raise a family, will be essential to attracting new companies and sparking new economic growth.



Developing Infrastructure for a vibrant, healthy walkable live-work community

Erwin / Painted Post / Riverside

Brownfield Opportunity Area

2012

Figure 23

Urban Design Plan

-  Industrial/Flex Space Development
-  Commercial/Retail Development
-  Residential Townhouse Development
-  Mixed-Use Infill
-  Existing Structures



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IMPLEMENTATION

This section discusses the methodology for moving forward and implementing the E/PP/R BOA Preliminary Step 2 Nomination Study. The central tool to this section is an Implementation Matrix, which identifies the plan's recommendations and provides directives of who is responsible for each item, its timeframe and a potential cost.

Implementation Guidelines

As the project communities seeks to implement the actions necessary to move forward the redevelopment of the E/PP/R BOA, a set of guidelines should be followed, designed to provide a framework for addressing the recommended actions in the plan, as well as actions that are proposed and implemented in the future:

- Guideline 1** The appropriate boards and commissions should be assigned the responsibility of developing strategies and actions to implement the BOA Program
- Guideline 2** The municipalities should support thorough environmental review under the State Environmental Quality Review Act in considering new development proposals

- Guideline 3** The Town should expedite review and approval of development proposals deemed consistent with the recommendations of the Nomination Study as well as local comprehensive planning

Implementation Matrix

As Erwin, Painted Post and Riverside move forward into redevelopment of the BOA program as a guiding document for the future, the most important phase becomes the actual implementation. It is essential to establish strategies to ensure that implementation occurs and the vision developed in the Nomination Study comes to life.

The implementation matrix on the following page is a series of action-oriented tactics to bring the plan into reality. The Strategy is organized in a way that is straightforward, useful and comprehensive as the plan itself. For each action, a timeframe and, if available, an estimated cost are given for completing the item. Responsibility is assigned for each recommendation, designating the parties that must carry out the action.

Table 43: Implementation Matrix

Action Item		Responsible Party	Potential Cost	Timeframe
1	Municipal acceptance of the Nomination Study and Urban Design Plan	TE, VPP, VR	N/A	Immediate
2	Complete SEQRA	STC	N/A	Immediate
3	Prepare Application for Project Advancement	STC	N/A	Immediate
4	Coordinated updates to zoning law for all three municipalities	STC, TE, VPP, VR	\$5,000 - \$10,000	0 - 3 years
5	Draft a sample RFP to solicit potential developers for redevelopment of BOA properties	STC	N/A	Immediate
6	Seek funding for detailed design of the Strategic Site C/W. Water Street access bridge	STC, TRD, SCIDA, VPP	N/A	0 - 3 years
7	Seek funding for streetscape improvements of North Hamilton Street and Victory Highway/Pulteney Street	TE, VPP, VR	N/A	5+ years
8	Install actuated traffic signal at the intersection of Route 415 and Bronson Street	NYS DOT	\$40,000 - \$80,000	3 - 5 years
9	Install a traffic signal at the intersection of Taylor Street and Route 415, coordinated with adjacent signals	NYS DOT	\$40,000 - \$80,000	3 - 5 years
10	Install a traffic signal at the intersection of Buffalo Street and East Water Street	NYS DOT	\$40,000 - \$80,000	3 - 5 years
11	Coordinate a plan for shared municipal services	TE, VPP, VR	\$5,000 - \$15,000	3 - 5 years
12	Form a partnership with private developer for the redevelopment of 165 Charles Street	VPP	N/A	0 - 3 years
13	Pursue asbestos abatement funding for 165 Charles Street	TRD, SCIDA, VPP, Private Developer	N/A	0 - 3 years
14	Collaborate with municipalities and economic development organizations to pursue acquisition of properties within the BOA	TRD, SCIDA, TE, VPP, VR	N/A	0 - 3 years

Table 44: Implementation Matrix (cont.)

Action Item		Responsible Party	Potential Cost	Timeframe
15	Conduct a Phase I Environmental Assessment for Strategic Site H	VPP, TE, Property Owner, Developer	Step 3	0 - 3 years
16	Conduct a Phase I Environmental Assessment for 511 East High Street	VR, Property Owner, Developer	Step 3	0 - 3 years
17	Conduct a Phase II Environmental Assessment for Strategic Site A	TE, Property Owner, Developer	Step 3	0 - 3 years
18	Conduct a Phase II Environmental Assessment for Strategic Site B	TE, Property Owner, Developer	Step 3	0 - 3 years
19	Conduct a Phase II Environmental Assessment for Strategic Site E	VPP, VR, Property Owner, Developer	Step 3	0 - 3 years
20	Conduct a Phase II Environmental Assessment for Strategic Site F	VPP, Property Owner, Developer	Step 3	0 - 3 years
21	Conduct a Phase II Environmental Assessment for Strategic Site G	VR, Property Owner, Developer	Step 3	0 - 3 years
22	Conduct a Phase II Environmental Assessment for Strategic Site H	VPP, TE, Property Owner, Developer	Step 3	0 - 3 years
23	Conduct a Phase II Environmental Assessment for 511 East High Street	VR, Property Owner, Developer	Step 3	0 - 3 years
24	Work with regional economic development organizations to pursue development of sectors recommended in the business retention and expansion strategy	STC, TRD, SCIDA	N/A	0 - 3 years
25	Develop pedestrian and multi-modal linkages according to the Urban Design Plan	SC, VPP	\$250,000 - \$500,000	5+ years
26	Develop low-cost beautification initiatives in each municipality according to recommendations	TE, VPP, VR	\$500 - \$5,000	3 - 5 years
27	Develop materials to market the BOA to prospective developers	TRD, SCIDA, STC	N/A	Immediate

PRELIMINARY FUNDING MATRIX



Given the challenging conditions facing brownfields and adjacent areas due to contamination, aging infrastructure and inadequate access, development must often overcome financial obstacles often not faced by other locations. As a result, brownfield developments frequently require financial and technical assistance to address remediation, infrastructure and access issues. The following matrix provides a preliminary inventory of assistance sources available to brownfield projects:

Table 45: Financial Assistance Matrix

Source		Type of Assistance	Scope	Eligible Applicants
1	Environmental Protection Fund	Grant Funding	planning, design, feasibility studies, and construction projects	Municipalities
2	EPA Brownfields Assessment Grant	Grant Funding	inventories, planning, environmental assessments,	State, Municipalities
3	EPA Revolving Loan Fund	Grant Funding	and community outreach.	State, Municipalities
4	EPA Brownfields Cleanup Grant	Grant Funding	Remediation Activities	State, Municipalities
5	Advanced Manufacturing Jobs and Innovation Accelerator Challenge	Grant Funding	Funding for programs aimed at generating advanced manufacturing jobs	State, Municipalities, Non-Profits, Colleges
6	EPA Environmental Workforce Development and Job Training grant	Grant Funding	Workforce development & job training	State, Municipalities, Non-Profits, Development Corporations
7	NYS Site Preparation Tax Credit	Tax Credit	Site Preparation	Property Owner, Developer
8	On-site Groundwater Remediation Credit	Tax Credit	Remediation Activities	Property Owner, Developer
9	Environmental Restoration Program	Grant Funding	Investigation & Remediation	Municipalities
10	Inactive Hazardous Waste Disposal Site Program (Superfund)	Grant Funding	identifying, investigating and cleaning up sites where consequential amounts of hazardous waste may exist	Municipalities
11	HUD Neighborhood Stabilization Program	Grant Funding	Purchase, demolition and landbanking of abandoned or foreclosed properties	Municipalities
12	HUD Neighborhood Initiative Grant	Grant Funding	Economic Stimulation Activities	Municipalities
13	Community Development Block Grant Entitlement Grants	Grant Funding	Training, Technical Assistance, Capital Projects, Home Rehabilitation	Municipalities
14	Communities at Work Fund	Grant Funding	Community and Economic Development, Job Creation, Small Business and Microenterprise Dev.	Non-Profits
15	US Dept. of Commerce Economic Development Administration	Grant Funding	Community and Economic Development, Job Creation	Non-Profits

Appendix: Parcel Inventory

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Vacant		
280.00-01-056.00	Public\Private	Private		
Owner Nam	Gibralter Mgmt	BOA ID	1	
Address	130	Acres	3.155	
Street	Victory	Zoning	HIGHWAY BUSINESS	AGRICULTURAL
Town\Villa	Erwin			Forclosure List <input type="radio"/> Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This property is vacant. It has never been developed.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This is 3.099 acres of flat, open land. The property is located at the "T" intersection of Robert Dann Drive with NYS Route 415 (Victory Highway). There is a traffic signal in place.

The Town of Erwin is installing a new water line along Victory Highway creating a new water district. There is a natural gas line in front of the property. There are 225 feet of road frontage along Route 415.

Sale of property: Erwin to Baker & Grossman on 7/8/75 then Baker & Grossman to GBR Three Ac LLC on 1/1/95.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The property has been farmland from 1800's to 1970's. No contamination is expected to be found.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Name
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a partially used commercial property. Some pavement remains on the parcel.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

5.00 acres - flat land. The Town of Erwin is installing a new water district in 2009 that will access the property.

