Children's Hospital of Buffalo

For the New York State Environmental Quality Review
Draft Environmental Impact Statement

City of Buffalo
Erie County, New York

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EXECUTIVE SUMMARY

This Action involves the construction of a new Children's Hospital of Buffalo. The new hospital would include an Emergency Department, Trauma Center with Helipad, inpatient hospital beds, ancillary inpatient and diagnostic services, family lodging and ambulatory services. The building will be up to 400,000 square feet and up to 10 stories and located at the corner of High and Ellicott Streets in the City of Buffalo, New York ("Project").

The Project will be located on the Buffalo Niagara Medical Campus ("BNMC"), at 818 Ellicott Street, Buffalo, New York ("Project Site"). This site is generally bounded by Goodrich Street to the north, Main Street to the west, High Street to the south and Ellicott Street to the East.

The Children's Hospital of Buffalo (CHOB) will continue to be operated by Kaleida Health ("Kaleida"). The hospital would serve as a replacement for the existing Women and Children's Hospital of Buffalo, located at 219 Bryant St, Buffalo, NY 14222.

Project Description

Kaleida Health will construct and operate Children's Hospital of Buffalo at 818 Ellicott Street, Buffalo, New York. The building will be 10 stories with floor plates of up to 40,000 square feet for a total of up to 400,000 square feet. The building will be located on approximately 2.3 acres of the approximately 3.7 acre block surrounded by Ellicott, High, Main, and Goodrich Streets. The area of the block that is not occupied by CHOB will be used for the Medical Office Building ("MOB") previously proposed by Ciminelli Development. The two projects together will occupy the entire block bounded by Ellicott, High, Main, and Goodrich Streets.

The main entrance to CHOB will be along Ellicott Street, with an address of 818 Ellicott Street. To ease the flow of staff there will also be overhead pedestrian connections to Buffalo General Medical Center ("BGMC"), across Ellicott Street, and to the MOB, The use of overhead connecters will facilitate interaction between BGMC, the MOB, and CHOB.

Work on CHOB is anticipated to begin in 2013 with occupancy anticipated late 2015.

Purpose and Need

Women and Children's Hospital of Buffalo ("WCHOB") provides a valuable service to the Western New York Area. As a standalone hospital focusing on children it provides for necessary care in an environment designed to be comfortable and non-threatening. Maintaining a separate building focused on the care of children is an important goal for Kaleida and the physicians at WCHOB.

The age of the physical plant and the layout, across multiple buildings that have been connected over time, make WCHOB difficult for visitors to use. There are multiple points of entry and some instances of confusing internal circulation. The layout also makes staff interaction difficult. Specifically, the WCHOB Advisory Council and the WCHOB Physician Strategic Planning Committee have endorsed construction of a new facility to allow them to better care for patients and recruit and retain generalists and specialist in pediatric care.

Additionally, the current facility is essentially land locked. There are limited opportunities for additional expansion of the existing campus. Any expansion would either not be physically connected to the main structure or it would further complicate the internal circulation of the facility. The age of the structures is also beginning to be of a concern. The need to maintain the facility to the highest modern standards would require significant upgrades to the physical plant.

The consolidation of medical service and research facilities into the BNMC creates additional synergy in the research and biomedical service sector that is vital the economic growth of the City of Buffalo and Western New York.

Summary of Adverse Impacts and Mitigations

Land Use and Zoning

The construction of the CHOB o the BNMC is consistent with local land uses, zoning and local planning.

No adverse impacts are anticipated and therefore, no mitigation is required.

Utilities

Water pumps will be required to service the upper floors of CHOB to provide adequate water pressure for fire protection. The operation of CHOB will increase the stormwater and sanitary burden on combined sewers. Additional gas service may be needed to adequately meet the needs of CHOB.

Kaleida will install water pumps to ensure adequate protection for the highest floors. To reduce runoff to the sanitary sewers, separate storm and sanitary sewer laterals will be used for the project. Kaleida will ensure that there is adequate electric service to the site.

Visual and Aesthetic Resources

CHOB will be visible from various locations along Main Street, some intersections in Allentown and from locations on the BNMC. However, the building will improve the visual environment by replacing a surface parking lot with a new structure.

No adverse impacts are anticipated and therefore, no mitigation is required.

Historical Archeological and Cultural Resources

The addition of the CHOB to the BNMC may have a visual impact to the New York State Register of Historic Places, Allentown Historic District. It may also be visible from several National Register of Historic Places buildings, Trico Building, Fosdick Masten Park high School, and the M. Wile and Company Factory.

To mitigate any potential impacts the style and design of CHOB will complement the modern design of the BNMC while maintaining the historic significance of the surrounding historic structures.

Noise

CHOB will have a helipad on the roof and will bring additional ambulances to the area. This will introduce additional noise to the BNMC.

Kaleida will ensure that the flights to CHOB use the same flight approach as the flights that land at BGMC to reduce impact to neighbors. Additionally, the number of flights to the two helipads, one of CHOB and one at BGMC, will not exceed the permitted two flights per day allowed for the BGMC helipad.

Topography, geology and soil

The soil at the Project Site is characterized as urban fill, therefore, on impacts are anticipated from the construction. The soil will require shoring on all sides during excavation.

A portion of the site is known to have petroleum contamination from a historic gas station on an adjoining parcel. This contamination will be remediated during the construction of the MOB and will not limit construction of CHOB on this site.

To mitigate any potential impacts, best management practices will be implemented during construction to ensure proper regulation of storm water and contaminated materials. If any unknown contamination is encountered, NYSDEC will be notified.

Socioeconomics

Although the Project is located in an area with an Environmental Justice ("EJ") population, no adverse impacts are anticipated to the EJ population. The construction of the Project will remove an environmental hazard, petroleum contamination, from the area. No impacts are anticipated and therefore, no mitigation is required.

Parking and Transportation

The operation of CHOB would add to the other recently constructed and proposed buildings on the BNMC. The demand from CHOB, when evaluated with the existing and proposed buildings and parking supply, would create a parking demand that would exceed supply by 660 spaces.

Kaleida will provide a park and ride shuttle from the parking ramp located at Gates Circle to the BNMC. The ramp will accommodate the entire excess demand of 660 cars. By

parking cars at the Gates Circle Ramp, thereby eliminating the parking shortage, no new traffic impacts will be created on the BNMC, and therefore, no additional mitigation for traffic impacts is required.

Solid/Medical Waste

The construction and operation of CHOB will create waste. The excavation of the site will remove soil that will need to be disposed; construction will produce some debris, as will demolition of the existing parking lots; operation will create a continual stream of solid, medical and hazardous waste.

All waste will be disposed of in accordance with all applicable New York State and Federal disposal regulations.

Public Services

No adverse impacts are anticipated to public services from the construction and operation of CHOB, therefore, no mitigation is required.

Construction

The construction of CHOB will introduce additional traffic into the area and could produce dust and noise.

To mitigate any potential adverse impacts, Kaleida will prepare a construction access and parking plan through its Site Logistics management program. It will ensure that construction traffic to the site is kept to the minimum practicable, traffic routes avoid residential streets whenever possible and that construction parking is kept off residential streets.

Best management practices should be used to mitigate noise and dust during construction.

Cumulative Impacts

The construction of the CHOB on the BNMC will leave the current Women and Children's Hospital of Buffalo ("WCHOB") facility vacant. The impact on WCHOB properties and neighborhood are therefore, a related cumulative impact of the Project.

The current WCHOB is located on Bryant Street in the City of Buffalo. The surrounding area is predominately residential with supporting neighborhood commercial. WCHOB occupies approximately 580,000 square feet in a number of connected buildings of varying ages, including structures built from 1917 to 2005.

Adverse impacts would only occur to the surrounding area if Kaleida fails to maintain and/or redevelop the property that is currently used for WCHOB. To ensure that the construction of CHOB does not adversely impact the neighborhood surrounding WCHOB Kaleida will engage the community in collaborative process to develop reuse or redevelopment plans for the buildings. The process will generally have the following components:

- Community Advisory Panel;
- Facility Assessment;
- Potential Reuse Plan;
- Requests for Proposals; and
- Selection of Development Proposal.

This process may be redefined as it moves forward but the goal will not change. Kaleida will work with the local community to ensure that the facilities at WCHOB are reused or redeveloped in an appropriate manner and in a reasonable timeframe.

1.0 INTRODUCTION

This Action involves the construction of a new Children's Hospital of Buffalo, a modern, multi-dimensional medical hospital focused on the care of children and women. The new hospital would include an Emergency Department, Trauma Center with Helipad, inpatient hospital beds, ancillary inpatient and diagnostic services, family lodging) and ambulatory services. The building will be up to 400,000 square feet and up to 10 stories and located at the corner of High and Ellicott Streets in the City of Buffalo, New York ("Project").

The Project will be located on the Buffalo Niagara Medical Campus, at 818 Ellicott Street, Buffalo, New York ("Project Site"). This site is generally bounded by Goodrich Street to the north, Main Street to the west, High Street to the south and Ellicott Street to the East. The Buffalo Niagara Medical Campus ("BNMC") is a center for medical research and treatment in Buffalo.

The Children's Hospital of Buffalo (CHOB) will continue to be operated by Kaleida Health ("Kaleida"). The hospital would serve as a replacement for the existing Women and Children's Hospital of Buffalo, located at 219 Bryant St, Buffalo, NY 14222.

