



LAKE ONTARIO INDUSTRIAL PARK

Comprehensive Site Profile

City of Oswego

Oswego County, New York

Prepared for:

Operation Oswego County, Inc.
44 West Bridge Street
Oswego, New York 13126



Operation Oswego County

*An Economic and Job Development Corporation
Serving Oswego County, NY*

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LAKE ONTARIO INDUSTRIAL PARK COMPREHENSIVE SITE PROFILE

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1.0 PROPERTY SUMMARY

Lake Ontario Industrial Park Site Property Summary	
General Location:	Immediately north of Northland Filter facility in the Lake Ontario Industrial Park
Site Ownership:	Operation Oswego County, Inc. owns the entire 57 acre Industrial Park
Address:	The Site is part of the larger Industrial Park, located at 249A Mitchell Street, Oswego, New York
Access:	Direct access to the Site is currently off the Industrial Park driveway just north of Mitchell Street
Road Frontage:	Approximately 700 feet of road frontage along the Industrial Park driveway
Topography:	Gently sloping with areas of steep slopes limited to southeasterly portion of the site
Hydrology:	Natural drainage flows to the rear of the site
Land Use:	Undeveloped wooded and shrub areas
Crops Grown:	None
Utilities:	Public water, sewer, electric, telephone, cable, gas and fiber optics
Zoning:	Industrial; Restrictive Covenants exist for the Industrial Park site
Site Improvements:	Several manholes are located along the sanitary and storm sewer easement. A transformer also exists on the eastern side of the site.
Tax Map #'s:	110.68-01-01

The site, currently owned by the OOC, consists of a 5-acre +/- parcel located on the western side of the Industrial Park driveway. The site is generally rectangular in shape with approximately 700-feet of road frontage and between 350 to 400-feet of depth from the road. It is part of a larger 56.64-acre parcel within the Lake Ontario Industrial Park and is currently undeveloped.



Image 1: 5 Acre +/- Lake Ontario Industrial Park Site

2.0 INTRODUCTION & BACKGROUND

Operation Oswego County, Inc (OOC) identified the marketing and development of key industrial properties as a major priority in the economic development strategy of Oswego County. Specifically, the development of a vacant piece of land within the Lake Ontario Industrial Park in the City of Oswego, New York has become a high priority with several developers requesting site information pertaining to environmental, topographical, and utility data.

The property owned by the Operation Oswego County, the County's Industrial Development Agency (IDA), that is the subject of this Site Profile is an approximately 5-acre vacant parcel located east of the Oswego River and Fort Ontario near the eastern City boundary and just south of Lake Ontario shoreline. More specifically, the site is located north of Mitchell Street and east of Smith Beach Road on the west side of the Industrial Park driveway within the Lake Ontario Industrial Park as illustrated on Figures 1 and 2 in Appendix A. In order to make the site more attractive to industries and developers, Operation Oswego County has authorized Barton & Loguidice, P.C (B&L) to develop a comprehensive informational package to identify and summarize necessary information in order to foster OOC's marketing efforts for the site.

B&L's investigation of the Lake Ontario Industrial Park Site (the site) was conducted using a two-part process; an evaluation of published maps, plans and environmental records, and a site investigation. Aerial photos, soil maps, utility and infrastructure maps and plans, USGS topographic maps, wetland and floodplain data, sanborn maps, boring samples, and other published information was reviewed as part of this Comprehensive Site Profile investigation.

The objective of this document is to clearly summarize findings associated with the evaluation of the site for prospective purchasers whom are interested in developing the site for industrial or commercial uses. A Phase I Environmental Site Assessment (ESA) was prepared as a separate standalone document. Furthermore, two full-size exhibits, Development Scenario A and Development Scenario B, have been prepared to graphically illustrate site development opportunities as a result of this investigation and to help convey the potential of the Lake Ontario Industrial Park site. Half size exhibits are included in Appendix B. Lastly, boring log data for the site is included in Appendix C followed by supporting documentation in Appendix D.

3.0 SITE PROFILE

The information summarized in this section is an inventory of existing site conditions organized to effectively profile the site for Operation Oswego County, Inc and prospective developers.

3.1 General Site Characteristics

The site, currently owned by the OOC, consists of a 5-acre +/- parcel located on the western side of the Industrial Park driveway. The site is generally rectangular in shape with approximately 700-feet of road frontage and between 350 to 400-feet of depth from the road. It is part of a larger 56.64-acre parcel within the Lake Ontario Industrial Park and is currently undeveloped.

A sanitary sewer right-of-way (ROW) is located along the northerly property boundary where several manholes are located. The northern and western property boundaries adjoin a dense wooded area. The Industrial Park driveway forms the eastern property boundary. A filter manufacturing company, Northland Filter International, Inc, adjoins the site to the south. Generally, the site is a large undeveloped parcel in an area of mixed residential and industrial development.



*Image 2 (left): View looking southwest down access road within sanitary and storm sewer ROW
Image 3 (right): View looking southeasterly from access road into the site.*

3.2 Site Topography

Based on field evaluations, the USGS topographic Oswego East quadrangle, and Light Detection and Ranging technology (LiDAR), the site is primarily level with gradual slope towards the west. The site's steepest gradients, between 15 and 25 percent slopes, are generally located on the southern portions of the site as illustrated on Figure 3 in Appendix A. Site elevation along its road frontage is between 299-feet and 302-feet, whereas the site's lowest elevation of 281-feet is situated along the rear boundary line adjacent to the sanitary ROW.