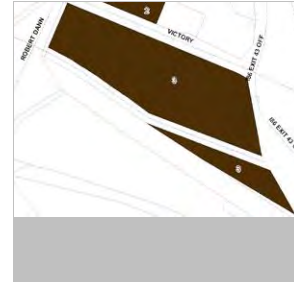
Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Farmland 1800's-1960's, site of Jim Fuller Chevrolet, Gordon Hakes Car Mart & RV Sales, Birnie Transportation School Bus Garage. Check for contamination issues - possible oil storage tank. Gordon Hakes did not maintain use of property.

Property flooded in June 1972.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Brownfield	
280.00-01-017.10	Public\Private	Private	
Owner Nam	Hakes	BOA ID	3
Address	125	Acres	8.563
Street	Victory	Zoning	HIGHWAY BUSINESS
Town\Villa	Erwin		HIGHWAY BUSINESS

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

this is vacant undeveloped property.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel contains 9.17 acres of flat land. 7.47 acres are useable acres that appear to be out of the floodplain.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Check for contamination issues. First address from Erwin Realty sub-division of 1926, 117 Victory Highway, 119 Victory Highway & 139 Victory Highway. Purchased by Laura "Betty" Merrick 117 Victory Highway 7/5/46,

Purchased by Laura "Betty" Merrick 119 Victory Highway 1936.(?) Purchased by Laura "Betty" Merrick 7/5/1946. All of 117 Victory Highway was taken by the State of New York for Route 15 (now I-86) on 6/23/59.

Esso Gas Station & garage removed. Then 1967 Balance of 119 Victory Highway taken by NYS 1967. Restaurant building removed same year. Property address 125-151 Victory now under one parcel Town of Erwin tax listing. Sold to Dann Motel Corp 12/19/67

Flood June 1972. House & other buildings demolished 1973. Land only. Purchased by Gordon Hakes 3/19/79. Purchased by Victory Highway Holdings 1/24/2008.

Flood property - between railroad right of way and river. No buildings on this land. Doug

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield
298.08-01-004.00	Public\Private	Private
Owner Nam	Jamison	BOA ID 7
Address	93	Acres 0.353
Street	Victory Hwy	Zoning HIGHWAY BUSINESS
Town\Villa	Erwin	



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Luckys Auto Sales paved lot.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The building is a former gas station located on a paved lot with a curb-cut on Route 415 and access to West Water Street.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Old address is 600 West Water Street. On 1/12/27 Erwin sold to Robert Reed - built the original "Rambler's Rest." On 4/5/46 Reed sold to Robert Johnson and continued the "Rambler's Rest." On 3/5/62 Johnson sold to Lloyd Hooker - subdivided the property.

On 11/14/66 Hooker sold to Gulf Oil Corp. 11/29/84 Golf sold to George Jamison. 4/3/2002 Joint title with Mary Jamison. Property now changed address from 600 W. Water Street to 93 Victory Highway. Golf removed all gas tanks.

Owner says tanks were removed in 1981. Jamison constructed the present building on 9/30/85, with addition 2/2/87. Property had been used as Jamison Marine (boat repair & sales). Leased building and land for used car dealership,

car detailing and now vacant.Odd shaped lot, with possible contamination issues. Just off I-86 @ Exit #43. The Town of Erwin is building a new water line in 2009 which will serve

Assessment completed in 1984.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres

Zoning **Forclosure List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is under-utilized commercial property.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

1.87 Acres. The property contains a restaurant, sporting goods, barber shop, house, and open land.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Old address - 584-596 West Water Street, 1/12/27-Erwin sold to Robert Reed-built the original "Rambler's Rest", 4/5/46-Reed sold to Robert Johnson-continued the "Rambler's Rest", 3/5/62-Johnson sold to Lloyd Hooker, 11/14/66 Hooker sold to Robert Congdon,

3/7/96. Congdon sold to Michael McKay (son-in-law), property now changed address from West Water Street to 87 Victory Highway. Car wash building was converted to a sporting goods business. A mobile home park was closed and removed in 1987.

This property with Victory Highway frontage has long been a commercial site. It is possibly still available, as it was on the real estate market. Just off I-86 @ Exit #43. Town of Erwin is building a new water line in 2009 which will serve the property.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type** Brownfield

298.08-01-017.00 **Public\Private** Private

Owner Nam Firestone Tire **BOA ID** 9

Address 100 **Acres** 0.648

Street Victory **Zoning** HIGHWAY BUSINESS

Town\Villa Erwin

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The site is developed as the Firestone Store, but there may be sufficient land for expansion or a higher intensity use; thus, it is considered under-utilized.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

.65 Acres. There is a building with 210 x 65 lot. The building contains hydraulic lifts, oil changing equipment and similar automotive repair fixtures.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The property was farmland from 1800's to 1970's. Purchased by Robert Baker in 1973. Firestone built in 1974.

Check for contamination issues - possible oil storage tank.

Great location. Just off I-86 Exit #43. Town of Erwin is installing a new water line along Victory Highway to be completed in 2009 which will serve this property..

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
298.08-01-021.10 **Public\Private** Private
Owner Nam Moses
Address 83
Street Victory Hwy
Town\Villa Erwin



BOA ID 10
Acres 0.429

Zoning RESIDENTIAL 7200 S.F. LOTS RESIDENTIAL 7200 S.F. LOTS
Forclosure List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Underutilized commercial property

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

.408 acres. A commercial garage is located on the property.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

1800's Farm land then it was open property. A small mobile home park located there (date?). Then an auto body & used car sales. Check for contamination. Subdivision of West Water Street, PP Development to Una Hills, Hills to David Anderson 6/29/45

Anderson to Edity Pierce 6/7/52, lower parcel sold to Mack Cass 4/28/53, Theresa Baum present owner-property and name changed - new married name. She also owns manufactured housing park, located at 5-19 Carapella Court. This property is off West Very narrow property. Small driveway off Victory Highway. The property has a well & septic system. In 2009, the Town of Erwin to install new water district. Parcel should be developed with McKay parcel for larger commercial use.

According to owners, the site is currently served by the Erwin Water District.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Vacant	
298.08-01-024.10	Public\Private	Private	
Owner Nam	YMCA	BOA ID	11
Address	578	Acres	3.7
Street	W Water	Zoning	RESIDENTIAL 7200 S.F. LOTS HIGHWAY BUSINESS
Town\Villa	Erwin		Forclosure List <input type="radio"/> Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The property is vacant land with a building.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

Contains creeks and floodplain. A small paved portion at Victory Highway is built up out of the floodplain. A one-story concrete block building was built after 1975.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

William Thomas owns the following 576, 578, 580 W. Water St. 576 W. Water is open land, included in the sale from the Village of Painted Post 1/13/93. Land of basic no use. 578 W. Water is open land purchased from the Village of Painted Post 1/13/93

Key property owned by William Thomas is 580 W. Water St., Knights of Columbus purchased land 1/29/75 and built one story concrete block clubhouse, William Thomas purchased property with building 3/28/88, since then, property has had many tenants. This is a 6,000 square ft. building, Mr. Thomas is interested in selling all three (3) parcels. Area will be part of the 2009 water district project.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
298.12-01-018.00 **Public\Private** Public



Owner Nam Village **BOA ID** 12

Address 450 **Acres** 45.76

Street W Water

Town\Villa Painted Post **Zoning** INDUSTRIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Underutilized old Foundry, not listed as brownfield. DEC studied/remediation completed. Village owned, rezoned 12/98 or 1/99 to medium density residential/professional office,

On 8/1/2005 the property was deeded from IR to Painted Post Development. LLC

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

Undeveloped 44.79 acres mostly bare with one small remaining tin building and a few trees. Topography is primarily flat. Cement floor remains. 1800 sq. ft. with large 5'X5' room contains sprinkler controls.

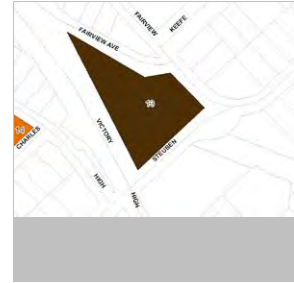
**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Prior Foundry owned by Ingersoll Rand and then Dresser Rand. A cast iron foundry and pattern shop with both indoor and outdoor casting storage. Originally operated with 2 coke fired furnaces and later converted to an electric furnace.

Original use of the property was a mill pond and mill powered by water diverted from the nearby Cohocton River.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Brownfield	
299.09-02-015.12	Public\Private	Public	
Owner Nam	CPP Historical	BOA ID	13
Address	277	Acres	2.104
Street	Steuben	Zoning	MEDIUM DENSITY RESIDENTIAL
Town\Villa	Painted Post		URBAN CENTER RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

The property is a potential Brownfield. It is a park with an active museum and bike path, one story wooden building - former railroad station.

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

**Property
Description**

The parcel is 2.10 acres. There is currently one building on property with attached paved area for parking and a bike path which runs through it. The property is landscaped with grass and trees.

Describe, the
physical
characteristics
of the property,
buildings, and

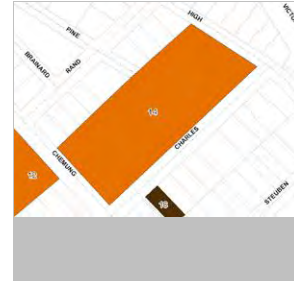
**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Town of Erwin Depot Museum - currently. Prior railroad station. Prior to 1972 flood ,this property was commercial. It contained a diner and an enterprise that sold coal and building supplies along with a block ice machine.