1.1 SEQRA Process and Chronology

The State Environmental Quality Review Act (Article 8 of the N.Y. Environmental Conservation Law, Part 617 of the N.Y. Code of Rules and Regulations) ("SEQRA") requires state or local governments to assess the potential environmental impacts of their actions during the planning, review, and decision-making processes for those actions. The public (City, County or State) approvals and permits required for the individual Project constitute the "Action" subject to SEQRA. The intent of SEQRA is to ensure that governmental decision-making is a balance of social, economic, and environmental factors be considered and weighed in reaching decisions on proposed activities or actions. Therefore, agencies must determine whether a proposed action may have a significant effect on the environment and if so, prepare, or request that an environmental impact statement be prepared.

On October 11, 2011, the Project Sponsor, Kaleida, submitted a subdivision application and Full Environmental Assessment Form to the City of Buffalo Planning Board. The subdivision of the existing parcels on the block is the first action that will need to be approved for the construction of the Project. The Planning Board determined that the construction of Children's Hospital had the potential for significant adverse environmental impacts and required the applicants to prepare a Draft Environmental Impact Statement ("DEIS"). The Planning Board also noted their desire to act as lead agency for the review of the Project. On November 22, 2011, the Planning Board accepted the scope for the DEIS.

1.2 Project Description

Kaleida Health will construct and operate Children's Hospital of Buffalo at 818 Ellicott Street, Buffalo, New York (Figure 1- Project Location). The building will be 10 stories with floor plates of up to 40,000 square feet for a total of up to 400,000 square feet. The building will be located on approximately 2.3 acres of the approximately 3.7 acre block surrounded by Ellicott, High, Main, and Goodrich Streets. The area of the block that is not occupied by CHOB will be used for the Medical Office Building ("MOB") previously proposed by Ciminelli Development. See Figure 2 Site Plan. The MOB was reviewed in the Buffalo Niagara Medical Campus – North End Developments Generic Environmental Impact Statement. Due to project location and size changes it was also subsequently reviewed in a Supplemental Generic Environmental Impact Statement. The two projects together will occupy the entire block bounded by Ellicott, High, Main, and Goodrich Streets. The site plans show a setback between the two buildings, to allow for external circulation and light.

The main entrance to CHOB will be along Ellicott Street, with an address of 818 Ellicott Street. To ease the flow of staff there will also be overhead pedestrian connections to Buffalo General Medical Center ("BGMC"), across Ellicott Street, and to the MOB, The use of overhead connecters will facilitate interaction between BGMC, the MOB, and CHOB.

Work on CHOB is anticipated to begin in 2013 with occupancy anticipated late 2015.

1.3 Purpose and Need

The current Women and Children's Hospital of Buffalo ("WCHOB") is located on Bryant Street in the City of Buffalo. The surrounding area is predominately residential with supporting neighborhood commercial. WCHOB occupies a number of connected buildings of varying ages including structures from 1917 to 2005. There are also some offices located in residential structures surrounding the main building. The facility is also supported by parking lots located on West Utica Streets and a parking ramp with entrances on Bryant Street and Elmwood Avenue.

WCHOB provides a valuable service to the Western New York Area. As a standalone hospital focusing on children it provides for necessary care in an environment designed to be comfortable and non-threatening. Maintaining a separate building focused on the care of children is an important goal for Kaleida and the physicians at WCHOB.

The age of the physical plant and the layout, across multiple buildings that have been connected over time, make WCHOB difficult for visitors to use. There are multiple points of entry and some instances of confusing internal circulation. The layout also makes staff interaction difficult. Specifically, the Women and Children's Hospital of Buffalo Advisory Council and the WCHOB Physician Strategic Planning Committee have endorsed construction of a new facility to allow them to better care for patients and recruit and retain generalists and specialist in pediatric care.

Additionally, the current facility is essentially land-locked. There are limited opportunities for additional expansion of the existing campus. Any expansion would either not be physically connected to the main structure or it would further complicate the internal circulation of the facility. The age of the structures is also beginning to be of a concern. The need to maintain the facility to the highest modern standards would require significant upgrades to the physical plant.

The location of a hospital facility in a residential neighborhood is also a concern. The interaction of a 24-hour facility that has constant noise and lighting is not consistent with

a residential area. The hospital is accessed by helicopters, ambulances and people 24-hours a day. This activity occurs within 150 feet of residential homes.

The BNMC is currently home to many of the largest medical facilities in the City of Buffalo including Buffalo General Medical Center, Roswell Park Cancer Institute, the Gates Vascular Institute, and numerous research institutions. The BNMC has been designed and programmed to be the physical center for medical care and research in the region. The physical location of these research facilities and centers for care has allowed for the BNMC to become one of the growth areas for economic development within the Buffalo region.

The consolidation of medical service and research facilities into the BNMC creates additional synergy in the research and biomedical service sector that is vital the economic growth of the City of Buffalo and Western New York.

1.4 Summary of Permits and Approvals

A project of this size and complexity invariably requires approvals from a variety of State and Local agencies. The Project will require approvals from the City of Buffalo and the State of New York. The Project may require review by the Common Council, the Planning Board, City of Buffalo Zoning Board of Appeals ("ZBA"), City of Buffalo Department of Permits and Inspections ("Permits and Inspections"), Buffalo Sewer Authority ("BSA") and the Buffalo Water Authority ("BWA").

The following outline identifies the likely (but not necessarily required) approvals from the City for the CHOB:

- Subdivision Approval;
- Site Plan Approval (Planning Board);
- Abandonment of air rights for walkway over Ellicott Street (Common Council);
- Potential Height, Parking or Setback Variances (ZBA);
- Building permits (Permits and Inspections);
- Sewer connections (BSA);

- Temporary Industrial Discharge Permit (BSA); and
- Water connections (BWA).

The following outline identifies the likely (but not necessarily required) approvals from the State for the CHOB:

- New York State Department of Health, Certificate of Need;
- License for use of Radioactive Materials; and
- Petroleum Bulk Storage Facility Registration.

2.0 IMPACT ASSESSMENT

2.1 Land Use

2.1.1 Characterization

Existing land use surrounding the Project Site is a highly urbanized mix of institutional, commercial and residential uses. The following is a description of the land use immediately surrounding the Project Site from each cardinal direction:

North- Across Goodrich Street is a multi-level parking ramp owned by the City of Buffalo Board of Parking. Adjacent to the parking ramp is a surface parking lot for the Clinical Research Center.

East- Across Ellicott Street is Buffalo General Medical Center.

South- Across High Street is a surface parking lot on the corner of Ellicott and High Streets. Adjacent to the parking lot is a vacant two-story commercial building formerly occupied by the Langston Hughes Institute.

West- The Project splits a parcel that is currently being used as a surface parking lot for Buffalo General Medical Center. The Project is located on the eastern portion of a surface parking lot. The western portion includes the remainder of the surface parking lot and will be the location for the proposed MOB. .

Notable land uses within a ¼ mile radius of the Project Site include various facilities related to professional medical uses and various multi-story commercial buildings. Land use beyond the Project Site includes other institutional facilities as part of Kaleida Health and operated by Buffalo General Medical Center. To the southeast are multi-story institutional facilities occupied by Buffalo Medical Group with surface lots adjacent to them (Erie County Department of Environment and Planning, 2011). To the south of the Project Site are a collection of residential structures converted to professional offices including doctor's offices, a law firm and the Kevin Guest House, which provides rooms for patients and families accessing medical care at the various institutions on the BNMC. To the southwest are a collection of parking lots, HSBC Bank, and the Niagara Frontier Transit Authority's Allen Street/Medical Campus Station. To the west on both sides of

Main Street are numerous multi-story commercial buildings (Erie County Department of Environment and Planning, 2011). Figure 3 shows the designated land use surrounding the Project.

Based on the City of Buffalo GIS website, the Project is zoned within the (CM) General Commercial District. This type of zoning described in Chapter 511 Article XII of the City Charter allows for the establishment of various commercial and/or industrial uses.

The Master Plan Update for the Buffalo Niagara Medical Campus, finalized in December of 2010, anticipates that CHOB will be constructed on the BNMC. Additionally, the plan states as its goal "[t]he future environment of the BNMC will be one of exceptional scientific, clinical, educational and entrepreneurial venues, but also a welcoming place to walk, bike, shop, eat and live. These attributes will attract and retain the knowledge-based employees of tomorrow." (BNMC Master Plan, 2010). The plan also continues the use of Ellicott Street as the "front door" for the facilities in the BNMC.

The Master Plan also directly addresses the location for CHOB with recommendations that the site:

- maintain the Ellicott Street Park setback;
- have a height of 6 to 10 stories to match surrounding buildings;
- utilize coatless connectors; and
- incorporate a design that addresses High and Ellicott Street.

The BNMC is also one of the strategic investment areas noted in the City of Buffalo's Comprehensive Plan, *Queen City in the 21st Century*.

2.1.2 Impacts

The relocation of CHOB to this location is consistent with surrounding land uses and with local plans specifically, the City of Buffalo Comprehensive Plan and the BNMC Master Plan. Hospital uses are permitted within CM zoning districts and therefore, the Project is consistent with local zoning. The Project will also be located on the medical campus surrounded by other medical and hospital uses. The proposed size of the

building, 10 stories, is also consistent with surrounding building heights and the goals of the BNMC Master Plan.

2.1.3 Mitigation

No adverse impacts are anticipated related to land use; therefore, no mitigation is required.

2.2 Utilities

2.2.1 Characterization

The City of Buffalo Division of Water provides water for domestic and fire-fighting needs. Records indicate that smaller diameter size pipes surrounding the Project were installed as early as 1870 through 1914. Larger diameter pipes were installed in 1973, 1979, 1994 and 2004 (C&S Companies, 2008).

Three different diameter water supply pipes are located around the Project. Goodrich Street contains a 8 inch diameter pipe along the north side of the street. Two hydrants are also located on the north side of Goodrich Street in the proximity of the Project. Ellicott Street contains a 16 inch diameter pipe along the centerline of the street with two hydrants located on either side. High Street has a 12 inch diameter pipe along the south side of the street with two hydrants (C&S Companies, 2008).