3.3 Environmental Features

A Phase I Environmental Site Assessment (ESA) was performed pursuant to general accordance with the American Society for Testing and Materials (ASTM) “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process” (ASTM Designation E 1527-05). The Phase I ESA is provided under a separately bound cover and is intended to reduce the uncertainty regarding the potential occurrence of past release or potential future release of hazardous substances or petroleum by making appropriate and reasonable inquiry into the past and present uses of the site. Although environmental features such as state and federal wetlands and a 100-yr flood zone are present on nearby sites, there appears to be no significant environmental limitations on the Lake Ontario Industrial Park site as illustrated on Figure 4 in Appendix A. As such, a Phase II Site Assessment is not recommended to be performed based on the results of the Phase I ESA. It is suggested users of this Site Profile document refer to the Phase I ESA for detailed environmental information and findings.

Furthermore, the site and the Lake Ontario Industrial Park are within the New York State Coastal Management Zone, as illustrated by the blue line on the “Oswego East” map in Appendix D. Pursuant to the Coastal Management Act of 1972, development activity in designated Coastal Zones requires coordination with the New York State Department of Environmental Conservation and the Department of State.

3.4 Soil Characteristics / Bearing Capacity

On September 5, 2012, Lyon Drilling Company, Inc. advanced four (4) borings to a depth of 25 feet below top of grade. The borings were located as follows; north-west corner, south-west corner, east of center, and dead center of the lot as illustrated on Figure 5 in Appendix A. Samples were obtained by driving a 2-inch diameter split-spoon sampler with a 140 pound hammer in accordance with ASTM D-1586 (Standard Penetration Test). The hammer blows recorded for each six inch interval during sampling from the 6-inch to 24-inch interval are referred to as “Penetration resistance” and are designated as the “N value” on the boring logs, which are provided in Appendix C.

At the bottom of the boring level the driller encountered a till like material consisting of wet grey highly compacted sand with little medium to coarse sand and trace fine gravel. The blow counts at this level achieved an average N value of 88. The bearing material located at 6 feet below grade consisted of moist brown fine sand, little medium to coarse sand, and trace fine gravel with occasional cobbles with an average N value of 62. The lowest N value at 6 feet was in the south-west quadrant with an N-Value of 39.

Groundwater was not encountered; however, the groundwater table will vary with the seasons and changes in precipitation patterns and may be higher during the wetter seasons. Subsurface conditions and water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time also may result in changes in the conditions interpreted to exist at the locations where sampling was conducted.

Two scenarios were investigated for future construction on the site. Scenario-A consisted of a 300'x165' (49,500sf) one-story structure. Scenario-B consisted of a 100'x200' (20,000sf) one-story structure.

Design loads for both buildings were assumed for a light industrial structure with dead loads consisting of 15psf for the interior floors and roof, live load of 100psf for the interior floors, and a balanced snow load of 42psf based on a 60psf ground snow load. Both design loads were based on The 2010 New York State Building Code and ASCE 7-05.

For Scenario-A columns spaced at 15' and square footings of 6.5'x6.5' for interior columns and 5'x5' for external columns would likely be required. For Scenario-B it was found a square footing of 9'x9' at the base of columns would be satisfactory. For both scenarios, all foundations would have to reach a depth of at least 5' to penetrate below extreme frost conditions in the soil. Calculations were based on a depth of 5' for both foundations with assumed cohesionless soils, an effective friction angle of at least 30°, and effective unit weight of 115pcf. Per NYS building code section 1804.2; the maximum allowable foundation pressure for supporting soils at or near the surface shall not exceed 3,000psf for sandy gravel soils unless data to substantiate the use of higher values is submitted and approved. Our analysis found a bearing capacity of 5,000psf to 6,000psf may be substantiated; however, further testing would need to be performed. A maximum bearing pressure of 3,000psf was assumed for the purpose of the foundation design.

The boring logs depict subsurface conditions for specific locations and dates. The recommendations and observations presented assume that significant variations do not occur at the site. Non-uniform conditions, however, cannot be ruled out by the methods of investigation performed. Also, Development Scenarios A and B in Appendix B are conceptual site plans that are based on Scenario A and B respectively as summarized above.

3.5 Site Utilities

Existing utility information was obtained through as-built plans and contact with individual service providers. Approximate utility locations are shown on Figure 6 in Appendix A and further summarized below.

Electric Service

13.2 KVA overhead and underground electrical service is provided to the Lake Ontario Industrial Park along Mitchell Street. A transformer owned by National Grid is also located on the eastern end of the site along the road frontage adjacent to the Industrial Park driveway.

Water Supply

The City of Oswego Water Department is responsible for providing potable water to the Lake Ontario Industrial Park. According to the City Water Department, water service in the City has the capacity to provide greater than 16 million gallons per day with processes consisting of chlorination, coagulation, filtration, and fluoridation. Currently, daily flow rates are 5 to 12 million gallons per day with existing

users that include industrial, commercial, and residential customers in the vicinity of the Lake Ontario Industrial Park, including fire protection needs. Water supply comes from Lake Ontario.

Specifically, water utilities in the vicinity of the site include an 8" water main that services the entirety of the Lake Ontario Industrial Park along the Industrial Park driveway and which ties into Mitchell Street.

Additionally, there is a large 36" water transmission main that runs by the Industrial Park along Mitchell Street as well as a 6" water line that services properties on the southern side of Mitchell Street.