Potential contamination from railroad activities and former coal yard.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type** Underutilize
299.13-01-026.00 **Public\Private** Public
Owner Nam CPP
Address 165
Street Charles St
Town\Villa Painted Post

BOA ID 14
Acres 4.379

Zoning URBAN CENTER
RESIDENTIAL

Forclosure
List ☐ **Yes**

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The property is underutilized because the current use is not developed to full commercial tax-paying potential. Actively used as school district administration office complex, warehouse and building and grounds shop.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

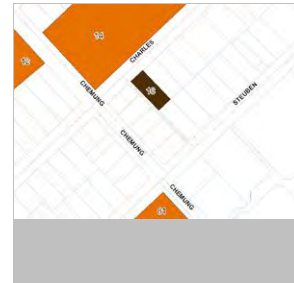
The parcel is 4.3 acres of grass and paved area for parking, a few trees and bushes. The three story building is used for the main building with a single story wing addition. There are two parking lots.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Currently used as school district office complex. Former Painted Post Middle School. Originally Painted Post High School. Prior to 1867 - open land.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Brownfield	
299.13-01-035.00	Public\Private	Private	
Owner Nam	Winters	BOA ID	16
Address	214-216	Acres	0.192
Street	Charles St	Zoning	URBAN CENTER RESIDENTIAL
Town\Villa	Painted Post		

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The property is considered a Brownfield. Currently it is a two-family residence fully occupied.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

.19 Acre Lot contains land and building. Lot size is 54.98' x 150.34'. The two-story building has an attached garage, upper screened porch and a carport.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

It is a two-family residence. Formerly, it was a mom & pop neighborhood store with family dwelling upstairs. Kerosene was on product sold here for use in home heating. Potential undetermined contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This site is an underutilized commercial/industrial use.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The site is 1.96 acres with a two-story "tin" building built in 1966 and parking lot and landscaping. It has access to Chemung Street.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The building was originally owned by Dresser Rand and used as offices. Currently it is vacant, for sale and classified in the Empire Zone. Prior to construction of the office complex, this was residential property

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield	
299.13-03-011.10	Public\Private	Private	
Owner Nam	Krystof	BOA ID	19
Address	150	Acres	0.190
Street	E High St	Zoning	BUSINESS
Town\Villa	Painted Post		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This site is a potential brownfield. The commercial building has a second floor residential use.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .19 acres and contains land and a wood structure building on a 102 x 120 irregular lot with asphalt parking area. Direct access to East High Street via traffic signal.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Current use: The ground floor has a public Laundromat and upper level has two apartments. Originally, a gasoline station with service bay stood on this site. Kendall Gas Station was demolished 1968. Status of tanks is unknown.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This site is a potential Brownfield site. It is the Town of Erwin parking lot adjacent to Town Hall. It is paved with some landscaping.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

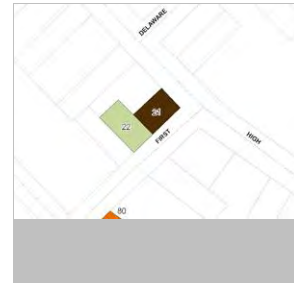
The lot size is .60 acres or 345' x 65'. There are no buildings on site. Site is paved with asphalt pavement and has access to West Water Street.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The site has a history of commercial and residential uses. Originally, it was residential and business buildings. The Sinclair Gas Station was located there prior to 1946, then it became a residence. (Destroyed by 1972 flooding?)

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Underutilize
299.13-05-049.00	Public\Private	Private
Owner Nam	Hull	BOA ID
Address	242	21
Street	E High St	Acres
Town\Villa	Painted Post	0.089
	Zoning	URBAN CENTER RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This property is developed as an apartment complex.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The property is Apartment complex on 50 x 75 ft. lot.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Originally a "Red and White" grocery store on the first floor with residential area on the second floor. We are concerned that there may have been contamination while the property ws operating as the store. This is unverified at this time.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID

Type

Public\Private

Owner Nam

Address

Street

Town\Villa



BOA ID

Acres

Zoning

Forclosure List ☐ **Yes**

Use Status

Describe, the sites current condition in terms of use and operational status.i.e vacan, abandoned, partially developed,

Residential - vacant land

Property Description

Describe, the physical characteristics of the property, buildings, and

Lot size is .11 acres or 50 x 90 ft. It is used for parking for 242 East High Street. The site is paved and accesses High Street (?)

Use and Environmental History

Describe, the sites operational history,potential contamination issues and ground water conditions

History undocumented at this time.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This site is developed as a esidental site.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .18 acres. A two-story single-family residence on a 50 x 145.49 lot which is grassed and has trees on it.

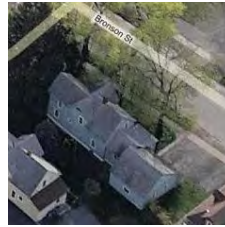
Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

No history of the residential house has been undertaken at this time..

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Developed as a tenant house..

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The property contains a single-family house sitting on a 50 x 92 ft. lot with grass and trees. This house has an attached garage and an enclosed porch. The site is .11 acres.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Single family residence. No history has been undertaken at this time.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
299.13-05-023.00 **Public\Private**
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List
☐ **Yes**

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The property is developed as a single family residence.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The property contains a single-family residence on a 70 x 45 ft lot. There is a detached single garage, grass, trees and bushes on property. The parcel is .07 acres.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Groundwater contamination from Brownfield site #29 may be a concern.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield	
299.13-05-021.00	Public\Private	Private	
Owner Nam	Hakes	BOA ID	29
Address	218	Acres	1.599
Street	Bronson St	Zoning	INDUSTRIAL
Town\Villa	Painted Post		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The parcel is partially developed with one building.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

One out-building sits on 1.59 acres. the land is flat with very little vegetation and some paved and graveled areas. The parcel is located in both the Village of Painted Post and Village of Riverside. It has acces on High Street and Bronson Street.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The parcel has had many uses over the years. It was once a scrap metal yard, then used for industrial storage, and finally it housed a used car mart which was destroyed in a fire. The property had been tied up in litigation.

There is concern about potential contamination from these industrial/commercial uses.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Vacant	
299.17-01-006.00	Public\Private	Private	
Owner Nam	Dresser Rand	BOA ID	31
Address		Acres	4.909
Street		Zoning	INDUSTRIAL
Town\Villa	Painted Post		

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This triangular lot has been vacant land since the 1972 flood.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 4.68 acres. It is grassed with some gravelled areas.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

No research has been done to date.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.17-01-026.00 **Public\Private** Private
Owner Nam Dresser Rand
Address
Street W Side of Kane St
Town\Villa Painted Post



BOA ID 32

Acres 0.925

Zoning INDUSTRIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The site is an underutilized commercial site.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The site is flat and includes .94 acres used as an electrical sub-station with pavement, gravelled areas and some vegetation..

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The site hosts a NYS Electric sub-station. No research on history has been conducted to date.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Underutilize
299.17-01-024.00	Public\Private	Public
Owner Nam	Painted Post	BOA ID
Address	151	33
Street	Kane St	Acres
Town\Villa	Painted Post	2.164
	Zoning	INDUSTRIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The site is a developed commercial site.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

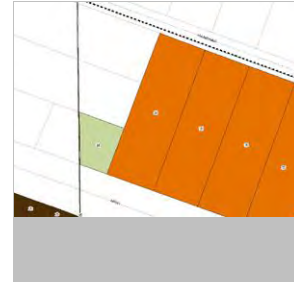
The property is 2.15 acres of flat land with buildings, parking areas and lawn. It is accessed off Bryan and Hart Streets and is visible from Interstate 86..

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The property was originally a farm. Currently, it is used as the village garage and wastewater treatment plant with a discharge to the Chemung River.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type**
Public\Private
Owner Nam **BOA ID**
Address **Acres**
Street **Zoning**
Town\Villa

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The site is an underutilized parcel of land which contains an active two-family tenant house in residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.18 acres (50 foot frontage x 152 foot depth) of flat land on High Street. The parcel contains old style house, with vinyl siding, built in 1927.

There are shrubs in the front yard with large trees in the rear. The concrete sidewalk is along the road. It accesses an alley and has an unpaved driveway and 3-car garage in rear. No curb cuts. House connected to Village water and sewer.

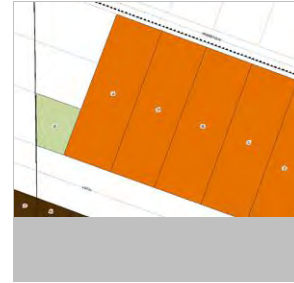
Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Originally owned by P.P & Corning Emporium Co.. W. & E. Mose 12/8/1932. J. M. Edminster to M. Edminster 9/5/1942. L. E. & C. D. Wade to J. R. & A. S. Bastin 6/22/1965.

M. Edminster to J. & A. Bastin 7/19/1965. J. R. & A. S. Bastin to A. A. & M. J. Alteri 5/26/1971. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type**
Public\Private
Owner Nam **BOA ID**
Address **Acres**
Street
Town\Villa **Zoning**

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The site is an underutilized parcel of land that contains an active one-family house in residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.17 acres (50 foot frontage x 152foot depth) of flat land on High Street. Parcel contains old style house, with aluminum siding, built in 1900. Pine tree on left front side of property. Large tree on right front side of property.

A concrete sidewalk is along the road. The parcel has an alleyway, large trees, storage shed and parking in the rear. There are no curb cuts. The house connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Painted Post Improvement Company to A. Allen 3/16/1896. A. Allen to W. Morse 12/17/1898. J. L. Morse & E. M. Luce to J. M. Wilson 10/28/1959.