Available hydrant flow test data indicates an average static pressure of 36 to 46 pounds per square inch (psi) at a residual flow of ± 850 gallons per minute at 35 to 44 psi (C&S Companies, 2008).

The gravity sanitary sewer system includes pipes that range in size from 10" to 24" in diameter. The City of Buffalo has "combined" sewers, meaning that they convey storm water and sanitary sewage in the same piping network to the City's treatment plant. However, in this particular area of the City, there are parallel storm sewers into which roof runoff and parking area drainage are directed (C&S Companies, 2008).

A 10" to 24" diameter sewer pipe is located along High Street and a 12" sewer pipe is located along Goodrich Street. Storm water is conveyed from the area and tied into the municipal storm sewer system pipe located on Ellicott Street (C&S Companies, 2008).

Electric service to the area is provided by National Grid. Multiple underground electric lines are located around the Project. Nation Grid recently undertook a project to upgrade electrical service to this portion of the BNMC. The overall project consisted of two parts.

Firstly, the Elm St. Sub Transmission substation required significant upgrades to accommodate the installation of four new feeder positions and subsequently four new 23 KV Cables. Secondly, a new sub transmission line duct and manhole system as well as four new 23 kV underground circuits were extended approximately 6,500 feet from the Elm St. substation along Michigan Ave. to the medical campus area.

Gas service is provided by National Fuel Gas Company. The present gas distribution system includes a 12" medium to high pressure gas main on North Street.

2.2.2 Impacts

Sufficient water capacity is available for the Project that meets both the domestic and firefighting needs; however, additional pumps will be needed for proper fire protection water pressure for the highest floors of the building.

Construction of the Project will increase the storm water and sanitary burden on the combined sewer. Separate storm and sanitary sewer laterals will be incorporated in the design of the Project, reducing the burden on the combined sewer.

Recent upgrades by National Grid should be sufficient to accommodate the demand from CHOB.

For the construction of the MOB, National Fuel will extend the medium pressure gas main from East North Street south along Main Street to Goodrich Street; the Project will likely use this gas main.

2.2.3 Mitigation

Kaleida should work with the City of Buffalo Division of Water to ensure the appropriate water pressure is available for CHOB. Additionally, the buildings must be constructed to all applicable fire codes to ensure all floors have adequate fire protection. Additional pumps for fire protection will be required to serve the highest floors.

Regarding electric service, Kaleida will ensure the electric service was adequately upgraded for their needs.

2.3 Visual and Aesthetic Resources

2.3.1 Characterization

The BNMC is one of the fastest changing areas in the region. The BNMC has seen a number of new buildings constructed over the past five years, with three currently under construction. The BNMC sits north of downtown Buffalo, and between the Allentown neighborhood to the west, and the Fruit Belt neighborhood to the east.

Existing Building Massing

Building massing generally refers to building scale, size and relationship to exterior spaces.

Building scale within the BNMC primarily consists of low-rise (1-4 stories) and mid-rise buildings (5-10 stories). Buildings west, north and south of the Project generally have a building scale of 1 – 4 stories with one exception; the Clinical Research Center consists of 5 stories. Building scale increases to the east with BGMC Center (17 stories), constituting the tallest buildings in the surrounding area and Gates Vascular Institute (8 stories). In general, the tallest buildings are located along the Ellicott Street spine with building heights generally decreasing on streets to the east and west.

Scattered throughout the BNMC are a number of parking lots and some vacant land and structures. The entire block that CHOB will be sited on is currently surface parking,

although slightly less than half of the block will be occupied by the MOB currently under development.

Allentown and the Fruit Belt are predominately residential areas with a variety of housing styles.

Building Styles and Materials

Architectural styles within the Study Area vary depending on use. In general, medical-related structures conform to various forms of Modern architecture. Building materials for these structures are generally restricted to concrete, glass and steel, brick, block and stone.

The Fruit Belt and Allentown neighborhoods are both residential communities dominated by wood-frame two-story homes.

Lighting

The Study Area produces a steady amount of light throughout the night. Existing lighting conditions are comprised primarily of interior and exterior building illumination, security lighting associated with open-air parking lots, and pole-mounted lights along roadways. Much of the lighting is emitted from twenty-four hour medical facilities such as BGMC and Roswell Park Cancer Institute.

2.3.2 Impacts

The structure will be 10 stories tall with floor plates of 40,000 square feet ("sq ft") for a total of 400,000 sq ft, with the main entrance along Ellicott Street. The structure will take up much of the 2.3 acre site on which it is located. There will be space between CHOB and the MOB to allow for circulation and light. This separation will also allow for a visual break between the two buildings which will reduce the appearance of one massive building.

Pictures were taken from various locations within and adjacent to the BNMC to identify future visual impacts of CHOB. Locations were chosen to represent the Allentown neighborhood and the Fruit Belt neighborhood as well as the BNMC.

As shown in Appendix A, although the new CHOB will be visible from various locations within the BNMC, views from other locations are generally screened by other buildings. The view from the Allentown neighborhood is generally limited to locations along Main Street. Views from the Fruit Belt neighborhood will generally be blocked by other buildings; there will be a view of the corner of CHOB from the intersection of North and Ellicott Streets. Even from locations where there will be a view of CHOB, the structure will be comparable in height to surrounding buildings and therefore, will not be out of context will the existing building fabric.

The Allentown neighborhood will have a view of CHOB from much of Main Street. Other than Main Street, the Project Site is generally only visible from intersections that are East of Delaware Avenue. The Project will not be visible from most other locations in Allentown due to the dense streetscape.

Final design of the building is not yet available, however, the BNMC has a range of modern architectural styles and the new structure will be built to complement the existing facilities.

2.3.3 Mitigation

No adverse impacts are anticipated, therefore, mitigation is not required.

2.4 Historic, Archeological and Cultural Resources

2.4.1 Characterization

Historic Buildings

There are no buildings or sites within the limits of the Project Site that are historic landmarks as designated either as a City landmark or by the National Register of Historic Places ("NRHP").

Sites listed on the NRHP near the Project Site include:

- Trico Building (817 Washington Street);
- Fosdick Masten Park High School (186 E North Street); and
- M. Wile and Company Factory (77 Goodell Street).

Figure 4 presents adjacent NRHP listings in relation to the proposed Project.

There are views of the Project Site from Fosdick Masten School, the Trico and M. Wile Buildings.

Historic Districts

The Allentown Historic Preservation District, listed in both the NRHP and New York State Register of Historic Places, is adjacent to the Project Site.

Figure 4 illustrates the boundaries of the Allentown Historic District (Office of Strategic Planning- City of Buffalo, 2011).

Archaeological

The Project Site has been occupied with multiple historic urban uses. These urban developments have been repeatedly demolished and constructed. In particular, the Project area contains approximately 10 feet of urban fill that has been reworked for numerous developments over time. While there is a minimal chance that pre-historic remains will exist, there is a possibility of remnants of former urban developments that may be of historical significance.

The Phase I Environmental Site Assessment conducted for this site revealed that between 1889 and 1899 the southeast boundary of the Project, along High Street, was occupied by a brewery. The remnants of the brewery consist of two underground vaults used for storage (American Consulting Professionals of NY, 2010). These vaults were filled in with flowable fill material to maintain the structural integrity of the ground surface.

2.4.2 Impacts

Historic Structures

Construction can cause adverse effects on the surrounding properties; one type of adverse effect is visual. Adverse visual effects can be caused by a change in aesthetics of the local landscape or by obstruction of views. Historic properties are impacted by adverse visual effects resulting from diminished character which negatively affects its historic significance and its eligibility for listing in the National Register of Historic Places.

No historic structures are adjacent to the Project Site. Three historic structures are located near the Project Site. These historic structures will have limited views of the Project along with the other adjacent modern structures, therefore; no significant adverse impact on historic structures is anticipated from the construction and operation of the Project.

As discussed in Section 2.4 the Project will be modern in design and will fit into the existing design aesthetic of the BNMC. This design aesthetic does not diminish the historic significance of the surrounding historic structures.

Archeological Resources

No significant adverse archaeological impacts are anticipated from the construction and operation of the Project.

2.4.3 Mitigation

The following mitigation measures should be implemented to minimize the potential impacts:

- The style and design of the building will complement the modern design of the BNMC while maintaining the historic significance of the surrounding historic structures; and
- If unanticipated archaeological finds are encountered during construction, work at the site will be halted and New York State Historic Preservation Office will be called.

2.5 Noise/Helipad

2.5.1 Characterization

Noise is defined as unwanted sound. The Project Area is urban in nature with surrounding commercial and residential uses. Existing ambient and background noise levels consist of traffic, construction and sirens from police or ambulances.

Two significant noise sources of the Project Area occur through sirens from ambulance traffic and helicopters transporting patients to BGMC.

2.5.2 Impacts

A helipad will be constructed on the roof of CHOB. This will be the second helipad within the boundaries of the BNMC. Kaleida Health currently has a permit that allows for an average of two flights per day to the helipad at the top of BGMC. The current use of that helipad is generally less than one flight per day. The addition of a helipad at CHOB may increase the number of flights per day to the BNMC. Because CHOB will have a child oriented emergency department, There will likely be an increase in the number of ambulances entering the BNMC.

The current use of the land for the Project is parking, therefore, there are no demolitions required to construct the buildings, which will limit noise impacts. Construction of the Project will temporarily introduce additional noise onto the BNMC, including for the transportation of materials and various construction activities.