Sewers

Both storm and sanitary sewers are present within and adjacent to the Lake Ontario Industrial Park. A utility ROW is present along the northern and western boundaries of the site to provide access to the sanitary and storm sewer lines that ultimately connect to utilities on Mitchell Street. Sanitary effluent generated from future operations within the Park and at the site specifically flow via gravity to a pump station located just to the west at the intersection of Mitchell Street and St. Paul Street via a 24" storm sewer line along Mitchell Street. The pump station is a 3 million gallon per day facility and is believed to have ample capacity to accommodate future development within the Industrial Park. From there, flows are pumped to the East Side Waste Water Treatment Plant, which is a 5.35 million gallon per day activated sludge facility. Flows from storm sewers within the Industrial Park connect to a 15" line along Mitchell Street, which ultimately discharge to Wine Creek.

Telecommunications

Overhead cable television and internet lines owned by Time Warner Cable are present along Mitchell Street. Also, overhead and underground lines owned by Verizon are present for telephone and internet services to the Industrial Park.

Gas Service

An 8" underground gas line is present along Mitchell Street adjacent to the Industrial Park. There is also a 4" line that extends northerly along the Industrial Park driveway approximately 650 linear feet and terminates at the target site as illustrated on Figure 6 in Appendix B.



*Image 4 (left): Sanitary manhole along utility ROW on site
Image 5 (right): Transformer box and protective bollards on site*

3.6 Zoning and Land Use

The site, being located in the City of Oswego, could be subject to local zoning regulations and coverage requirements. Being part of the larger Lake Ontario Industrial Park, the site is zoned Industrial (IN). Although the City's zoning code does not specifically provide intent for each zoning district within the City limits, the following uses are identified as permitted uses within the Industrial District:

- Enclosed manufacturing industries.
- Enclosed warehouse or wholesale use.
- Public utility facilities.
- Enclosed service and repair.
- Enclosed industrial processes and services.
- Machinery and transportation equipment; sales, service and repair.
- Freight or trucking terminals.
- Gasoline stations and car washes.
- Animal hospitals.

Based on the site already being zoned Industrial within the context of the larger Industrial Park property, no zone change request applications would be required to the City of Oswego for future industrial development uses.

Furthermore, minimum bulk requirements per the City's zoning code are as follows:

Minimum lot area:	10,000 square feet
Minimum lot width:	100 feet
Minimum setbacks:	
Front	25 feet
Rear	12 Feet; 50 feet when abutting residential districts
Side	12 Feet; 50 feet when abutting residential districts
Maximum Coverage:	35%

Land Use in the vicinity of the site surrounding the industrial park is a mixture of large vacant parcels, single family homes, seasonal homes, a cemetery, community services such as police and fire, and public services uses. Land use immediately surrounding the site is illustrated on Figure 7 in Appendix A. Generally, residential and industrial development along Mitchell Street and Smith Beach Road appears to have taken place prior to 1960. The railroad tracks north of the site were constructed prior to 1939 as the Rome-Watertown & Ogdensburg Railroad. Development of the surrounding areas around the Industrial Park appears to have taken place between 1985 and 1994, and Northland Filter International was constructed in phases between 1994 and 2006.

Covenants and Restrictions for the Lake Ontario Industrial Park

Important to note is a declaration of restrictive covenants made by the Oswego County IDA in 1990. This document provided in Appendix D, sets forth “conditions, covenants, easements, restrictions and reservations” on any and all property within the Lake Ontario Industrial Park, including the target site. The intent of these restrictive covenants is to insure proper and desirous use and development of the Industrial Park. All conditions outlined within the Covenants are binding with the land and are administered by Operation Oswego County. These conditions extend automatically in successive periods of ten years until such time a majority ownership of the property vote to modify or nullify the covenants. When evaluating sites for development within the Lake Ontario Industrial Park, it is these site controls and bulk requirements that should be adhered to in conjunction with the City’s zoning controls. Where site requirements conflict, these restrictive covenants supersede local zoning.

3.7 Transportation Infrastructure

From a transportation perspective, the site and Lake Ontario Industrial Park is geographically located in the Northeastern United States and within close proximity to Southeastern Canada. A complete transportation network is available including highways, water, rail and air to provide fast and efficient movement of products and raw materials.

Important to note is that in the winter of 1998, former Governor Pataki introduced the “Build Now-NY” program that was aimed toward making sites attractive to companies to build manufacturing plants or other facilities. The Lake Ontario Industrial Park was one of the targeted locations. Mitchell Street is an essential east-west transportation corridor for the City of Oswego, and is the primary access to the Industrial Park. It is designated as an urban minor collector. In 2003 Operation Oswego County encouraged the City to reconstruct Mitchell Street, as it was significantly lacking in terms of providing the needed truck access to the park. Since then enhancements to the corridor have greatly improved the attraction of and marketability of the Lake Ontario Industrial Park as an industrial and commercial development location.

Summarized below is a cross section of the transportation infrastructure in proximity to the Lake Ontario Industrial Park site. Also, and as illustrated on Figure 8 in Appendix A, is a map of the infrastructure in the vicinity of the site.

Highway

The site is located strategically in close proximity to both County and State highways.

- NYS Route 104 is approximately a mile to the south of the site providing a primary east-west arterial road.
- NYS Route 481 is approximately two miles to the west where an onramp is located on the east side of the Oswego River in the center of the City.
- NYS Route 48 runs parallel to Route 481 on the west side of the Oswego River. Both routes provide direct access to primary north-south arterials.

- Interstate 81 is approximately 19 miles to the east, providing access to northern New York and Canada as well as downstate New York and Pennsylvania.
- The New York State Thruway (I-90) is approximately 38 miles to the south, providing access to Rochester, Buffalo, Utica, and Albany.

Overall, there is a complete highway network consisting of nearly 2500 miles of roadway that provide transportation to every major market area in the U.S.