J. M. Wilson to T. R. & J. C. Wilson 10/28/1959. J. C. Wilson to P. H. Wilson 8/29/1985. P. H. Wilson to L. D. & S. L. Wilson 5/4/1988.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.14-01-025.00 **Public\Private** Private
Owner Nam Wallington
Address 505
Street E High St
Town\Villa Riverside



BOA ID 36

Acres 0.182

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active one-family house in residential area

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.18 acres (50 foot frontage x 152 foot depth) on flat land on High Street. Parcel contains old style house, with aluminum siding, built in 1910. A concrete sidewalk is along the road.

An alley, Large trees, storage shed and parking are in rear of property. There are no curb cuts. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners: Painted Post/Corning Improvement Co. to B. E. Starr (no date). B. E. Starr to H. L. & J. C. Starr 8/22/1927.

H. L. & J. C. Starr to V. & M. Dillion 5/11/1950.V. & M. Dillion to M. Martin (no date). M. Martin to K. K. Loudenslager 4/19/2002. K. Loudenslager to (?) Wallington 2/2005. (?) Wallington to G. Wells 9/2006.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.14-01-026.00 **Public\Private** Private
Owner Nam Reagan
Address 507
Street E High St
Town\Villa Riverside



BOA ID 37

Acres 0.181

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.18 acres (50 foot frontage x 152 foot depth) on flat land on High Street. The parcel contains an old style house, with wood siding, built in 1900. There are large tree on the right and left front side of house.

A concrete sidewalk is along the road. An alleyway, large trees, two-car garage and parking are located in the rear of the property. There are no curb cuts. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners: Lot # 48 of Painted Post/Corning Improvement Co. to S. Sorenson (no date listed).

S. Sorenson (on his death) to H. C. Sorenson, M. S. McChesney & M. S. Tuma 2/10/1938.
H. C. Sorenson, M. S. McChesney & M. S. Tuma to L. & B. McChesney 4/26/1940.

L. & B. McChesney 1940-1991. B. McChesney to B. P. Reagan 1991. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.14-01-027.00 **Public\Private** Private
Owner Nam HUD
Address 509
Street E High St
Town\Villa Riverside



BOA ID 38

Acres 0.175

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that containsan an active one-family house in residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.18 acres of flat land on High Street. The parcel contains an old style house with wood siding, built in 1900. Small trees grow on the right front side house.

Concrete sidewalk is along the road. An alleyway, large trees, storage shed and unpaved driveway are locatd in the rear of the property. There are no curb cuts. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

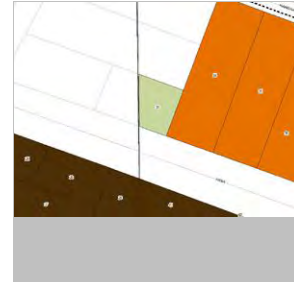
Previous owners: Corning Improvement Co. to H. F. & R. W. Spear (no date listed). H. F. Spear & R. W. Spear to R. W. & M. H. Spear 9/27/1952.

R. H. Spear to A. T. & T. M. Cross 8/21/1991 to 8/2005. Aurora Loan 8/2005. HUD 8/2005. HUD to D. E. Kapral 5/2006.

Possible contamination – parcel on right side contained underground gas tanks.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Pull parcel from Brownfield Grant Program.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Brownfield
299.14-01-028.00	Public\Private	Private
Owner Nam	JMK 235 Inc	BOA ID
Address	511	40
Street	E High St	Acres
Town\Villa	Riverside	0.184
	Zoning	COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The parcel is a Brownfield. It contains an active auto business in residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.18 acres (50 foot frontage x 152 foot depth)of flat land on High Street and Hart Street. The parcel contains a building, which houses a small office, sales area and garage area with three bays for car repair.

The building was built in 1958, sits on the corner of two streets, and has an alleyway in the rear. It includes a blacktop parking lot and concrete sidewalk in front. It has an unpaved parking area in rear. There are no curb cuts on High Street.

There are no curbs on Hart Street. The building is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners: Subdivision of Painted Post-Corning Improvement Co. H. Clark to F. R. Aulls 2/1924. F. R. Aulls to W. H. Morse 2/8/1924. W. H. Morse to L. H. Morse 3/11/1955.

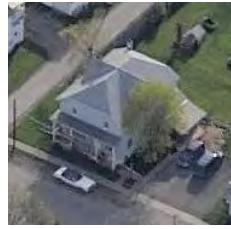
L. H. Morse & J. L. Morse to R. Alderman 6/2/1959. R. Alderman to M. S. Alderman 3/17/1987. M. S. Alderman to J. Kapral 1/1992. J. Kapral to J. & R. Savino 1/1992. J. & R. Savino to JMK 235 Inc. 8/1997.

The site is most recently known as Briggs Auto Service.

Contamination due to underground gas tanks is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

**Forclosure
List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The parcel is an underutilized parcel of land that contains an active one-family house in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This site is 0.09 acres (50 foot frontage x 76 foot depth) of flat land on Hanshaw Street (side street) off Hart Street. Land contains old style house, with alum/vinyl siding, built in 1920. The concrete sidewalk is along the road.

An Alleyway and shed are on the side of the house. The parcel has a shared driveway. There are no curbs. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners: Corning Improvement Co. to C. E. & N. M. Parker 9/4/1934. C. E. & N. M. Parker to Corning Savings & Loan 9/4/1934

Corning Savings & Loan to A. W. Payne 10/6/1941. A. W. Payne to H. A. McConnell 3/30/1954. H. A. McConnell to I. B. & F. L. Kellogg 10/4/1957. I. B. Kellogg to J. A. Keenly & L. E. Bergstrom 6/5/1991.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active, one-family house in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.35 acres (100 foot frontage x 152 foot depth) on flat land on High Street. The land contains an old style house, with wood siding, built in 1895. The concrete sidewalk is along the road. An alleyway is in the rear.

A wooden fence is constructed along the circumference of the back and side yards. There are curb cuts in the front yard. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners: Subdivision of Painted Post/Corning Emporium Co. Painted Post/Corning Improvement Co. to T. L. Smith 1/3/1898.

K. Smith, P. Sears & B. B. Dickens (heirs to T. L. Smith) to A. B. & B. M. Anglehart 4/17/1947.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Underutilize
299.14-03-010.00	Public\Private	Private
Owner Nam	Snyder	BOA ID 43
Address	519	Acres 0.166
Street	E High St	Zoning COMMERCIAL
Town\Villa	Riverside	

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active two-family tenant house in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.17 acres (50 foot frontage x 144 foot depth) on flat land on High Street. The parcel contains an old style house, with composition siding, built in 1900. A concrete sidewalk is along the road.

There is a non-paved driveway in the front yard. There is an alleyway and storage shed in rear and a fenced-in rear yard. There is a curb cut in the front yard. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

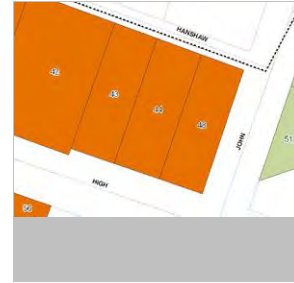
Previous owners: Sub-division of Painted Post & Corning Emporium Co.. Painted Post /Corning Improvement Co. to R. R. & P. M. Moss 10/21/1927.

R. R. & P. M. Moss to M. L. Richards 7/31/1950. M. L. Richards to J. & J. Snyder 8/1965. J. Snyder to J. Snyder 3/1993.

No contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The parcel is underutilized. It containsan active two-family tenant house in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The lot is 0.17 acres (50 foot frontage x 144 foot depth) of flat land on Route 415. The parcel contains an old style house, with wood siding, built in 1920. A concrete sidewalk is along the road.

There is a Large oak tree in front. An alleyway and parkingare in the rear. There is a fenced-in area approx. 6' x 10' in the rear yard. There are no curb cuts. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

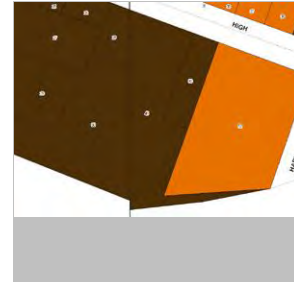
Subdivision APP file. Painted Post/Corning Improvement Co. to R. M. Gridley 7/13/1900. R. M. & A. I. Gridley to C. Durkin 5/10/1911.

M. E. Durkin (heir to C. Durkin) to D. & M. Bishop 5/2/1946. D. O. & M. D. Bishop to J. & J. Snyder 8/1965. J. Snyder to J. Snyder 12/14/1992.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	<input type="text" value="Brownfield"/>	
<input type="text" value="299.18-01-011.00"/>	Public\Private	<input type="text" value="Private"/>	
Owner Nam	<input type="text" value="Hakes"/>	BOA ID	<input type="text" value="45"/>
Address	<input type="text" value="412-414"/>	Acres	<input type="text" value="0.577"/>
Street	<input type="text" value="E High St"/>	Zoning	<input type="text" value="COMMERCIAL"/>
Town\Villa	<input type="text" value="Riverside"/>		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a brownfield parcel of land in commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is .58 acres of flat land on Route 415. It is unpaved with brush and graveled areass on the property. A concrete sidewalk is along the road. There are curb cuts. Village water and sewer are available.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Painted Post Improvement Co. to E. J. Benn (no date). E. J. Benn, C. M. Benn, A. Benn Markham Baker to G. Owens 10/8/1927. T. O. Poland to S. F. Owens 8/24/1938.