2.5.3 Mitigation

The additional helipad will not increase flight to the area because flights will remain under the permitted number of two flights per day already established under the helipad proposal for BGMC. Kaleida will also ensure that the flights to CHOB use the same approach as those to BGMC to ensure there is no additional noise impact to neighbors.

The area adjoining the CHOB location already has an active emergency room. Additionally, there are no adjoining residences, therefore, no adverse impact is anticipated from emergency sirens.

Construction mitigation is discussed further in Section in 2.12 Construction.

2.6 Topography, Geology and Soil

2.6.1 Characterization

The Project is located on the Lower Great Lakes Physiographic province, on the lake plain of Lake Erie in Buffalo, New York. The lake plain is generally flat to slightly rolling, except where it is interrupted by the Onondaga Limestone, ancient beach ridges or end moraines associated with various glacial ice advances (American Consulting Professionals of NY, 2010).

Elevations at the Project location generally range from approximately 608 feet to 663 feet above sea level. The highest elevations occur to the south of the Project with elevations sloping to the north-northwest.

The Project Site had multiple historic uses including a brewery, dry cleaner, and the Medical Tower building, all of which have been demolished. Thus, areas around the Project have construction and demolition debris (pieces of brick, coal, asphalt or cement) at depth underneath the parking lot. Soils throughout the Project Site typically consist of a top layer of fine to medium brown sand/gravel with construction and demolition debits; the top layer varies in thickness of 3 feet to 11 feet. Underlying the top layer is brown to red-brown fine-medium sand with some fine gravel, silt and clay. At lower depths some native materials were observed in addition to beddings and clay partings (American Consulting Professionals of NY, 2011).

Groundwater measurements from subsurface investigation conducted for 50 High Street and other existing wells indicate groundwater is present 20 to 30 feet below ground surface. The groundwater flow follows a north-northwest path through the Project Site (American Consulting Professionals of NY, 2011).

2.6.2 Impacts

Topography, Geology and Soil

This Project is located within an urban setting. An urban setting is typically identified as an area of intensive use with much of the land covered by structures (e.g. homes, industrial / commercial buildings and offices). Since the construction of this Project will be consistent with the urban setting no significant impact to the topography, geology and soil is expected.

Contaminated Soil and Groundwater

The site is known to have some residual soil and groundwater petroleum contamination from a historic gas station use on an adjoining parcel. However, this situation will result in a positive impact because areas of known soil and groundwater contamination will be remediated.

Groundwater will not be used for drinking or construction usage. Stormwater and waste water from facilities will be discharged to the municipal stormwater and sewer system. Groundwater is reported 20 to 30 feet below grade ("fbg"). Therefore, the Project will not have significant impact on local groundwater.

Excavation

The construction for the Project will require excavation to 10 fbg to accommodate a slab on grade building. However, final engineering may require excavation to approximately 20 fbg. No blasting will be required to construct the Project.

2.6.3 Mitigation

No significant impacts are anticipated. Best management practices should be implemented during construction to insure proper regulation of stormwater and contaminated materials.

If additional, currently unknown contaminated soils and groundwater are encountered during construction, the NYSDEC will be notified. All contaminated soils and

groundwater that are removed will be handled and disposed according to NYSDEC and USEPA regulations.

2.7 Socioeconomic (including Environmental Justice)

2.7.1 Characterization

Setting

The Primary Study Area is defined as US Census blocks 8006 and 8007, all within US Census tract 31. This area includes the properties bounded by Main, Ellicott, Goodrich and High Streets. Due to the Primary Study Area having a total population of zero (0); no statistical information can be evaluated for this area. Therefore, the Primary Study Area will not be discussed. Since there are no residences within the Primary Study Area, a larger study area ("Secondary Study Area") was deemed necessary to properly evaluate the demographics of the surrounding area. These are consistent with the boundaries used for previous Environmental Impact Statements prepared for the area.

The Secondary Study Area is defined as all of Census tract 31. Figure 5 illustrates the boundaries of both study areas.

Data for this section came from U.S. Census Bureau. The most recent census took place in 2010; however, due to the limited availability of the 2010 Census data this section is supplemented with data from the 2000 Census.

Demographics

Total Population

According to 2010 Census data there are 2,294 people in the Secondary Study Area, while Erie County has 919,040 residents.

Racial Composition

The table below provides a summary of the racial composition in all study areas. Hispanic ethnicity is a separate data category from race and, therefore, should not be added to race totals.

Table 1: Racial Composition

Population Group	Secondary Study Area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Population, All Races	2,294	100%	919,040	100%
White Alone	112	4.9%	735,244	80.0%
Black or African American alone	2,107	91.8%	123,931	13.5%
American Indian or Alaska Native alone	3	0.1%	5,908	0.6%
Asian alone	19	0.8%	23,789	2.6%
Native Hawaiian and other Pacific Islander alone	4	0.2%	219	0.0%
Some Other Race alone	14	0.6%	13,427	1.5%
Two or More Races	36	1.6%	16,522	1.8%
Hispanic or Latino	80	3.5%	41,731	4.5%

Source: US Census

Households

There are 1,361 households (762 family, 599 non-family) located within the Secondary Study Area. The median household income in the Secondary Study Area (in 1999 dollars) is $13,864; for Erie County the median household income is $38,567.

Poverty Status

Poverty status was obtained from 2000 Census data. Population of the Secondary Study Area at the time of the 2000 Census was 3,165 persons, since then the population has decreased to 2,294 persons. Therefore, 2010 poverty status is expected to change. Within the Secondary Study Area, 1,415 residents had incomes below the poverty level in 1999 (Census 2000). This is approximately 44.7% of the 3,165 persons for whom poverty status is determined.

Housing

Within the Secondary Study Area there are 1,309 housing units; the total housing units in Erie County is 419,974. Therefore, the Secondary Study Area accounts for 0.3% of the housing units in Erie County. The table below provides a summary of the housing characteristics in both study areas and Erie County. The values calculated for "median value" are only of owner-occupied housing units.

Table 2: Housing Characteristics

Housing Characteristic	Secondary Study Area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Housing Units	1,309	100	419,974	100
Renter Occupied Units	876	49.4	134,865	35.2
Owner-Occupied Units	485	27.3	248,299	64.8
Vacant Units	250	23.3	36,810	8.8
Median Value	$35,900	--	$90,800	--

Source: US Census Bureau, 2000

Environmental Justice

Environment Justice seeks to protect any one population subgroup from potential disproportionally adverse impacts from proposed developments. Socioeconomic characteristics were examined based on Environmental Protection Agency Standards ("EPA") for the Secondary Study Area.

Criteria for Environmental Justice ("EJ") determination were derived from the EPA standards for environmental justice areas. These criteria are:

- At least one-half of the study area is of minority status;
- At least one-half of the study area is of low-income status;
- The percentage of minority status is at least 10 percentage points higher than for the entire county in which the population is located; and
- The percentage of low-income status is at least 10 percentage points higher than for the entire county in which the population is located.

The Secondary Study Area qualifies as an EJ area due to the following reasons:

1. There is a disproportionally higher percentage of minority races and ethnicities (98.6%) than the percentage of minority races in Erie County (13.5%).

2. A disproportionally high percentage of individuals in the Secondary Study Area are below the poverty level as of the 2000 Census (44.7%); compared with the percentage of individuals in Erie County (12.2%).

Table 3 provides a comparison of EJ statistics for the Study Areas and Erie County, New York. Low-income status was defined as a population having an annual income that is less than the poverty threshold. In census year 2000, the poverty threshold for a family of four, established by the U.S. Census Bureau, was $17,609.

Table 3: Environmental Justice Statistics

Demographic Profile	Secondary Study Area	Erie County
Total Population	2,294	919,040
Percent Minority (%)	91.8%	13.5%
Percent White alone (%)	4.9%	80.0%
Individuals below Poverty Level	1,415 (44.7%)	112,358 (12.2%)

Source: US Census Bureau, 2000

Employment

Based on the 2000 Census, the Secondary Study Area has a civilian employment base of 822 persons, with the largest industry in this area consisting of educational, health and social services accounting for 40.9% of employed civilian persons 16 years or older. In comparison, Erie County contains a civilian employment base of 431,174 persons with the same industry accounting for 25.6% of employed civilian persons 16 years or older. Table 4 summarizes employment by industry in the Secondary Study Area.

Table 4: Employment Base
(Employed Civilian Population 16 Years and Over)

Industry	Secondary study area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Employment Base	822	100	431,174	100
Agriculture, Forestry, Fishing, Hunting, and Mining	0	0	1,499	0.3
Construction	15	1.8	19,178	4.5
Manufacturing	118	14.4	62,253	14.4
Wholesale Trade	18	2.2	18,677	4.3
Retail Trade	57	6.9	50,932	11.8
Transportation, Warehousing, and Utilities	65	7.9	22,211	5.2
Information	0	0	10,234	2.4

Finance, Insurance, Real Estate, Rental & Leasing	44	5.4	28,687	6.7
Professional, Scientific, Management, Administrative, and Waste Management	41	5	34,656	8
Educational, Health, and Social Services	336	40.9	110,315	25.6
Arts, Entertainment, Recreation, Accommodation, and Food Services	25	3	32,343	7.5
Other Services	75	9.1	19,547	4.5
Public Administration	28	3.4	20,642	4.8

Source: US Census Bureau, 2000

2.7.2 Impacts

The Project will not displace or add any residents or households. No impacts to demographics are anticipated from construction or operation of the Project.

The Project involves the relocation of an existing use to a new location. No businesses will be displaced by the Project. Therefore, no adverse impacts to employment are anticipated.

