

# Cattaraugus County

## Route 219 - International Trade Corridor

### Railyard Industrial Park - Great Valley, New York

#### DEVELOPMENT OPPORTUNITIES

Cattaraugus County, the Town of Great Valley, and the Southern Tier West Regional Planning and Development Board invite developer and investor interest in the development of an industrial park on an available site in Great Valley. This industrial park will offer significant multi-modal transportation

options including an operating rail line and access to the proposed Route 219 freeway, just north of its intersection with Interstate 86. The Railyard Industrial Park will be a magnet for industrial, warehousing and distribution operations in the western Southern Tier of New York State.



#### PROJECT ELEMENTS

Preliminary development concepts envision the following phased program:

Development Component	Phase I	Phase II
Office/Research	15,000 SF	
Warehouse/Distribution		55,000 SF
Assembly/Light Industry		45,000 SF
Intermodal Terminal	85,000 SF	

The initial phase of development focuses on exploiting the multi-modal advantages of the site through warehouse, distribution and intermodal facilities. Subsequent phases introduce office, research and light industrial uses. The

Southern Tier West Regional Planning and Development Board proposes to form a not-for-profit development corporation to coordinate this development.

*Cattaraugus County Department of Economic Development, Planning & Tourism*

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### *Railyard Industrial Park - Great Valley, New York*

**Site Characteristics:** The Railyard Industrial Park will be developed on a former railyard in the Town of Great Valley immediately adjacent to the City of Salamanca and the Seneca Nation's Allegheny Reservation. Sewer, water and municipal electric service will be available from the Salamanca Board of Public Utilities. Approximately 98-acres of the site are owned by CSX Railroad, which has expressed interest in divesting itself of the property. About half of this portion of the site would be available for development, with the balance required for the Route 219 Freeway right-of-way on the eastern side of the railyard, which has a proposed interchange nearby. An additional 25-acre parcel is owned by the Buffalo & Pittsburgh railroad, which also maintains the operating rail line through the property. The B&P has expressed interest in supporting development that utilizes rail service.

**Environmental:** The proposed site served as a railyard and has environmental conditions characteristic of that use. DEC and CSX agreed to a testing program to identify the exact extent of the problem, with a remediation program to be developed based upon those results.

**Transportation:** The site is served by the east-west rail line operated by the Western New York and Pennsylvania Railroad.

**Market Potential and Support:** The economic implications of the proposed construction of the Route 219 freeway alternative are numerous, and extremely positive. Cattaraugus County, as the site of most of the Route 219 improvements, would experience the most immediate changes in accessibility and travel improvement, with associated increases in the development potential of sites in that area. The extension of the interstate-level expressway system and a proposed new airport would complete critical regional and international transportation links that increase the region's attractiveness as a gateway for the growing Canadian trade market, and support important regional industries. Decreased travel time from the Buffalo and Toronto markets increases the viability of Great Valley as a location for an industrial park. NYSDOT estimates would reduce travel time by 10 to 15 minutes under the freeway proposal.

The excellent transportation connections at this site create an opportunity to attract businesses that require regional warehouse operations that serve the Northeast and Midwest. The possible development of an intermodal terminal (trucking,

The proposed new Route 219 freeway would add a 4-lane divided highway between Springville and Salamanca. The first interchange on the freeway northbound from I-86 would be at the railyard site. The proposed north-south high-speed 'International Trade Corridor', and its major crossroads with the Southern Tier Expressway (Interstate 86), would reduce travel time for trucks and passenger vehicles in all directions, including cross-border trips to Canada. This improved infrastructure would draw interstate travel both ways between Atlantic seaboard states and Canada, which is the largest volume trading partner of the United States in the world. It is proposed that seven interchanges be developed along the route of the new highway, with significant development and investments anticipated to locate in the vicinity of these interchanges.

**Great Valley and the City of Salamanca:** The urbanized area of these two municipalities offers the sites, work force and infrastructure needed to support industrial development in a way that complements the natural beauty of the adjacent environment. The redevelopment of the railyard brownfield represents an opportunity for industrial development that does not intrude upon the natural beauty of the State Park and other tourist activities in the region.

rail, and air service) at the site may attract firms seeking a low-cost location from which to serve nearby metropolitan markets.

Research has identified industries that could find this site attractive, including electronic components, industrial machinery, fabricated metals, specialty plastics, computer-related business services, distribution, forest-based products, specialized retail and tourism related goods and services. The Railyard Industrial Park project has been developed with a view to capitalizing on the potential for economic expansion and relocation in these industries.

**Community Support:** The Railyard Industrial Park project enjoys the wholehearted support of Cattaraugus County, the Town of Great Valley, and the Southern Tier West Regional Planning and Development Board. The potential economic impact in terms of employment and tax revenues justifies this support, and local governments will be eager partners with developers and investors on all facets of site development and financing.

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