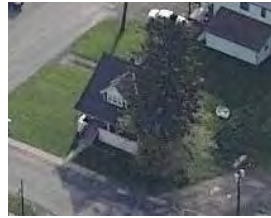
S. Owens to T. Poland 3/28/1940. T. Poland to G. Owens 1/13/1941. G. C. Owens to A. G. & E. Pearson 6/23/1947. Mortgage held by C. Hooey, R. Hooey & R. Ahlgren 11/14/1966. Barker Properties 6/3/1969.

G. Hakes 7/1969 to 2/2008. High Victory Holdings 2/2008.

Contaminated. Parcel once contained a foundry/scrap yard, Barker Lumber Company, a gas station and Painted Post Car Mart.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres

Zoning **Forclosure List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The lot is.10 acres (50 foot frontage x 80 foot depth) of flat land on the corner of two streets - John and Dennison Streets. The parcel contains an old style house with wood siding, built in 1930.

A concrete sidewalk is along road in front of the house. There is an unpaved driveway in rear. There are no curbs. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Subdivision Painted Post & Corning Emporium Co. J. Lyon & Wife to C. Arndly 10/1/1887. J. R. Middick to A. Clark 10/31/1930. E. Johnson 6/1945. E. Johnson to K. Nichols 7/1976.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
 299.14-03-008.00 **Public\Private** Private
Owner Nam Williams
Address 513
Street E High St
Town\Villa Riverside



BOA ID 47

Acres 0.086

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is an underutilized parcel of land that contains an active, one-family residence in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is .09 acres (50 foot frontage x 76 foot depth) of flat land on corner of two streets - Hart and Route 415.. The parcel contains a store/photo studio that has been converted to a residence. The front of the building is on Route 415.

The building has wood siding and was built in 1910. A concrete sidewalk is along the road in front of the house. The parcel shares a paved driveway in rear. There are no curb cuts. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Subdivision of Painted Post & Corning Emporium Co.. Painted Post & Corning Improvement Co. to Corning Savings & Loan & C. E. & N. M. Parker 9/4/1934.

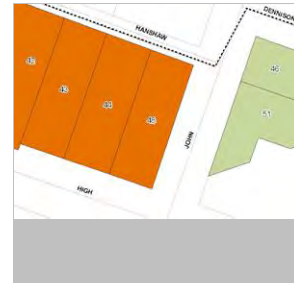
Corning Savings & Loan to C. E. & N. M. Parker 10/20/1942. F. L. Parker, E. M. Mattoon & J. M. Holmes 9/15/1958. F. L. & M. R. Parker to I. & F. Kellogg 7/16/1962.

S. T. Burgett to N. L. Burgett Williams 7/9/1979 I. & F. Kellogg to I. Kellogg 2/21/1996. I. Kellogg to C. & N. Williams 2/21/1996.

No known contamination. However, the property across the street (#40) has contamination from underground gas tanks.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This parcel of land is a potential brownfield that contains active businesses on the lower level and a tenant apartment on the upper level in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.17 acres (50 foot frontage x 144 foot depth) of flat land on corner of John Street and Route 415. Front of building is on Route 415. Building has wood siding and was built in 1930. An alleyway is in the rear.

A retail food business and game business are on the first floor. A rental apartment is on the second level and a propane gas tank storage building is in rear. A five to six car asphalt parking lot is in front. There is minimal landscaping.

A concrete sidewalk is along the road in front of the building. There are no curbs on Route 415. There are no curbs on John Street. The building is connected to Village water and sewer.

Use and Environmental History

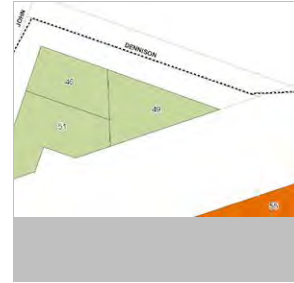
Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Painted Post & Corning Improvement Co. to W. Pepper 5/2/1914. W. Pepper to K. Durkin 6/6/1919. K. Durkin to L. Abbott 4/15/1927. L. L. & C. B. Abbott to Van Dyne Oil Co. 10/18/1930.

Van Dyne Oil Co. to J. Snyder 2/23/1956. J. A. Snyder I to J. Snyder 3/22/1993. J. Snyder to J. A. Snyder II 10/2/2002

Possible contamination. The parcel contained a gas station at one time.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa

BOA ID
Acres

Zoning **Forclosure List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.26 acres (130.68 foot frontage x 86.14 foot depth) of flat land. The parcel contains an old style house, with alum./vinyl siding, built in 1924. It is the only house on the dead-end street. It has a 2 1/2 car garage.

The parcel has an unpaved driveway. There are no curbs. The house is connected to Village water and sewer. There are trees in the rear yard along the railroad tracks.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Subdivision Damoth Plot. Painted Post & Corning Improvement Co. to J. F. Barr 12/27/1921. M. M. & K. V. Gambell, M. E. & C. Barr (heirs to J. F Barr ?) to H. J. Barr 4/11/1934. H. J. & V. V. Barr to G. W. & M. I. Gould 4/20/1935.

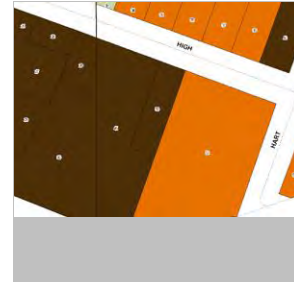
G. W. & M I Gould to A. Jones 1/29/1937.A. & D. A. Jones to M. Seeley 11/19/1938. M. Seeley to N. Doud 7/22/1946. N. Doud to N. & E. Stanton 6/17/1949. Village of Riverside to N. C. Stanton 9/6/1955.

N. C. & E. E. Stanton to H. R. & I D. Johnson 1/21/1969. H. R. & I. D. Johnson to C. D. Watts 9/18/1972. C. D. Watts to J. A. & J. E. Snyder 9/21/1973. J. A. & J. E. Snyder to A. E. & J. E. Gasparri 6/26/1981.

No contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield
299.18-01-012.00	Public\Private	Private
Owner Nam	Hakes	BOA ID 50
Address		Acres 0.147
Street	E High St	Zoning COMMERCIAL
Town\Villa	Riverside	



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a brownfield parcel of land in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .14 acres (40 foot frontage x 150 foot depth) of flat land on the corner of Route 415 and Bronson Street. It is unpaved, but has brush and graveled areas. A building is on the property. A concrete sidewalk is along Route 415.

There is one curb cut on Route 415 and one on Bronson Street. Village water and sewer area available to the site.



**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Corning Improvement Co. to W. R. Devoe. W. R. & M. Devoe to M. Devoe 9/30/1942. M. Devoe to J. W. & M. Devoe 5/7/1952. J. & M Devoe to G. Hakes 11/6/1972. G. Hakes to High Victory Holdings 2/2008

Assumed to be contaminated. Parcel once contained a foundry/scrap yard, Barker Lumber Company, a gas station and Painted Post Car Mart.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Vacant		
299.14-03-013.00	Public\Private	Private		
Owner Nam	Snyder	BOA ID	51	
Address		Acres	0.153	
Street	John St	Zoning	COMMERCIAL	
Town\Villa	Riverside			

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a vacant parcel in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 1.70 acres (109.635 foot frontage x 100 foot depth) of flat land on the corner of Route 415 & John Street. It is triangle shaped and unpaved. Trees area are along the railroad tracks on the side of the property. There are no curb cuts.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

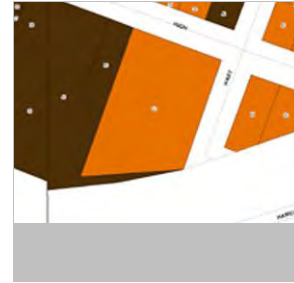
Painted Post/Corning Improvement Co. to A. & A. Olson 7/29/1903. A. & A. Olson to L. R. & M. Shelley 12/5/1930. J. L. Clark to L. R. & M. Shelley 10/21/1933.

L. & M. Shelley to R. Shelley 7/7/1959. R. & E. C. Shelley to G. & S. Orso 9/8/1970. G. & S. Orso to J. & J. Snyder 10/10/1972. J. Snyder I to J. Snyder 3/1993. J. Snyder to Christian Hope Center (no date).

No known contamination. Gas station was located across street in 1940's/1950's

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield	
299.18-01-014.00	Public\Private	Private	
Owner Nam	Bennett	BOA ID	52
Address	508	Acres	0.833
Street	E High St	Zoning	COMMERCIAL
Town\Villa	Riverside		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a suspected brownfield. The parcel contains an active dry cleaning business in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .85 acres (160 foot frontage x 268.32 foot depth) of flat land on Route 415. The parcel contains a dry cleaning/laundry business. The building has wood siding and was built in 1989. There is an asphalt parking lot with mature landscaping.

Trees and shrubs are along the railroad tracks at the rear of the building. A concrete sidewalk is along the road. There is a curb cut. The building is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: In '70-'71 Assessment Book this property was owned by C & E King. G. Hakes 4/29/1988. G. Hakes to Checo Inc. 3/7/1989. Checo Inc to Steuben County 6/12/1998.