Environmental Justice

Although the Project is located in an area with an Environmental Justice population, no adverse impacts are anticipated to the EJ population. Specifically, the Project will not put an undue burden of the residents of the area terms of social or environmental equality. The Project will not introduce an environmental hazard. Any adverse impacts associated with the Project will be mitigated as discussed throughout Section 2.0.

2.7.3 Mitigation

Because no significant adverse impacts are anticipated from the construction and operation of the Project, no mitigation is required.

2.8 Parking and Transportation Evaluation

2.8.1 Characterization

The Project Site is proximate to other significant pending and ongoing developments whose traffic impacts were previously studied in 2008 and 2010 (known collectively as the BNMC North End Developments). Based on review of the previous Transportation Impact Statements ("TIS's") from 2008 and 2010, there is an overlap of study areas and construction timing between the previously assessed North End Developments and the proposed CHOB. Because of this, it was deemed most appropriate and conservative to evaluate the potential additional impact of the CHOB cumulatively with the previously evaluated North End Developments.

The TIS (Appendix B) evaluates the impact on the approaches and intersections within a defined study area for a project. The impacts to traffic are evaluated by determining the destinations of car, based on the location of available parking. Once parking locations are known the potential traffic is distributed to the various intersections based on the trends from the current traffic situation. This ultimately determines what adverse traffic impacts may occur and what mitigation is necessary.

Traffic

The existing conditions analysis is based on traffic counts conducted in May, June and September of 2008. Data collection focused on the peak travel periods from 7:00 to 10:00 a.m. and 3:00 to 6:00 p.m. Individual intersection peak volumes were used in the analysis.

The intersections included in the study were analyzed using SYNCHRO 7 which is a computer program that implements the methods presented in the 2000 Highway Capacity Manual that describe traffic operations. SYNCHRO was used to determine the Level of Service (LOS) and other measures of effectiveness at the intersections involved in this study.

The LOS for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, LOS criteria are stated in terms of the control delay per vehicle for a 15 minute analysis period and range from "A" to "F". A LOS A is representative of a movement that is free flowing with minimal delay, while a LOS F generally represents long delays. The LOS for un-signalized intersections is also defined in terms of control delay. Un-signalized intersection LOS at or approaching "F" is obtained when insufficient gaps exist in the opposing traffic for turning vehicles to pass through safely. In general, a LOS D or better is considered acceptable in urban environments.

Each movement at every study intersection currently operates at an acceptable level of service (LOS D or better) except for the following:

Existing AM

- Elm Street & Swan Street: LOS C (30.0)
  - Swan WB: LOS E (58.2)
- Main Street & Goodell Street: LOS C (22.7)
  - Main NB: LOS F (83.3)

Existing PM

- Michigan Avenue & Goodell Street: LOS E (73.0)
  - Michigan SB: LOS F (145.5)
- Goodell Street & Washington Street: LOS C (33.0)
  - Washington NB: LOS F (84.0)

Parking

The BNMC parking demand is serviced through separate employer owned facilities as well as public on- and off-street facilities. Field data collection indicated that the peak parking occupancy occurred at 1:00 p.m. Generally, parking occupancy at 85% is considered optimal. When occupancy levels are greater than 85%, parking is perceived as a problem. The on-street parking in area is under-utilized at 39%. The off-street utilization is high at 78% for the area but not evenly distributed throughout the study area with some individual parking facilities at or near capacity. These high-occupancy

percentages may point to a need for the reallocation of parking resources or additions to the parking supply.

The study area is well served by transit including four bus routes and a rail line operated by the Niagara Frontier Transportation Authority (NFTA) and two shuttle buses operated by the University at Buffalo (UB) and BNMC. There are over 30 bus stops within the campus and the Allen/Medical Campus Station is located at the intersection of Allen Street and Main Street on the western border of the BNMC boundary.

2.8.2 Impacts

Traffic

The number of total person trips generated by the CHOB and the North End Developments that were previously assessed, was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual 8th Edition. This estimate was then adjusted for a 77% auto mode share which reflects a combination of drive alone and carpool use. This mode share is for the commute into the Buffalo Metro Area based on the 2000 Census data. With an aggressive transportation demand management program, the BNMC is currently working towards increasing alternate mode use by an additional 15%. For the purposes of this analysis, it is assumed that a 5% increase in mode share would be achieved by the time all the projects are completed.

The total trips for each use during the AM and PM peak hours were reduced by 28% to reflect the above-referenced auto mode share. The total new vehicle entering and exiting trips for all of the proposed developments are shown below:

AM Peak Hour		**PM Peak Hour**	
Entering	Exiting	Entering	Exiting
1050	355	575	1285

Based on this analysis, no new adverse impacts will result from the CHOB.

Parking

The MOB, SNF and CMHC are expected to include on-site parking spaces and the proposed MMTS will add 2,025 spaces to the supply. However, the GVI, MOB, SNF, CHOB and the proposed parking structure are proposed to be constructed on existing surface parking lots, negatively affecting the parking supply available in the study area. In addition, the proposed projects will generate new parking demand. A comparison of future parking supply and demand documents the following:

	Future Build
Inc. in Demand	**2802**
Change in Supply	**1792**
Existing Surplus	**350**
Net Supply	**2139**
SURPLUS/(DEFICIT)	**(-660)**

The proposed development would result in a deficit of approximately 660 spaces.

2.8.3 Mitigation

Traffic

The traffic impacts for the CHOB were evaluated as a concurrent impact to those studied in the MOB SEIS in 2010. The results of the CHOB on traffic will not have any additional adverse impacts, other than those previously identified in the MOB SEIS. Therefore, no mitigation is required.

Parking

The operation of the CHOB, along with the other proposed and existing facilities, will create parking deficit of 660 spaces. To mitigate this impact Kaleida will establish a Park and Ride from the parking spaces at the Gates Circle Ramp located north of the study area, which will be available following the closure of Millard Fillmore Gates Hospital.

The identification of this alternative parking location which has approximately 700 parking spaces will completely mitigate the anticipated parking space deficit.

The BNMC has recently developed a Comprehensive Transportation, Traffic and Parking Plan. A key goal of this plan is to encourage the campus to balance growth and sustainability, by in part developing a comprehensive Transportation Demand Management ("TDM") Program to achieve the expected 5% reduction in vehicle trips by 2013 and the ultimate 15% reduction in the long-term. These programs include:

- Establishing a Transportation Management Association;
- Introducing a parking pricing management;
- Providing a campus shuttle system;
- Providing a discounted Metro Rail and Bus passes;
- Establishing a Metro Express Bus;
- Establishing a Buffalo CarShare location and bicycle sharing programs;
- Providing guaranteed rides home;
- Establishing a BNMC Community Transportation Program; and
- Establishing a TDM toolkit and incentives program.

Kaleida will continue to work with the BNMC to help develop and promote the programs as appropriate.

2.9 Air Quality

2.9.1 Characterization

Kaleida operates a boiler system to provide heat to BGMC. Kaleida is permitted for two 75 million Btu per hour (MMBtu/hr) boilers and one 39.3 MMBtu/hr boiler. The boilers operate under a State Facility Air Permit with emission limits of 190,000 pounds per year for oxides of nitrogen and sulfur dioxide. This facility provides heat to the Gates Vascular Institute and BGMC.

2.9.2 Impacts

The existing boiler system has sufficient capacity to also provide heat to CHOB. The facility will continue to operate within its current State Facility Air Permit and will not exceed the established emissions limits.

2.9.3 Mitigation

No significant adverse impacts are anticipated, therefore, no mitigation is required.

2.10 Solid/Medical Waste

2.10.1 Characterization

The Project Site is located on a parcel which currently operates as a surface parking lot for BGMC patients, visitors and employees. At the present time, the Project does not generate solid, hazardous or medical waste (American Consulting Professionals of NY, 2010).

2.10.2 Impacts

Construction and Demolition Debris

Construction of the Project will produce a solid waste stream. Solid waste will be generated from wood forms for concrete construction purposes, packaging associated with various materials and equipment that will be installed for operation of the Project, parts and equipment used for construction.

No existing buildings occupy the Project Site, therefore, demolition debris will be minimized. Demolition debris will be generally composed of asphalt and concrete from the decommissioning of the existing parking lot.

Excavated Soils

The construction for the Project will require excavation to approximately 10 fbg.

Solid, Medical and Hazardous Waste Streams

Solid, medical and hazardous waste streams in varying quantities will be generated during the operation of the Project. Existing waste streams are generated from the BNMC; this Project will be an additional waste stream generating medical and hazardous wastes. New operations generating medical or hazardous waste will be integrated into the established and regulated waste disposal programs.

2.10.3 Mitigation

The following mitigation measures should be implemented to minimize the potential impacts:

- All construction and operation waste should be disposed of in accordance with New York State Department of Health and New York State Department of Environmental Conservation regulations; and
- Facilitates generating medical and hazardous waste will implement a disposal program that complies with the existing state and federal disposal regulations.

2.11 Public Services

2.11.1 Characterization

Schools

Three Buffalo Public Schools are located in the surrounding area, these include:

Table 5: Schools within the Surrounding Area

Name	Grade	Address
Futures Academy	Elementary	295 Carlton Street
Martin Luther King Multicultural Institute	Elementary	487 High Street
City Honors School	5 - 12	186 E North Street

Emergency Services

The Project will be serviced by Engine 21 of the Buffalo Fire Department, located at 1229 Jefferson Avenue, and Districts B of the Buffalo Police Department. The B - District station is located at 695 Main Street.

Emergency medical services for the Project will be provided by BGMC, located at 100 High Street. BGMC is a 511 bed acute care facility in the center of the BNMC.

2.11.2 Impacts

Schools

The Project will not have a significant impact on the local schools. No additional demand is anticipated from the Project therefore, there will be no adverse impact.

