



Case Study:

# TONAWANDA LANDFILL LAND

2520 KENMORE AVENUE TONAWANDA, NY

## FACTS

Site ID: 10980

Acres: 14.88 +/- acres

SF at Time of Sale: n/a (vacant land)

FMV: \$60,000

Congressional District: NY-26

Date Sold: April 7, 2020

Buyer: AHJS Investors LLC

End-User(s): AHJS Investors LLC

New Use: Reuse of existing 3-acre parking lot for truck storage

Jobs Pledged: 5 to 15

Jobs Actual: Under development

Investment Pledged: \$50,000-\$100,000

Investment Actual: Under development

Est. New Tax Base: \$0 (replicating existing use)

Lead Agency: NYSDEC

Regulatory Programs: n/a; site delisted by NYSDEC from Registry of Inactive Hazardous Waste Sites in 1996

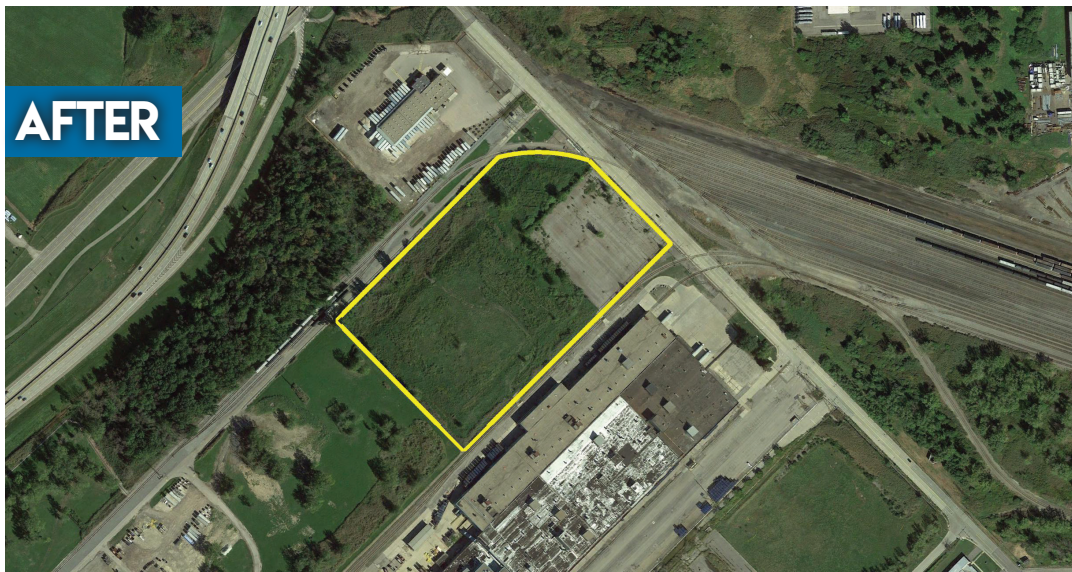
Remedial Activities: n/a

Est. Cleanup Cost: \$0 EA budget site

## BEFORE



## AFTER



## THE CHALLENGE:

Approximately two-thirds of the land area consists of a closed 8-acre industrial landfill that accepted waste materials from 1921 to 1978 and an exclusive 2-acre powerline utility easement. A 3-acre parking lot was constructed along Kenmore Avenue. In the early years of the 21st century, the former General Motors Corp. used the landfill for management of structurally unsuitable soil materials and concrete debris generated during construction of nearby GM facilities. In each case, once construction was completed, topsoil was placed across the entire surface area of the landfill and the area was seeded with a mixture of grasses. The New York State Department of Environmental Conservation (DEC) placed the Property on its Inactive Hazardous Waste Disposal Registry in the late 1970s. Following a Phase II investigation of the disposal area, the DEC removed the Property from the Inactive Hazardous Waste Disposal Registry. Because of its previous use as a landfill, reuse alternatives for the landfill proper were constrained by factors such as load limits and deed restrictions prohibiting certain subsurface activities.

## THE OUTCOME:

RACER Trust marketed both the landfill proper and the parking lot for redevelopment, including targeted outreach to solar development prospects for the landfill portion. RACER markets each of its properties nationally and across multiple platforms, but in this case, the buyer was an established local business that had a specific need for additional truck parking. The planned reuse won the unanimous support of the local planning commission, and was consistent with previous use of the Property. The buyer has not announced plans for the remaining acreage, though expansion of the business or resale of the land are viable options. The buyer said it intends to improve the Property by resurfacing the parking lot and installing new lighting and perimeter fencing. The buyer said it intends to create up to 15 full-time jobs at the Property.



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