Steuben County to WJT Properties 6/23/1998. WJT Properties to P. A. Reppert 10/16/1998 P. A. Reppert to Bennett Enterprise 6/25/2001. Bennett Enterprise to R. Davis 2007(?).

Contamination is suspected. Parcel once contained a foundry/scrap yard, Barker Lumber Company, a gas station, Painted Post Car Mart and different restaurants.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

**Forclosure
List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is vacant land in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The lot is .28 acres of grassy flat land abutting the railroad. The parcel is located between the Storeflex employee parking lot and the Cutler Creek dike. It is landlocked by the DEC dike.

**Use and
Environmental
History**

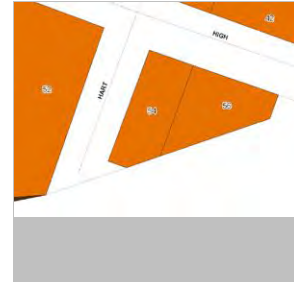
Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Painted Post Development Co. to J. A. & D. M. Cutler 7/30/1954. J. & D. Cutler to H. Cutler 1/1973. H. Cutler to Village of Riverside 1/1998.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active two-family house in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.15 acres (50 foot frontage x 132 foot depth) of flat land on the corner of Route 415 and Hart Street. The parcel contains an old style house, with wood siding, built in 1900. There is a two-car garage and storage shed.

The lot has an unpaved driveway. A concrete sidewalk is along the road in front. There are no curb cuts on Route 415 or on Hart Street. The house is connected to Village water and sewer. Trees in the rear yard are along the railroad tracks.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Painted Post/Corning Improvement Co. to D. Hollis 2/25/1903. H. W. Coles & C. Hollis Coles to L. M. H. Van Housen & C. Hollis Coles 10/27/1936. R. Knowles 12/ 1995. Steuben County 4/2002. (?)

No known contamination. Parcel across street (Parcel #52) once contained a foundry/scrap yard, gas station and lumber company.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	<input type="text" value="Underutilize"/>	
<input type="text" value="299.18-01-002.00"/>	Public\Private	<input type="text" value="Private"/>	
Owner Nam	<input type="text" value="Storflex"/>	BOA ID	<input type="text" value="55"/>
Address	<input type="text" value="392"/>	Acres	<input type="text" value="8.627"/>
Street	<input type="text" value="Pulteney St"/>		
Town\Villa	<input type="text" value="Riverside"/>	Zoning	<input type="text" value="INDUSTRIAL"/> <input type="text" value="COMMERCIAL"/>
		Forclosure List <input type="radio"/> Yes	

Use Status

Describe, the sites
current condition
in terms of use and
operational
status,i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active, manufacturing facility in industrial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 8.73 acres of flat land on the corner of Route 415 and Hammel Street. It is near the Route 415 exit and I86 on/off ramps. The building houses offices, manufacturing, warehousing and shipping docks.

Batch feeder/ventilation system/dust collector system are on the top left side of the building. The building was built in 1942. Paved parking areas are located to the left of the building and across Route 415.

A concrete sidewalk is along the road in front of building and in front of parking area across the street. Curb cuts provide access to both parking areas. No curbs on Hammel Street. The facility is connected to Village water and sewer.

There is mature landscaping around the building. The parking lot is fenced.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Corning Glass Works (dates ?) Corning Glass Works to Weyerhaeuser Co. 1/1979. Weyerhaeuser Co. to Steuben IDA 4/1979-2/2004. Steuben IDA to R. Santell 2/2004 (?).

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID **Type** Underutilize
299.18-01-016.00 **Public\Private** Private
Owner Nam Snyder **BOA ID** 56
Address 514-516 **Acres** 0.151
Street E High St **Zoning** COMMERCIAL
Town\Villa Riverside

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active two-family,tenant house in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.25 acres (100 foot frontage x 107.49 foot depth) of flat land on Route 415. The parcel contains an old style house, with wood siding, built in 1900. A concrete sidewalk is along the road. Trees are along the railroad tracks in back.

The two-car garage, on left side, was used as a car repair shop by Luckner's Car Repair and Sparling's Car Repair. There is a curb cut. The house is connected to Village water and sewer, but the garage is not.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

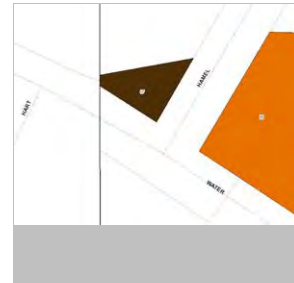
Previous Owners: C. J. & I. M. Van Housen to G. Pechenak (date ?). G. Pechneak to A. T. Pechenak 8/12/1949 (???). A. T. Pechenak to tenants E. J. & R. Bleichner 1/25/1937.

E. J. & R. M. Bleichner to J. & J. Snyder 9/7/1972.

No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Name
Address
Street
Town\Villa



BOA ID

Acres

Zoning

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a potential Brownfield site in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .09 acres of triangle-shaped grassy, flat land. Railroad tracks are in the rear of the property. Three large trees, smaller trees, brush and undergrowth are on the property. There are no curb cuts.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: M. & H Frazer to E. Frazer 5/1/1899. E. Frazer to W. M. Bronner 9/14/1901. W. M. Bronner to C. A. & B. G. Lewis 6/15/1923.

M. Lewis, M. Lewis & G. McGoff (heirs to C. A. & B. G. Lewis ?) to B. L. Simpson 8/24/1944. B. L. Simpson to S. R. & L. Warren 5/25/1955.

No contamination is known, but is suspected..

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Name
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status, i.e. vacant,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.11 acres (40 foot frontage x 110 foot depth) of flat land on Balcom Street off Route 415. The parcel contains old style house, with wood siding, built in 1920. The lot includes a one-car garage and non-paved driveway.

A concrete sidewalk is along road. There are no curbs. The house is connected to Village water and sewer. There is a concrete gutter between the roadway and parcel.

Use and Environmental History

Describe, the sites
operational
history, potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to Nancy Townsend 7/29/1903. F. J. Townsend, & B. W. & A. T. Heermans to L. & E. Benjamin 5/8/1923. L. & E. Benjamin to P. & M. Race 9/1960.

Originally farm land. No contamination is suspected

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Vacant	
299.18-02-046.00	Public\Private	Private	
Owner Name	Race		BOA ID 59
Address			Acres 0.173
Street	Balcom Ave		Zoning RESIDENTIAL
Town\Villa	Riverside		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is vacant land in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is .17 acres of grassy, flat land on Balcom Street off Route 415. There is heavy vegetation around circumference of the parcel. A concrete sidewalk is along the street. There are no curbs.

There is a concrete gutter between roadway and the parcel. Village water and sewer are available.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to N. Townsend 7/30/1903. F. J. Townsend to F. E. & G. D. Smith 12/1/1926. F. & G. Smith to S. C. Smith 10/17/1934.

S. J. Smith to J. E. Smith 9/27/1941. J. E. Smith to W. A. & M. G. Smith 6/4/1943. M. G. Smith to P. J. & M. L. Race 6/28/1944. Parcel is for sale with Steuben Realty Co.

Originally farm land, the parcel has always been vacant. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID

Type

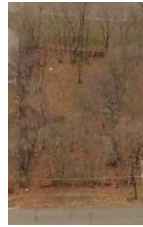
Public\Private

Owner Name

Address

Street

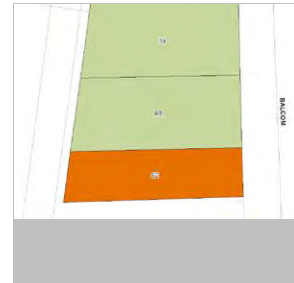
Town\Villa



BOA ID

Acres

Zoning



Forclosure List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Vacant land in residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .17 acres (60 foot frontage x 127.7 foot depth), of grassy, flat land. There is heavy vegetation around circumference of the parcel. A concrete sidewalk is along the street. There are no curbs.

A concrete gutter is between the roadway and the parcel. Village water and sewer is available.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. H. E. & M. H. Keeley 8/26/1948. H. E. & M. H. Keenley to P. J. & M. L. Race 9/26/1948. M. L. Race to P. J. Race 9/21/1960. Parcel is for sale with Steuben Realty Co.

Originally farm land, the parcel has always been vacant. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-056.00 **Public\Private** Private
Owner Nam Jelliff
Address 18
Street Balcom Ave
Town\Villa Riverside



BOA ID 61

Acres 0.148

Zoning RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active, one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.14 acres (40 foot frontage x 155 foot depth) of flat land off Route 415 on Balcom Street. The parcel contains a ranch style house, with wood siding, built in 1930. The lot includes a shed and fenced-in back yard.

a concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer. A concrete gutter exists between the roadway and parcel.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. W. R. & Wife to C. Littlefield & F. Bierwiler 8/31/1926. C. Littlefield, F. Bierwiler & L. M. Bierwiler to H. M. Stevens 11/21/1928.

C. L. Stevens & C. E. Stevens (heirs to H. M. Stevens to R. H. & M. E. Wolcott 11/25/1938. R. H. & M. E. Wolcott to D. & E. Preston (no date). D. & E. Preston to R. Preston 5/1986.