Railroad

Approximately 1200 feet of CSX Rail line runs directly adjacent to the north of the site and Industrial Park, linking the site with the Alcan Corporation to the northeast, the City of Syracuse, Albany, New York City, Buffalo and Rochester, as well as international cities such Montreal and Toronto.

Airports

The Oswego County Airport is a general aviation facility located approximately 12 miles to the southeast of the site just outside the City of Fulton. Additionally, full commercial flight service is available at Syracuse Hancock International Airport, which is located approximately 35 miles to the south in the Town of Salina just outside the City of Syracuse.

Water-based Ports

The Port of Oswego is located approximately 1.5miles to the west of the site at the outlet of the Oswego River. The Port includes a wharf which is an intermodal facility providing transportation connectivity from water to land via highway and railroad.

4.0 SUMMARY OF DEVELOPMENT ASSETS AND LIMITATIONS

The Lake Ontario Industrial Park site has several development assets that would benefit a potential purchaser of the property for industrial or commercial use.

Site Development Assets

- At approximately 5 acres, the site has sufficient buildable area to accommodate a moderately sized industrial and/or commercial development operation including associated parking, on-site stormwater systems, setbacks, landscaping and amenities.
- Due to the Lake Ontario Industrial Park not yet being fully built out, future businesses on the site would have an opportunity for expansion within the industrial park.
- The site appears to have been undeveloped since prior to 1960, limiting potential for contamination and eliminating the need for demolition costs for future construction. Based on environmental investigations as part of this site profile, no on-site contamination was found to be present.
- Despite having generally non-compatible residential land uses immediately to the west of the site, there exists an abundance of woodland areas within and surrounding the site and industrial park that could provide a natural buffer between future development on the site and neighboring property.
- The vast majority of the site, including frontage which is along the Industrial Park driveway, is generally flat with gentle slopes to the rear of the site.
- Natural drainage patterns gently slope towards the rear of the property. This would aid in the design and layout of future stormwater facilities to areas of the site that are generally considered not ideal for buildings due to topographic constraints.
- All requisite utilities and associated flow capacities needed to accommodate a light to moderate industrial operation on the site are present either right up to the site or along Mitchell Street to the south. Connecting to existing utilities would be a nominal cost for future construction.
- The site is currently zoned Industrial. As such, no zone changes or variances would be required for future industrial or commercial development on the site.
- The site is fully equipped with access to all major transportation modes, including water, rail, air, and highway.

- Mitchell Street was reconstructed in 2004 in order to accommodate anticipated heavier traffic volumes including trucks and large commercial vehicles travelling to and from the Lake Ontario Industrial Park.