Emergency Services

The proposed Project is not expected to have an adverse impact on the demand or ability to provide emergency services.

Portions of Goodrich, Ellicott or High Streets may be temporary closed to traffic during construction. This will result in a minor impact to local traffic patterns; normal traffic will be restored after construction.

A beneficial impact is expected from the operation of the Project. The Project will localize and improve children's emergency and medical services for the residents in the immediate area and Western New York through more efficient services.

2.11.3 Mitigation

No significant negative impacts are anticipated, therefore, no mitigation is required.

2.12 Construction

2.12.1 Characterization

The Project is located in the BNMC in the northeast portion of downtown Buffalo. The campus has evolved into a world-class medical center that includes the region's major health care and research-related institutions. The Project would serve as a replacement for the existing Women and Children's Hospital of Buffalo, located at 219 Bryant St, Buffalo, NY 14222 to the BNMC. The proposed Project will be up to 400,000 sq. ft and 10 stories; housing 200 inpatient beds (American Consulting Professionals of NY, 2008).

The other construction project expected to overlap with the Project is the Medical Office Building a 300,000 sq. ft. Out-Patient / Office Complex located along Main Street west of the proposed Project.

2.12.2 Impacts

Construction Access

Construction of the Project will result in daily large volumes of construction related traffic. This traffic will be comprised of construction workers traveling to the sites each day for work and delivery of materials and construction equipment (which will be mobilized on an as needed basis).

Dust

Dust from demolition and excavation will be a temporary nuisance/impact to offsite medical facilities, businesses and residences. This impact can be minimized through best management practices (such as wetting demolition or dry soil areas and using standard erosion control methods) which will be utilized during construction.

Sediment and Erosion Control

Sediment and erosion control can pose a significant impact during construction. This is often more a concern in rural or "greenfield" areas. However, as required by NYSDEC regulation, construction will employ erosion control methods that will greatly minimize the impacts.

Excavation and Foundation Fill

Excavation and foundation fill will have minimal impact on the surrounding area. Areas of known contamination will be encountered during the excavation phase of the Project; as discussed in Section 2.6 Topography, Geology and Soil, contaminated soil and groundwater will be properly disposed offsite based on the requirements of the NYSDEC and the USEPA. If excavated material is found to be suitable for future use on site, it will be stored and stockpiled for reuse.

2.12.3 Mitigation

The following mitigation measures should be implemented to minimize the potential impacts.

- To mitigate the potentially negative impacts from construction, a construction vehicle access plan should be created. This plan will also include information on the construction staging areas and any parking displacement during construction.

- A street-specific traffic plan will be developed and provided to the construction and delivery companies which will illustrate the allowable means of access to the Project Site. All traffic will be directed to stay on the BNMC and not use roads in the adjacent residential neighborhoods for access.

- All construction workers will be directed to use designated routes of travel to access the sites and will only be allowed to park in specifically identified parking areas for construction laborers.

- No parking of construction equipment should be allowed on residential streets.

- Kaleida Health maintains a Site Logistics management effort that coordinates all construction traffic and mitigates any impact of public vehicular or pedestrian traffic. Any and all changes to traffic patterns or impacts to public are conveyed to surrounding businesses, staff and visitors prior to work.

- Best management practices should be used to mitigate noise and dust during construction. Dust monitoring may be required if requested by NYSDEC.

- In addition to coordination with public agencies and utilities, all related City and public agencies will be continually informed and updated on the construction schedule and any activity which is planned to occur on a public street.

3.0 ALTERNATIVES ANALYSIS

SEQRA requires that Alternatives to the proposed action be evaluated. Two alternatives to the construction of a new 400,000 sq ft hospital facility are the no build alternative and construction of a smaller facility.

3.1 No Build

The No Build Alternative would mean that Kaleida would not build a new hospital facility. The operations would continue to be located at the existing facilities at Bryant Street.

This alternative would maintain a standalone children's hospital. It would also eliminate any adverse impacts associated with the construction of the new hospital.

WCHOB would still be located in an outdated facility which is not adequate for the needs of the physician community. There would still not be sufficient space to expand the existing facility. The upcoming relocation of ambulatory services to a Medical Office Building on the BNMC would relocate some of the operations currently located at WCHOB. This relocation would require many of the physicians who work at the hospital to split time between the two locations and may limit the availability of specialists. Additionally, the land use conflicts between a residential neighborhood and a hospital would continue.

Keeping WCHOB at its current location would also not further the goal of developing the BNMC as the hub of medical research and treatment for the region.

The No Build Alternative would not meet the purpose and need of the Project Sponsor and therefore, is not the preferred alternative.

3.2 Construction of a Smaller Facility

The current WCHOB facility is approximately 580,000 sq ft. The proposed facility would be 400,000 sq ft. Some of the facilities currently housed at WCHOB will be relocated to the proposed Medical Office Building, this will decrease the needed space for CHOB.

Any further significant reduction of the size of CHOB would require the relocation of services or reduction in the sized necessary to provide quality care. Also, a reduction in the size would avoid few of the adverse impacts associated with construction of CHOB. A smaller facility would still increase traffic, particularly during construction, noise, and introduce a new visual element to the area.

A smaller building would do little to further mitigate any adverse impacts, while negatively impacting the ability of Kaleida to deliver quality healthcare focused on children.

4.0 CUMULATIVE IMPACTS

SEQRA requires that cumulative impacts of a project be evaluated. The construction of the CHOB on the BNMC will leave the current WCHOB facility vacant. The impact on WCHOB properties and neighborhood are therefore, a related cumulative impact of the Project.

The current WCHOB is located on Bryant Street in the City of Buffalo. The surrounding area is predominately residential with supporting neighborhood commercial. WCHOB occupies approximately 580,000 square feet in a number of connected buildings of varying ages, including structures built from 1917 to 2005. There are also some offices located in houses surrounding the main building (Figure 6). The facility is also supported by parking lots located on West Utica Streets and a parking ramp with entrances on Bryant Street and Elmwood Avenue.

The location of a hospital facility in a residential neighborhood is not entirely compatible with surrounding uses. The interaction of a 24-hour facility that has constant noise and lighting is not consistent with a residential area. The hospital is accessed by helicopters, ambulances and people 24-hours a day. This activity occurs in proximity to residential homes. There are also a number of parking concerns associated with this facility and its employees and visitors.

There is significant local concern regarding the abandonment of the facility and the potential impacts. The impacts are discussed below.

4.1 Land Use

4.1.1 Characterization

WCHOB is located in the Elmwood Village neighborhood of Buffalo. This area is one of the most desirable residential locations in the city. Strong residential occupancy rates are supported by a vibrant commercial strip that has a mix of restaurants, small retail and commercial developments.

Land use surrounding WCHOB is a highly urbanized mix of residential, commercial and community services. The following is a description of the land use for the properties controlled by Kaleida (Figure 7):

Table 6: Kaleida Properties

Address	SBL	Property Class Code	Description
236 West Utica	100.46-1-9	220	Two Family Residence
234 West Utica	100.46-1-10	311	Residential Vacant Land
230 West Utica	100.46-1-11	220	Two Family Residence
188 West Utica	100.46-1-13.1	438	Parking Lot
184 West Utica	100.46-1-17	210	One Family Residence
180 West Utica	100.46-1-18	230	Three Family Residence
125 Hodge	100.46-1-50.1	464	Office Buildings
219 Bryant	100.46-2-2.1	641	Hospital
84 Hodge	100.46-2-3	210	One Family Residence
82 Hodge	100.46-2-4	642	Other Health Facilities
187 Bryant	100.46-2-31	642	Other Health Facilities
185 Bryant	100.46-2-30	642	Other Health Facilities
179 Bryant	100.46-2-28	642	Other Health Facilities
183 Bryant	100.46-2-29	642	Other Health Facilities

Source: Erie County Property shape file

Notable land uses within a 1/8 mile radius of WCHOB include residences mixed with single or multi-story commercial buildings. Land use on the north side of West Utica Street generally consists of office spaces and parking lots. To the east are a mix of residences and apartments; the Hellenic Eastern Orthodox Church is located at the corner of West Utica Street and Delaware Avenue. To the south, land use predominately consists of residences; commercial uses are located along Elmwood Avenue, these uses are classified as Downtown Row Type (481 and 482) which are usually a two- or three-story building with retail sales/services on the first floor and offices and/or apartments on the upper floors. To the east are similar Downtown Row Type commercial uses mixed with restaurants (Erie County Department of Environment and Planning, 2011).

Figure 8 shows the land use for WCHOB and surrounding area.

Zoning

All the properties that Kaleida controls facing either Bryant or Hodge Streets are currently zoned R2 (a residential district), the parking facility located on West Utica is zoned C1 a commercial district. The City of Buffalo is in process of revamping their zoning code, the future zoning for these parcels is not known, it will however be influenced by public input.

4.1.2 Impacts

Upon completion of the new CHOB facility, Kaleida will move the operation of the hospital facility to the BNMC, this will leave the majority of the existing structures on Hodge and Bryant Streets vacant. Hodge Pediatrics will remain at its current location at 125 Hodge Street, the other facilities will be vacated.

The abandonment of these structures, if they are not reused or maintained, could lead to vacant, dilapidated property which would bring blight to an otherwise vibrant and stable residential and commercial area. If the structures remain vacant for several years they could be targets for vandalism and begin to deteriorate creating a nuisance in the community.

4.1.3 Mitigation

Kaleida Health will engage the community in collaborative process to develop reuse or redevelopment plans for the WCHOB buildings. Kaleida has been actively working on this type of process for another hospital facility in the area. The process will generally have the following components:

- Community Advisory Panel;
- Facility Assessment;
- Potential Reuse Plan;
- Requests for Proposals; and

- Selection of Development Proposal.