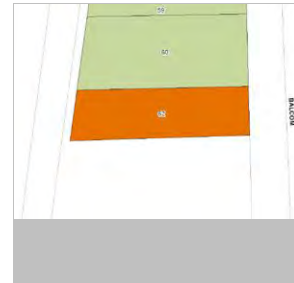
Originally farm land. No contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-044.00 **Public\Private** Private
Owner Nam Johnson
Address 19
Street Balcom Ave
Town\Villa Riverside



BOA ID 62
Acres 0.131



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active, one-family house in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.13 acres (40 foot frontage x 135 foot depth) of flat land off Route 415 on Balcom Street. The parcel contains an old style house, with composition siding, built in 1920. There is a shed and fenced-in yard.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer. A concrete gutter exists between the roadway and parcel.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to N. Townsend 7/29/1903. C. Woolever to G. M. Smith 4/21/1928. G. M. Smith to N. L. Bloom & S. F. Nelson 1/27/1960.

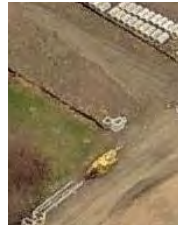
N. L. Bloom & S. F. Nelson to E. & K. J. Overstrom 2/23/1962. E. H. & K. J. Overstrom to H. A & E. C. Barkley 6/10/1965 H. A. & E. C. Barkley to A. & S. Resvold 4/1973.

A. & S. Resvold to J. & S. Bartholomay 5/1994. J. & S. Bartholomay 5/1994. HUD 8/2004.

Originally farm land. No contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
299.18-01-060.00 **Public\Private**
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

**Forclosure
List** ☐ **Yes**

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a potential Brownfield. It is currently vacant land in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .02 acres of grassy, flat land. It is visible from I86. It is a portion of the old Imperial Club property. There are no curbs. Village water and sewer are available.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: R. H. Goff to W. H. Wilcox 7/12/1910. W. H. Wilcox to J. B. Jones & P. A. Payne 9/4/1917. J. B. & B. Jones to G. L. McIntyre 10/23/1920 Painted Post Development 12/1920.

Ingersoll Rand Company 12/1959. Corning Community YMCA 8/2004. The parcel is currently landlocked by DEC flood control structures (??)

No known contamination

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize

299.18-02-057.00 **Public\Private** Private

Owner Nam Barney

BOA ID 64

Address 16

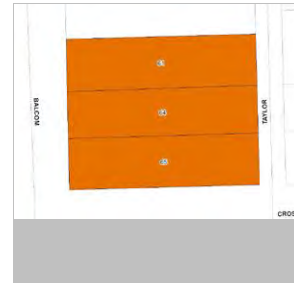
Acres 0.135

Street Balcom Ave

Town\Villa Riverside

Zoning RESIDENTIAL

**Forclosure
List** ☐ Yes



Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.14 acres (40 foot frontage x 155 foot depth) of flat land off Route 415 on Balcom Street. The parcel contains a cottage style house, with wood siding, built in 1930. There are a shed and garage in the rear.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer. A concrete gutter exists between the roadway and parcel.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to N. Townsend 7/29/1903. N. Townsend to H. & D. Ketchum 7/30/1903.

H. & D. Ketchum to A. Morris 7/27/1944. A. E. & L. E. Morris to A. R. Thomas 3.23.1949. A. R. & K. O. Thomas to R. Carpenter 3/30/1970. R. L. & V. L. Carpenter to R. E. & H. L. Wright 10/2/975. R. E. & H. L. Wright to B. Barney (?) (no date).
Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-058.00 **Public\Private** Private
Owner Nam Mayo
Address 14
Street Balcom Ave
Town\Villa Riverside



BOA ID 65
Acres 0.148

Zoning RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active, one-family house in residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.14 acres (40 foot frontage x 155 foot depth) of flat land off Route 415 on Balcom Street. The parcel contains a ranch-style house, with wood siding, built in 1940. There is a partially fenced-in back yard.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer. A concrete gutter exists between the roadway and parcel.

**Use and
Environmental
History**

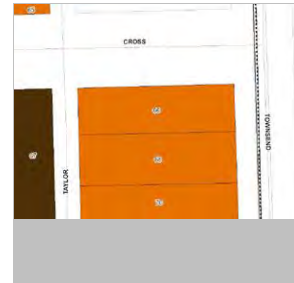
Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. W. Stiker 5/1974. W. & E. Stiker Trust 1/1992. W. & E. Stiker Trust 4/1995.

Originally farm land. No contamination

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-067.00 **Public\Private** Private
Owner Nam Willow
Address 20
Street Townsend Ave
Town\Villa Riverside



BOA ID 66

Acres 0.111

Zoning RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The underutilized parcel of land contains an active, one-family house in residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.11 acres (40 foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street. The parcel contains an old style house, with brick exterior, built in 1920. The lot has a fenced-in back yard.

The out-building in rear is in use. A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. W. S. Mori ('70's)

Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This parcel of land contains a building with active businesses and an active tenant house, in a commercial area and may be a brownfield..

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 1.00 acre of flat land on the corner of Route 415 and Balcom Avenue. The parcel contains three buildings. The large building houses the Subway Sub Shop, Car Quest Auto Parts and the rear half of the building is vacant.

The largest portion of the building was built in 1965 and the sub shop was built in 2006. The smaller building houses A&A Motorcycle Repair Shop. This building is a service station-type building with a bay area. The building was built in 1965.

The third building is old style house that contains 3-4 apartments. There 1 or 2 trees near house. Concrete sidewalk between large building and Route 415. Parking area in front and on left side of large building.

Curb in front of parking area for large building only (on Rt. 415). No curbs near other buildings. The buildings and house are connected to village water/sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous site of Chilson Wilcox Auto Dealership, Stiker Used Car Sales and Sparling Gas/Service Station.

Previous Owners: Balcom Farm Property. W. & E. Stiker Trust 1/1992. W. & E. Stiker Trust 4/1995. A. & S. Stiker 7/1999.

Originally farm land. Contamination unknown but this is considered a potential Brownfield.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

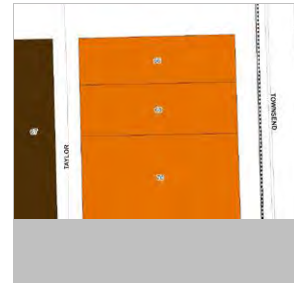
Tax Parcel ID **Type** Underutilize
299.18-02-066.00 **Public\Private** Private
Owner Nam Dunning
Address 18
Street Townsend Ave
Town\Villa Riverside



BOA ID 68

Acres 0.120

Zoning RESIDENTIAL



Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active, one-family house in a residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.12 acres (40 foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street.

The parcel contains an old style house, with composition siding, built in 1900. There is a fenced-in yard. A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to F. J. Townsend (? Date). F. J. Townsend to E. J. Jerry 9/21/1907. E. J. & M. J. Jerry to F. E. Aber 1/13/1927.

F. E. & B. F. Aber to B.R. & M. E. Taylor 7/9/1947. R. B. & M. E. Taylor to M. I. Blackwell (? date). M. I. Blackwell to D. J. Drane 4/2002. D. J. Drane to G. W. Dunning (? – date ?).

Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Underutilize
299.18-01-049.00	Public\Private	Private
Owner Nam	Panosian	
Address	360-372	
Street	Pulteney St	
Town\Villa	Riverside	



BOA ID 69

Acres 7.726

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains three buildings with active businesses and two pieces of vacant land in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 7.75 acres of flat land on the corner of exit 45 off Interstate 86 & Route 415. The parcel contains three buildings. The large building is a shopping center/strip mall that houses Dollar's Worth Dollar Store, Rent-a-Center, AT&T Store,

Original Italian Pizza Shop and one vacant store. This building was built in 1977. The second building is an auto drive-in type shop that houses Monro Muffler. This building was built in 1979.

The third building is a dining type building that houses Friendly's Restaurant. This building was built in 1979. Each building has a parking lot with substantial parking in front of the strip mall.

Two vacant pieces of land are located to the left of the strip mall. Large grassy area with 10 trees covers the front area between the parking lot and Route 415. Three curb cuts

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

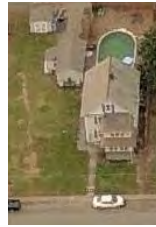
All three existing buildings are connected to Village water and sewer. Two vacant pieces of property have access to Village water and sewer.

Previous Owners: Village of Riverside Urban Renewal Agency (11/24/1976). VORURA to R. Panosian (? date).

Property once contained houses. No contamination suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-065.00 **Public\Private** Private
Owner Nam Gilbert
Address 16
Street Townsend Ave
Town\Villa Riverside



BOA ID 70

Acres 0.222

Zoning RESIDENTIAL

Forclosure List
☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active,one-family house in residential area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.23 acres (80 foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street. The parcel contains an old style house, with wood siding, built in 1910. It has a fenced-in yard.

There ia one-car garage and shed with coal storage on the lot. A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. & J. McKinney (1970's). A. & B. Blodgett 1/1995. J. Seitz & E. Goldman 6/2001. G. & K. Hatch 8/2002

Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Underutilize	
299.18-02-064.00	Public\Private	Private	
Owner Nam	Dominick	BOA ID	71
Address	12	Acres	0.119
Street	Townsend Ave	Zoning	RESIDENTIAL
Town\Villa	Riverside		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.11 acres (40foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street. The parcel contains an old style house, with wood siding, built in 1920. It has a fenced-in yard with a two-car garage.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. W. & E. Stiker Trust 1/1992. W. & E. Stiker 4/1995

Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Underutilize	
299.18-02-063.00	Public\Private	Private	
Owner Nam	Hughey	BOA ID	72
Address	10	Acres	0.121
Street	Townsend Ave	Zoning	RESIDENTIAL
Town\Villa	Riverside		



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.11 acres (40 foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street. The parcel contains old style house, with composition siding, built in 1900. The lot has a fenced-in yard and a 16x20 carport.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to N. Townsend 7/29/1903. Townsend Co. & A. Herman to L. Hilton 9/6/1905.