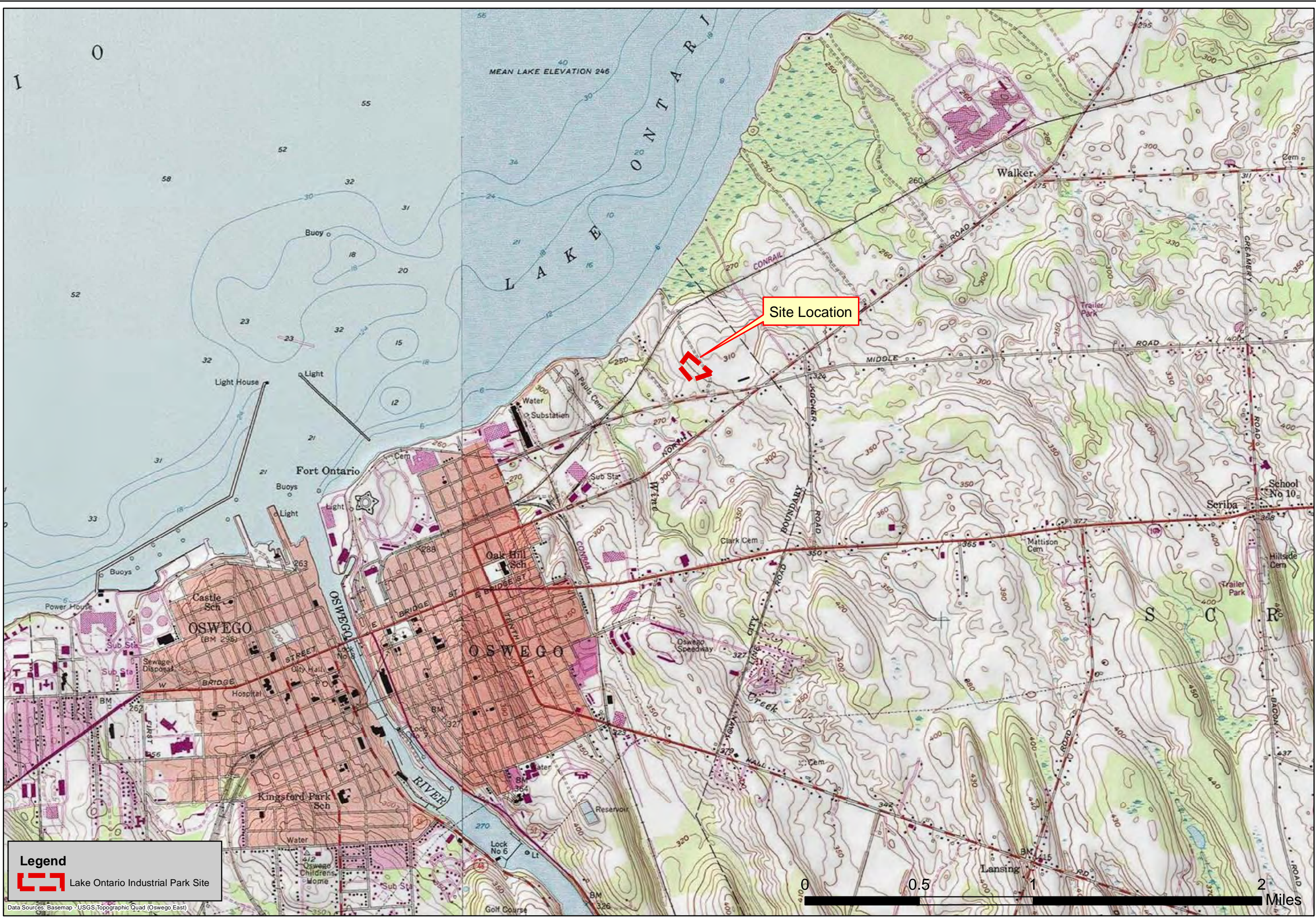
Site Development Limitations


- Though not a major constraint to future development on the site, slopes in excess of 25% do exist on the southeasterly portion of the site adjacent to the Northland Filter International property. Due to this, future development on site should be located closer to the northern and western portions of the site to minimize construction costs.

To conclude, this Comprehensive Site Profile finds that the site within the Lake Ontario Industrial Park site has several assets that benefit a potential buyer or developer with very limited development limitations at this time. Strategic highway access, an abundance of road frontage, existing utilities, and sufficient buildable space on site allow for a flexible approach to future development scenarios that best fit with the intent of the Industrial Park and surrounding area.

APPENDIX A

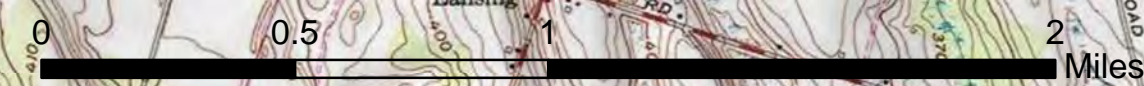
Map Figures




Legend
 Lake Ontario Industrial Park Site


Data Sources: Basemap - USGS Topographic Quad (Oswego East)

Site Location





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Engineers • Environmental Scientists • Planners • Landscape Architects




Operation Oswego County
The Economic and Job Development Corporation
 Serving Oswego County, NY

Operation Oswego County, Inc.
 Lake Ontario Industrial Park Site

Oswego County

New York

Regional Location Map





Date	September 2012
Scale	As Shown
Figure Number	1
File Number	556.007

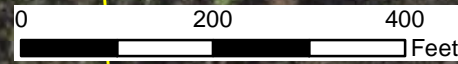
This map is to be used for reference purposes only. Bartons and Loguidice P.C. is not responsible or liable for any inaccuracies herein contained.



Legend

-  Lake Ontario Industrial Park Site
-  Tax Parcel Boundary

Data Sources: Basemap - ESRI Map Service
 Tax Parcel Boundary - Oswego County



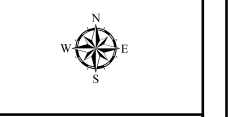
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 Lake Ontario Industrial Park Site