Community Advisory Panel

Kaleida will form a committee comprised of neighborhood leaders, Kaleida staff, and other stakeholders. This may include representatives from the real estate community, developers, or local government representatives, as appropriate. This committee will review and give input on the redevelopment and reuse process. The goal of forming a community advisory panel is to ensure the community is informed of and has a voice in all stages of redevelopment planning.

Facility Assessment

Kaleida will review the existing campus facilities and determine the potential reuses, this may be contracted to an outside company. This will include the potential to reuse all or some of the structures, costs of development, costs of demolition, and cost to mothball the structures. The assessment will review market potential and usability of the various structures and lots.

Potential Reuse Plan

Based on the facility assessment, market potential, and input from the Community Advisory Panel, Kaleida or a consultant hired by Kaleida, will develop a potential reuse plan. This plan will identify opportunities to develop the entire campus or break the development into multiple parts. The plan will evaluate or propose ways to have redevelopment proceed as soon as possible following the closing of the current WCHOB facility.

Requests for Proposals

In collaboration with the Community Advisory Panel, Kaleida will develop a Request for Proposals ("RFP") that will be sent to developers. The RFP will ask the developers to submit their vision of how to reuse or redevelop the WCHOB properties with the reuse plan as a guide.

Final Determination of Facility Use

After Kaleida has received all the responses to requests for proposals, they will review them for consistency with the Potential Reuse Plan. Kaleida will also review the proposals for other factors which may include financial capabilities of the developer, timing, scope of proposal, and other relevant factors. From the RFP's Kaleida will select a preferred developer. Kaleida and the developer will then move forward with finalizing a contract for construction including any required land transfers.

This process may be redefined as it moves forward but the goal will not change. Kaleida will work with the local community to ensure that the facilities at WCHOB are reused or redeveloped in an appropriate manner and in a reasonable timeframe.

4.2 Utilities

4.2.1 Characterization

The City of Buffalo Division of Water provides water needs for domestic and fire-fighting needs. Sewer utilities are managed by the City of Buffalo.

Electric service to the area is provided by National Grid. Multiple underground electric lines are located around the WCHOB.

Gas service is provided by National Fuel Gas Company.

4.2.2 Impacts

The relocation of WCHOB will leave the majority of the structures once operated by Kaleida Health vacant. If these structures remain vacant or a new use does not meet or exceed the utility capacity for the properties, then the utility demand for the local community will diminish.

4.2.3 Mitigation

No adverse impacts are anticipated, therefore, no mitigation is required.

4.3 Visual and Aesthetic Resources

4.3.1 Characterization

Building massing generally refers to building scale, size and relationship to exterior spaces.

Building scale within the Study Area primarily consists of low-rise (1-4 stories) and mid-rise buildings (5-10 stories). The WCHOB has a much larger footprint and vertical scale (9 stories) than the other structures in the area. Other properties associated with WCHOB consist of converted residential homes between 2 to 3 stories in height with a small footprint.

The WCHOB is a mix of building styles. The property has been developed over the last 80 years and the variety of building designs is reflective of that gradual development.

4.3.2 Impacts

There will be no immediate impact from relocating the services from the existing WCHOB to the proposed CHOB. The look of the facility will not be significantly altered. If the property is not redeveloped or reused in a reasonable time frame, the properties could begin to deteriorate and create a negative visual impact on the surrounding area.

Reuse options may be identified in the process which would require reconstruction of the façade or partial demolition. These potential redevelopment options will be reviewed through the community partnership and will also be subject to review by the City of Buffalo.

4.3.3 Mitigation

The redevelopment process detailed in Section 3.1 Land Use, will ensure that the properties do not sit vacant. Kaleida will also continue to maintain the exterior and grounds of the facilities as long as they own them. Kaleida will identify a point person

for local concerns about building conditions follow closer of the existing facility and will provide that persons contact information to the local block clubs.

4.4 Historic, Archeological and Cultural Resources

4.4.1 Characterization

Historic Buildings

None of the proposed relocated properties are historic landmarks or within historic districts designated by either the City of Buffalo or NRHP.

Sites listed on the NRHP in proximity to WCHOB include:

- Hellenic Orthodox Church of the Annunciation; and
- Saturn Club.

Figure 9 presents adjacent NRHP listings in relation to WCHOB.

Historic Districts

The WCHOB properties are not within any local, state or federal historic districts.

Archaeological

The properties have been occupied with multiple historic urban uses. These urban developments have been repeatedly demolished and constructed. While there is a minimal chance that pre-historic remains will exist, there is a possibility of remnants of former urban developments that may be of historical significance.

4.4.2 Impacts

The relocation of services out of the existing WCHOB will not have a negative impact on any historic structure. There is no view from the historic structures to WCHOB due to the dense urban fabric in this area.

4.4.3 Mitigation

No adverse impacts are anticipated therefore, no mitigation is required.

4.5 Noise/Helipad

4.5.1 Characterization

Noise is defined as unwanted sound. The area surrounding WCHOB is urban in nature with surrounding commercial and residential uses. Typically within these areas existing ambient and background noise levels consist of traffic, construction and sirens from police or ambulances.

Two significant noise sources in the area are sirens from ambulance traffic and helicopters transporting patients.

4.5.2 Impacts

The relocation of WCHOB as an active hospital will have a positive impact on local noise issues. Ambulance and helicopter noise will be significantly reduced by the relocation.

4.5.3 Mitigation

No adverse impacts are anticipated, therefore, no mitigation is required.

4.6 Socioeconomic (including Environmental Justice)

4.6.1 Characterization

Setting

The Study Area is defined as US Census tract 67.02. This area includes the properties bounded by West Utica Street, Delaware Avenue, Brant Street and Elmwood Street.

Total Population

There are 3,224 residents in the Study Area, compared with Erie County having 919,040 residents.

Racial Composition

The table below provides a summary of the racial composition in all study areas. Hispanic ethnicity is a separate data category from race and, therefore, should not be added to race totals.

Table 7: Racial Composition

Population Group	Secondary Study Area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Population, All Races	3,224	100%	919,040	100%
White Alone	2042	63.30%	735,244	80.00%
Black or African American alone	707	21.90%	123,931	13.50%
American Indian or Alaska Native alone	24	0.70%	5,908	0.60%
Asian alone	143	4.40%	23,789	2.60%
Native Hawaiian and other Pacific Islander alone	0	0.00%	219	0.00%
Some Other Race alone	13	0.40%	13,427	1.50%
Two or More Races	81	2.50%	16,522	1.80%
Hispanic or Latino	214	6.60%	41,731	4.50%

Source: US Census

Households

There are 2,188 households (398 family, 1,790 non-family) located within the Study Area. The median household income in the Study Area (in 1999 dollars) is $45,000; for Erie County the median household income is $38,567.

Poverty Status

Within the Study Area, 569 residents had incomes below the poverty level in 1999 (Census 2000). This is approximately 18.9% of the 3,010 persons for whom poverty status is determined.

Housing

Within the Study Area there are 2,516 housing units; the total housing units in Erie County is 419,974. Therefore, the Study Area accounts for 0.5% of the housing units in Erie County. The table below provides a summary of the housing characteristics in both study areas and Erie County. The values calculated for "median value" are only of owner-occupied housing units.

Table 8: Housing Characteristics

Housing Characteristics	Study Area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Housing Units	2,516	100%	419,974	100%
Renter Occupied Units	1877	75%	134,865	35.2%
Owner Occupied Units	311	12%	248,299	64.8%
Vacant Units	329	13%	36,810	8.8%
Median Value	$ 35,900		$ 90,800	

Source: US Census

Environmental Justice

Environment Justice seeks to protect any one population subgroup from potential disproportionally adverse impacts from proposed developments. Socioeconomic characteristics were examined based on Environmental Protection Agency Standards (EPA) for the Secondary Study Area.

Criteria for Environmental Justice (EJ) determination were derived from the EPA standards for environmental justice areas. These criteria are:

- At least one-half of the study area is of minority status;
- At least one-half of the study area is of low-income status;
- The percentage of minority status is at least 10 percentage points higher than for the entire county in which the population is located; and
- The percentage of low-income status is at least 10 percentage points higher than for the entire county in which the population is located.

The Secondary Study Area qualifies as an EJ area because there is a disproportionally higher percentage of minority races and ethnicities (36.4%) than the percentage of minority races in Erie County (17.8%).

Table 9 provides a comparison of EJ statistics for the Study Areas as well as Erie County, New York. Low-income status was defined as a population having an annual income that is less than the poverty threshold. In census year 2000, the poverty threshold for a family of four, established by the U.S. Census Bureau, was $17,609.

Table 9: Environmental Justice Statistics

Demographic Profile	Secondary Study Area	Erie County
Total Population	3,224	91904000%
Percent Minority (%)	0.364	14%
Percent White alone (%)	1	80%
Individual Below the Poverty Level	569(18.9%)	112,358 (12.2%)

Source: US Census

Employment

Based on the 2000 Census, the Study Area has a civilian employment base of 822 persons, with the largest industry in this area consisting of educational, health and social services accounting for 40.9% of employed civilian persons 16 years or older. In comparison, Erie County contains a civilian employment base of 431,174 persons with the same industry accounting for 25.6% of employed civilian persons 16 years or older. Table 10 summarizes employment by industry in the Study Area. Employment data is not available for the Primary Study Area.