L. Hilton to A. Hilton 11/1/1917. A. D. Hilton to R. E. Harrison 9/16/1919. R. B. & C. W. Harrison to B. T. Sweigart 3/26/1923 B. T. Sweigart & C. H. Chase (executor of H. E. Sweigart to L. H. & J. J. Whitney. 4/10/1986.

Originally farm land. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type** Underutilize
299.18-02-062.00 **Public\Private** Private
Owner Nam Wright **BOA ID** 73
Address 8
Street Townsend Ave
Town\Villa Riverside



Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This underutilized parcel of land contains an active one-family house in a residential area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.11 acres (40foot frontage x 125 foot depth) of flat land off Route 415 on Taylor Street. The parcel contains an old style house, with wood siding, built in 1910. It has a fenced-in rear yard and garage.

A concrete sidewalk is along the road. There are no curbs. The house is connected to Village water and sewer. The used car dealership (next door) was once the location of a gas station.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. M. M. Balcom heirs to N. Townsend 7/29/1903. E. Moulthrop to J. Moulthrop 6/21/1939. J. & R. Moulthrop to H. & A. Franzen 12/30/1939. D. & K. Ingalls 6/1988.

Originally farm land. No known contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Brownfield
299.18-02-060.00	Public\Private	Private
Owner Nam	Stiker	
Address	354	
Street	Pulteney St	
Town\Villa	Riverside	



BOA ID 74

Acres 0.39

Zoning COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This parcel of land, which may be a brownfield, contains an active used car dealership in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

This parcels is 0.39 acres (153.4 foot frontage x 162 foot depth) of flat land on Route 415. The parcel contains a building with office and two service bays, with wood siding, built in 1986. There is an asphalt parking lot for approximately 30 vehicles.

The parcel fronts village streets with curb cuts on each side of building. The concrete sidewalk in front of parking lot is along Route 415. The building is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Balcom Farm Property. W. & E. Stiker Trust 1/1992. W. & E. Stiker Trust to ? 4/1995. ???

Originally farm land. Gas station on premises at one time. Potential contamination could exist..

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	<input type="text" value="Brownfield"/>	
<input type="text" value="299.18-01-039.00"/>	Public\Private	<input type="text" value="Private"/>	
Owner Nam	<input type="text" value="Hammer"/>	BOA ID	<input type="text" value="75"/>
Address	<input type="text" value="350"/>	Acres	<input type="text" value="0.261"/>
Street	<input type="text" value="Pulteney St"/>	Zoning	<input type="text" value="COMMERCIAL"/>
Town\Villa	<input type="text" value="Riverside"/>		

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Uthis parcel of land, that may be a brownfield, contains an active two-story building in a commercial area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.19 acres (165 foot frontage x 50 foot depth) on flat land on Route 415. The parcel contains a building with retail sales area and office, vacant office/sales space and tenant apartment, with brick siding, built in 1960.

Asphalt parking area in front of the building. The lot has trees and landscaping. There are no curbs. The building is connected to Village water and sewer.

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Crystal City Improvement Company to J. M. Beck (? date). J. M. Beck to E. Hall 12/28/1920. E. E. Hall Jr. & Wife to L. Narzisenfield 7/26/1921.

Carpenter & Pfeifer Inc. to T. I. Carpenter 9/18/1972. T. Carpenter to 350 W. Pulteney Real TY (Realty ?) Corp. 4/1978. The building is for sale with Realty USA.

The building once housed a car sales area (1947) and gas station. Potential contamination may be present.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
299.18-01-040.00 **Public\Private**
Owner Nam
Address
Street
Town\Villa



BOA ID

Acres

Zoning

**Forclosure
List** ☐ **Yes**

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This parcel may be a brownfield and contains an active retail store in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.11 acres (60 foot frontage x 81.88 foot depth) of flat land off Route 415. The parcel contains a building with retail sales area, built in 1978. There is an asphalt parking area in front of the building. There are no curbs.

Building once housed a barbershop. The building is served by village sewer and water.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: Crystal City Improvement Company. R. & M. Hunter 10/1978.

No known contamination but may be a brownfield.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Brownfield
NYS DOT	Public\Private	Public
Owner Nam	NYSDOT	BOA ID
Address		77
Street		Acres
Town\Villa	Riverside	0.678
	Zoning	COMMERCIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This is a vacant parcel of land in a commercial area which could be a brownfield.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.89 acres of flat land on Route 415. The parcel is close to an intersection, traffic signals and I86 on/off ramps. The property contains 5 trees. The parcel may be better suited for parking lot extension and green space with benches.

No curb cuts exist and none are permitted by NYSDOT (??). Village water and sewer is available to the property.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: ?

Gas station was on this parcel at one time. No known contamination but potential exists.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID	Type	Vacant
NYS DOT	Public\Private	Public
Owner Nam	NYSDOT	BOA ID
Address		78
Street		Acres
Town\Villa	Riverside	0.622
	Zoning	COMMERCIAL



Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This vacant parcel of land is in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 0.92 acres of flat land on Route 415. The parcel is close to an intersection, traffic lights and I86 on/off ramps. The property contains 8-10 trees. There are no existing curb cuts.

Curb cuts would be permitted on right side of parcel only, due to traffic flow, traffic lights and I86 on ramp. On ramp bounds left side of the parcel. Village water and sewer are available.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: ? Prior to I86 expansion this parcel of land housed a fast food restaurant (MacDonalds) . No contamination suspected..

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**

Public\Private

Owner Nam

Address

Street

Town\Villa



BOA ID

Acres

Zoning

**Forclosure
List** ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

This vacant parcel of land is in a commercial area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 0.03 acres of flat land off Route 415. The parcel is close to an intersection, traffic lights and I86 on/off ramps. The property contains 4-6 trees. There are no existing curb cuts.

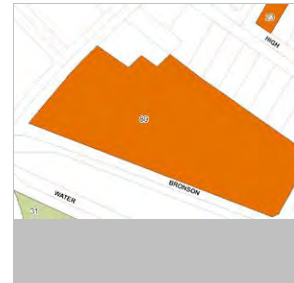
The I86 on ramp bounds the left side of parcel. Village water and sewer are available.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous Owners: ? Prior to I86 expansionm this parcel of land contained a retail paint and carpeting store. No contamination is suspected.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Underutilize
299.13-05-039.00	Public\Private	Private
Owner Nam	Dresser Rand	BOA ID 80
Address		Acres 3.827
Street		Zoning INDUSTRIAL
Town\Villa	Painted Post	

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Previous industrial site.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

This parcel is 3.82 acres. It is part of Dresser Rand property and contains large metal buildings and pavement. No other information available at this time. No tax sheet as part of Dresser Rand property.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Originally a lumber mill to supply wood requirements for the Ingersoll Rand factory which was phased out and buildings erected to house office space, parts storage and light industrial manufacturing. Currently used as storage space.

No known contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID	Type	Underutilize	
299.13-02-003.00	Public\Private	Public	
Owner Nam	Feinberg et. al.	BOA ID	81
Address	PARKING	Acres	4.008
Street	Village Sq	Zoning	PLANNED COMMERCIAL DISTRICT
Town\Villa	Painted Post		

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Parking area and landscaping for use by businesses in the Village Square shopping area.

Property Description

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 7.23 acres of flat parking lot and landscaped areas used for Village Square Mall. Trees and landscaping needs to be added or replaced in some areas. Stamped asphalt surfaced added in 2006 (?) on walkways to unify and update.

New pole lights installed in 2006 (?)..

Use and Environmental History

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

The area was ormerly residential and commercial buildings prior to 1972 flood. No known contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties



Tax Parcel ID Type Underutilize

299.13-03-023.00 Public\Private Private

Owner Nam Immaculate Heart of Mary

BOA ID 82

Address 121

Acres 1.197

Street E High St

Town\Villa Painted Post

Zoning URBAN CENTER
RESIDENTIAL

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

The parcel is a vacant church with associated buildings and parking area.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is 1.20 acres fronting Route 415 at the Hamilton Street intersection. There is a flat parking area 50 x 168 ft. Mature trees and landscaping are on the lot as well as church building, school (1 story, built in 1952) and a rectory.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Previous owners (???). No known contamination.

Pre-Nomination Study
Descriptive Profile of
Brownfield and
Underutilized Properties

Tax Parcel ID **Type**
Public\Private
Owner Nam
Address
Street
Town\Villa



BOA ID
Acres
Zoning

Forclosure
List ☐ Yes

Use Status

Describe, the sites
current condition
in terms of use and
operational
status.i.e vacan,
abandoned,
partially
developed,

Developed commercial use.

**Property
Description**

Describe, the
physical
characteristics
of the property,
buildings, and

The parcel is .52 acres and has a two-story building with parking area, small area of grass with shrubs on a 80 x 120 lot.

**Use and
Environmental
History**

Describe, the sites
operational
history,potential
contamination issues
and ground water
conditions

Current Use: Hair Salon and upper level apartment. Formerly residential properties. No known contamination.