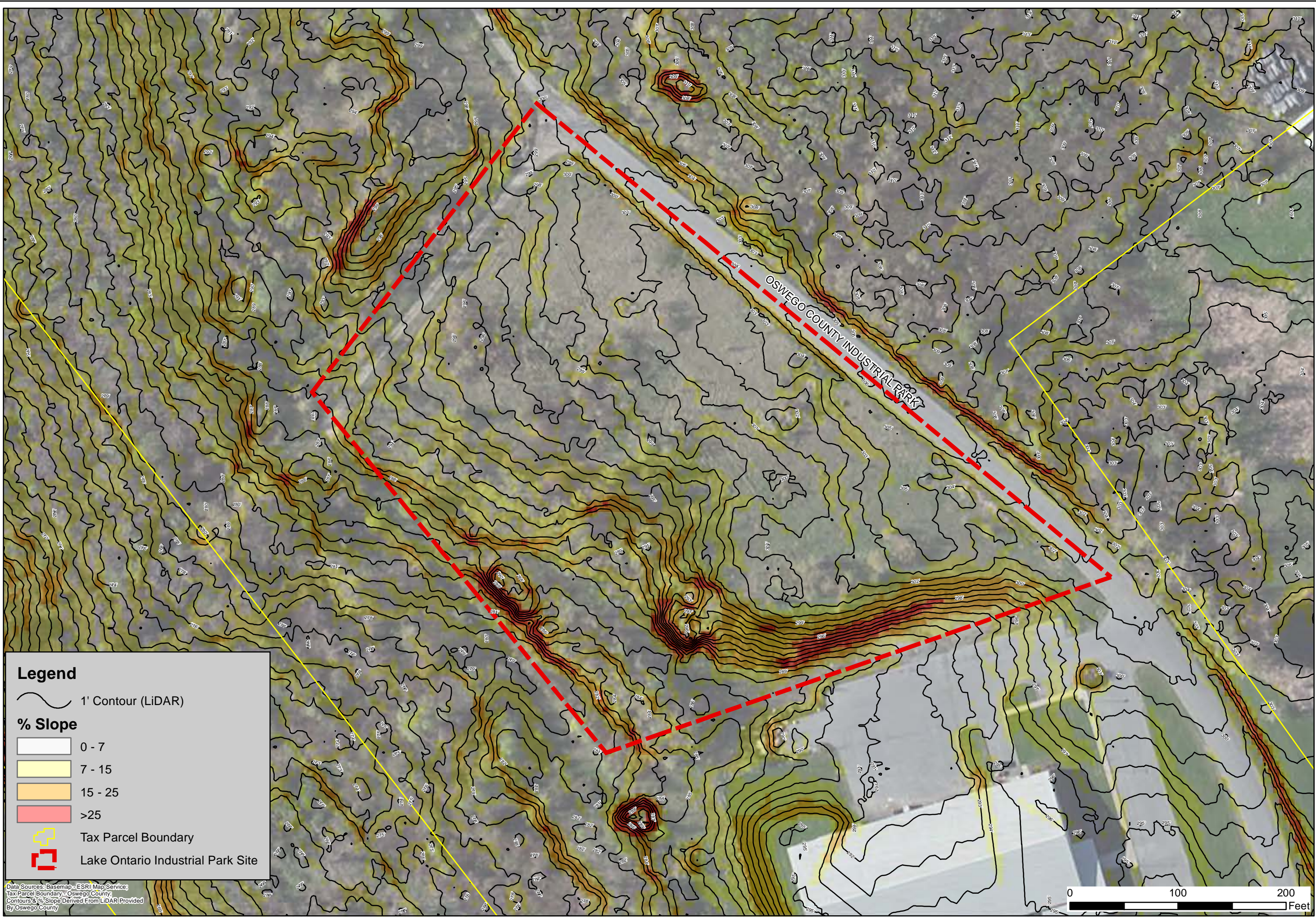
Site Map

Oswego County New York



Date	September 2012
Scale	As Shown
Figure Number	2
File Number	556.007

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Legend

1' Contour (LiDAR)

% Slope

- 0 - 7
- 7 - 15
- 15 - 25
- >25

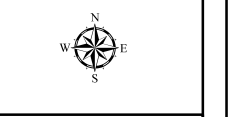
Tax Parcel Boundary

Lake Ontario Industrial Park Site

Data Sources: Basemap - ESRI Map Service;
Tax Parcel Boundary - Oswego County;
Contours & % Slope Derived From LiDAR Provided
By Oswego County



Operation Oswego County, Inc.
Lake Ontario Industrial Park Site
Topographic Map
Oswego County New York



Date
September 2012

Scale
As Shown

Figure Number
3

File Number
556.007

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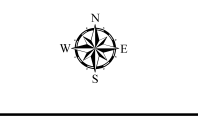


Legend

- NYSDEC Wetland
- NWI Wetland
- Flood Zones (DFIRM)**
- 100 Year
- Tax Parcel Boundary
- Lake Ontario Industrial Park Site



Operation Oswego County, Inc.
 Lake Ontario Industrial Park Site
Environmental Features
 Oswego County New York



Date
September 2012

Scale
As Shown

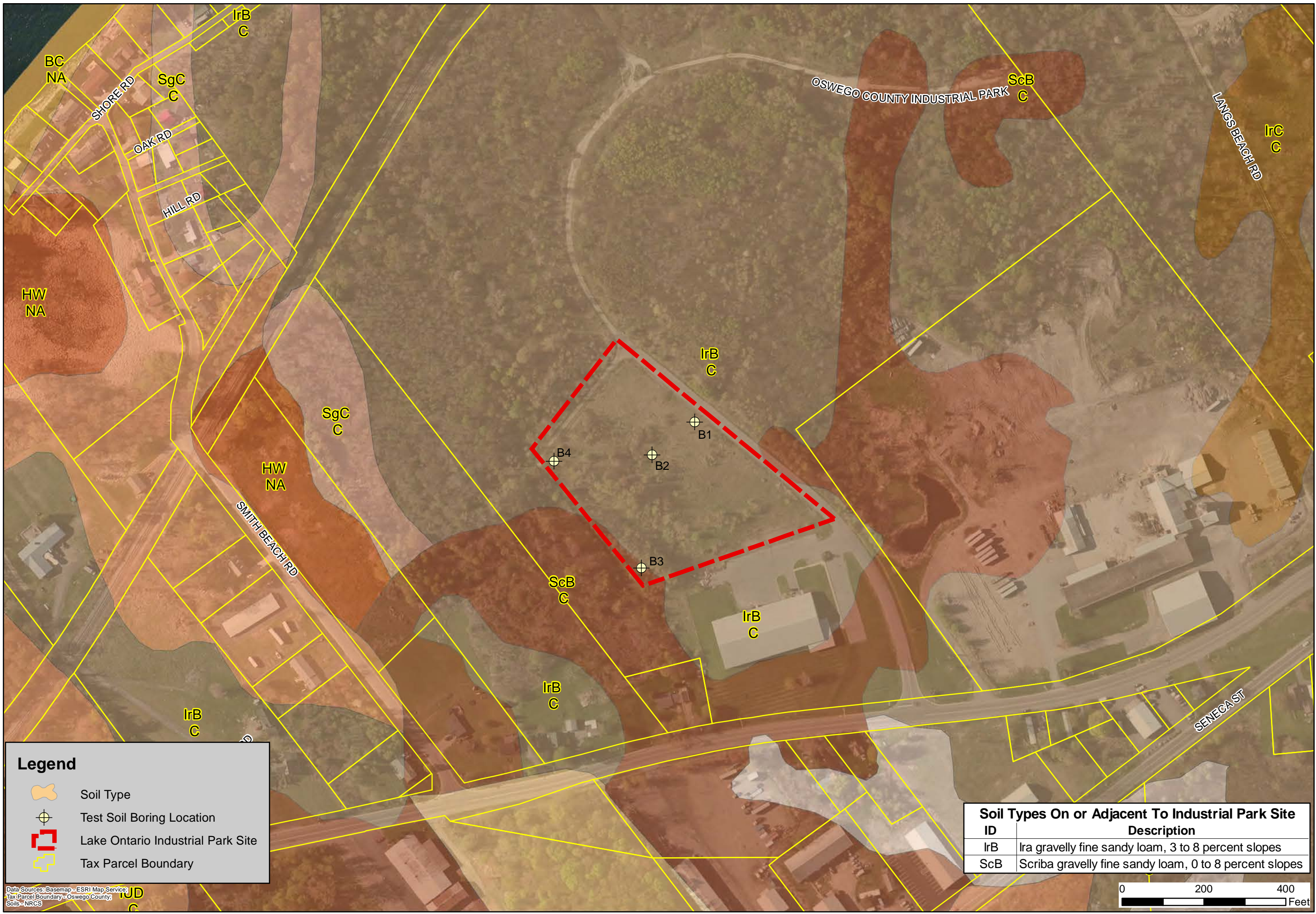
Figure Number
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File Number
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Data Sources: Basemap - ESRI Map Service;
Tax Parcel Boundary - Oswego County;
Wetlands - NWI, NYSDEC; Flood Zones - Oswego County