Table 10: **Employment Base**
(Employed Civilian Population 16 Years and Over)

Industry	Study area	Percent of Total (%)	Erie County	Percent of Total (%)
Total Employment Base	1,649	100.0%	431,174	100.0%
Agriculture, Forestry, Fishing, Hunting, and Mining	9	5.0%	1,499	0.3%
Construction	44	2.7%	19,178	4.5%
Manufacturing	104	6.3%	62,253	14.4%
Wholesale Trade	84	5.1%	18,677	4.3%
Retail Trade	164	9.9%	50,932	11.8%
Transportation, Warehousing, and Utilities	47	2.9%	22,211	5.2%
Information	47	2.9%	10,234	2.4%
Finance, Insurance, Real Estate, Rental & Leasing	94	5.7%	28,687	6.7%
Professional, Scientific, Management, Administrative, and Waste Management	179	10.9%	34,656	8.0%
Educational, Health, and Social Services	635	38.5%	110,315	25.6%
Arts, Entertainment, Recreation, Accommodation, and Food Services	115	7.0%	32,343	7.5%
Other Services	63	3.8%	19,547	4.5%
Public Administration	64	3.9%	20,642	4.8%

Source: US Census Bureau, 2000

4.6.2 Impacts

There is a slightly higher percentage of people in the Study Area that work in the educational, health and social services than in the County as a whole. This may indicate that some residents selected the area due to proximity to WCHOB. The site of the new CHOB is only 1.2 miles from the existing facility. Some employees may choose to move

to be as close to the hospital as possible but this should not significantly impact the Study Area.

The relocation of WCHOB should not have an impact on the demographics or make up of the neighborhood.

4.6.3 Mitigation

No adverse impacts are anticipated therefore, no mitigation is required.

4.7 Parking and Transportation Evaluation

4.7.1 Characterization

Roadside parking for WCHOB properties is accessible along West Utica Street, Hodge Road, Elmwood Avenue, Bryant Street and Oakland Place. Parking lots and ramps are accessible for staff and visitors. One 127-car capacity parking lot can be accessed from West Utica Street. A four-story parking ramp can be accessed from Hodge Street and Elmwood Avenue. Finally, a 31- and a 68-car capacity parking lots can be accessed on Bryant Street.

4.7.2 Impacts

One of the main points of friction between residents and WCHOB is roadside parking. Some of the staff of the hospital choose not to park in the garage or free-required parking lots, and instead opt to find available free on-street parking. Additionally, patients and visitors to the hospital often use on-street parking for the duration of their visit. This can make it difficult for residents to find parking during the day, in particular for those residents without a driveway or garage.

Relocation of WCHOB will relieve most of the daytime parking constraints from the area. This would be a positive impact for the neighborhood.

Another impact will be a significant reduction in demand for the existing garage that is mainly used for employees and visitors to WCHOB. The garage is owned by the City of Buffalo. This garage may support the redevelopment or reuse of the properties.

4.7.3 Mitigation

No adverse impacts are identified therefore, no mitigation is required.

4.8 Air Quality

4.8.1 Characterization

The United States Environmental Protection Agency (USEPA) designated 30 counties in New York as non-attainment for the 8-hour ozone standard effective December 16, 2008. Erie County is one of the designated ozone non-attainment areas.

4.8.2 Impacts

The relocation of WCHOB will have a positive impact on the air quality of the local community. Major sources of air emissions from heating/cooling system emissions within a highly residential area will be significantly reduced. Based on the type of future land use for the property the local community could benefit from long-term improvements in air quality.

4.8.3 Mitigation

No adverse impacts are anticipated, therefore, no mitigation is required.

4.9 Public Services

4.9.1 Characterization

Schools

Three schools are located in the surrounding area, these include:

Table 11: **Schools within the surrounding area**

Name	Grade	Address
Canisius High School	9-12	116 Delaware Ave
Frank Sedita Elementary #30	Elementary	350 Vermont St
Grover Cleveland High School	9-12	110 14th St

Emergency Services

WCHOB is serviced by Engine 37 Ladder 4 of the Buffalo Fire Department, located at 500 Rhode Island Street, and Districts B of the Buffalo Police Department. The B-District station is located at 695 Main Street.

Emergency medical services for WCHOB are provided by BGMC located at 100 High Street. BGMC is a 511 bed acute care facility in the center of the BNMC (American Consulting Professionals of NY, 2008).

4.9.2 Impacts

It is not likely that schools, police or fire services will be impacted from the relocation of the WCHOB. Emergency medical services for the surrounding area will be impacted from the relocation of WCHOB. However, the new CHOB facility will be relocated approximately 1.2 miles southeast of the present facility. Furthermore, this facility is being relocated within the BNMC; this will improve the emergency medical services for all of Erie County.

4.9.3 Mitigation

No adverse impacts are anticipated, therefore, no mitigation is required.

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5.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Unavoidable adverse environmental impacts associated with the proposed Project are the long-term effects that remain after mitigation efforts have occurred. These generally are impacts for which there is no additional feasible method for mitigation. Impacts can be temporary, due to construction activities, or long-term, due to physical alteration of the landscape and environmental conditions. This section summarizes those adverse impacts that cannot be avoided (6NYCRR 617.9 (b)(5)(iii)(b)).

Visual and Aesthetics

The Project is the construction of a new Children's Hospital of Buffalo, a modern, multi-dimensional medical hospital up to 400,000 square feet and up to 10 stories in height. The construction of the building will have an unavoidable visual impact to the areas directly adjacent to, or within, the BNMC. The addition of a new structures and the aesthetic appeal of the structure is a subjective evaluation which will vary from person to person. Although some will find the addition of a new structure as a visual improvement to the area, others may find this a negative impact which cannot be fully mitigated.

Construction

During the site clearing, preparation and construction of the proposed Project, short-term impacts on air quality and noise will occur. These impacts will be primarily from the movement and operation of construction equipment. The use of best management practices will be employed to mitigate these impacts to the maximum extent practicable. However, not all impacts can be fully mitigated.

Traffic and Parking

Both during and after construction there will be impacts to traffic on the BNMC. During construction, road and lane closures will be required periodically to allow for the delivery of materials and construction equipment. These impacts to traffic will be temporary; normal traffic will resume after the completion of the Project.

The construction of this Project will result in the permanent removal of a parking lot for BGMC. The removal of the parking lot will result in an increase in parking demand for the BNMC. To offset this increased parking demand mitigation measures will be implemented to reduce vehicle trips and encourage alternative modes of transportation (see Section 2.8). However, not all impacts can be fully mitigated.

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

An irreversible commitment results in environmental changes that cannot, at a future date, be altered to restore the environment to its preconstruction state. Resources include not only the commitment of labor, fiscal resources and materials, but also natural and cultural resources committed as a result of Project construction, operation and maintenance. This section identifies the unavoidable environmental impacts of the Project that will irreversibly curtail the range of potential uses of the environment or result in the commitment of resources that are neither renewable nor recoverable.

Most land development projects require a commitment of natural resources for construction. Construction of the Project will result in the short- and long-term commitment of natural resources. Some of the resources include structural steel, gravel, wood and concrete to be used in the construction of the buildings. The long-term commitment of these materials will limit their availability for future projects. However, the actual amount of materials used to build any structure will comprise a very small percentage of the U.S. and world production of these materials. Some materials, at the end of the Project life, such as steel and stone, will be available for reclamation and recycling. Therefore, the Project will not have a significant impact on the availability of these materials.

The Project will require the commitment of previously developed, yet currently underutilized urban land for the life span of the project. About 2.3 acres of land will be directly impacted by this development. This land use is considered an irreversible commitment, but only during the expected lifetime of the Project. Once the land is no longer needed for these facilities, they can be removed and the land can be converted to a different purpose. Therefore, in the long-term, this is neither an irreversible, nor irretrievable commitment of resources.

Construction, operation and maintenance of the Project will require irreversible and irretrievable commitments of human and fiscal resources to design, build, operate and maintain the facilities. Human and financial resources will also be expended by the local,

state and federal governments for the planning, environmental reviews, permitting and monitoring of the Project. These commitments are justifiable in light of the medical and human benefits to be derived from the Project. No significant impacts on human and fiscal resources of local governmental services (fire, police, etc.) are expected.

Project construction and maintenance work will irretrievably commit energy resources derived from petroleum products and electricity. Fuels and electrical energy will be consumed during the manufacturing and transport of materials and workers to be used for the Project. Additional fuel will be expended by construction equipment used to construct the facilities. Some fuels will also be used by maintenance and emergency vehicles and equipment during the lifetime of the Project. Fuels and electrical energy will be consumed for heating and cooling of the facilities during the life of the Project. These commitments will be minor and will not affect the local energy supply.

7.0 GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

Growth-inducing aspects are direct or indirect economic impacts from construction projects. Direct or indirect economic impacts from projects can remove growth impairments such as establishment of essential public services, new access to an area or construction of additional housing in the surrounding area.

The development of a new facility for CHOB will create employment during construction and during the lifespan of the Project. Some of the employment will be relocated from other areas of the City of Buffalo and Western New York, but the ultimate goal of the Project is to improve medical care for the region and act as a catalyst to help draw new business and private investment from outside of Western New York. A location on the BNMC helps to nurture the interdisciplinary research and entrepreneurship that can be the basis for job growth in the City of Buffalo and the region. Secondary benefits may accrue to various existing service businesses that would be patronized by employees during construction and operation. There may also be some benefit to the local community from the purchase of materials to construct and furnish these buildings.

The staff will be relocated from a facility that is only 1.2 miles away. However, some staff chooses to live in close proximity to the facility to limit commute times. This may cause some additional demand for housing in the areas immediately surrounding the medical campus, in particular the loft housing available downtown and single-family homes in Allentown and the Fruit Belt. There is adequate capacity to absorb new employees in these residential areas without displacing current residents. This potential growth is one of the reasons that the BNMC is considered a regional economic development center.

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