0 200 400
Feet



Legend

- Soil Type
- Test Soil Boring Location
- Lake Ontario Industrial Park Site
- Tax Parcel Boundary

Soil Types On or Adjacent To Industrial Park Site	
ID	Description
IrB	Ira gravelly fine sandy loam, 3 to 8 percent slopes
ScB	Scriba gravelly fine sandy loam, 0 to 8 percent slopes

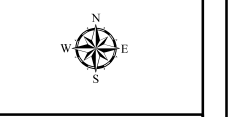


Data Sources: Basemap - ESRI Map Service
 Tax/Parcel Boundary - Oswego County
 Soils - NRCS

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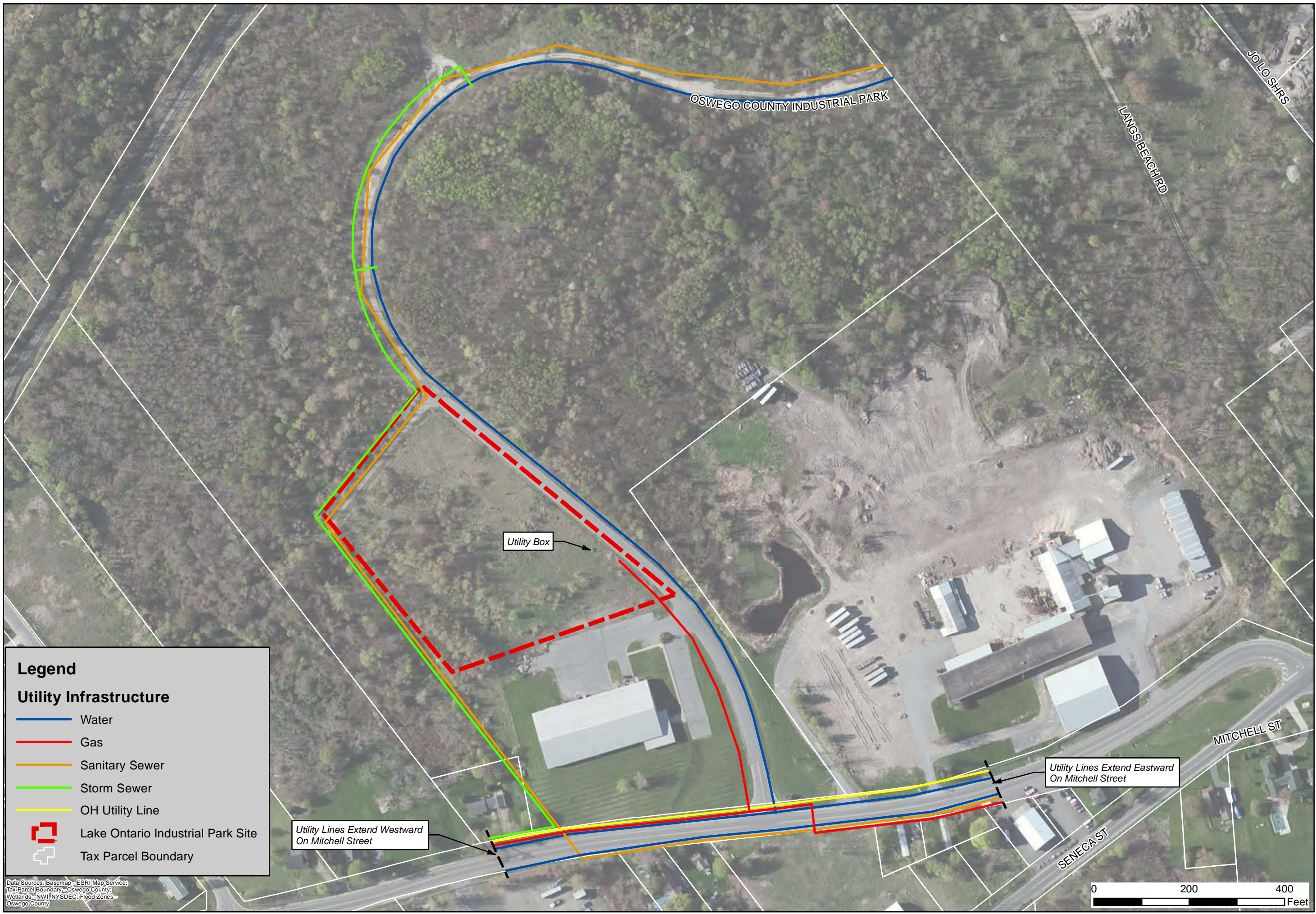
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Operation Oswego County, Inc.
 Lake Ontario Industrial Park Site
Soil Classifications
 Oswego County New York



Date	September 2012
Scale	As Shown
Figure Number	5
File Number	556.007

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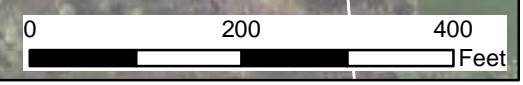


Legend

Utility Infrastructure

- Water
- Gas
- Sanitary Sewer
- Storm Sewer
- OH Utility Line
- - - Lake Ontario Industrial Park Site
- Tax Parcel Boundary

Data Sources: Basemap - ESRI Map Service;
 Tax Parcel Boundary - Oswego County;
 Wetlands - NW1, NYSDEC; Flood Zones - Oswego County



New York
 Oswego County

Operation Oswego County, Inc.
 Lake Ontario Industrial Park Site
Utility Infrastructure

Date
September 2012

Scale
As Shown

Figure Number
6

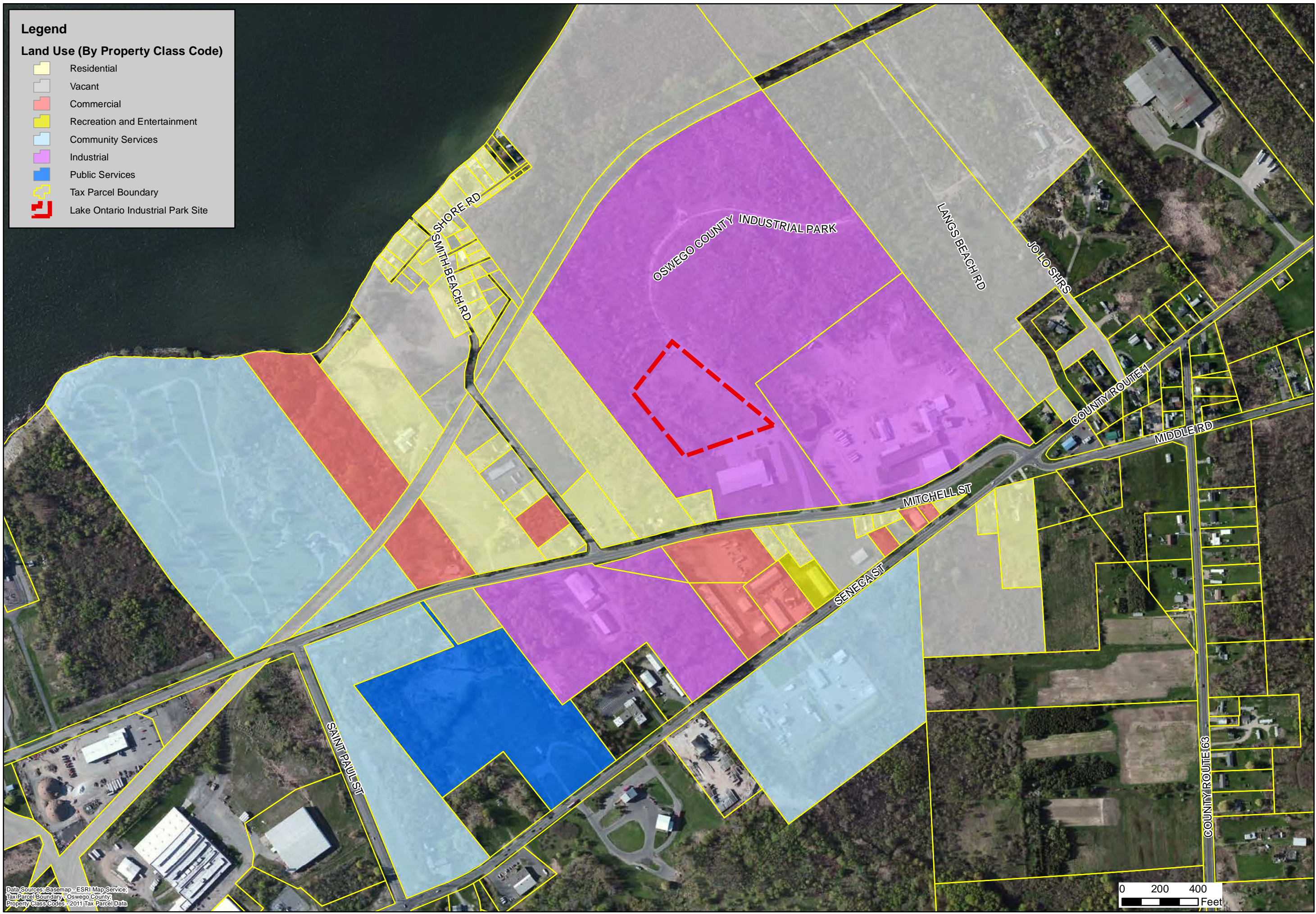
File Number
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Legend

Land Use (By Property Class Code)

-  Residential
-  Vacant
-  Commercial
-  Recreation and Entertainment
-  Community Services
-  Industrial
-  Public Services
-  Tax Parcel Boundary
-  Lake Ontario Industrial Park Site



Operation Oswego County, Inc.
Lake Ontario Industrial Park Site

Land Use

Oswego County New York



Date
September 2012

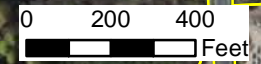
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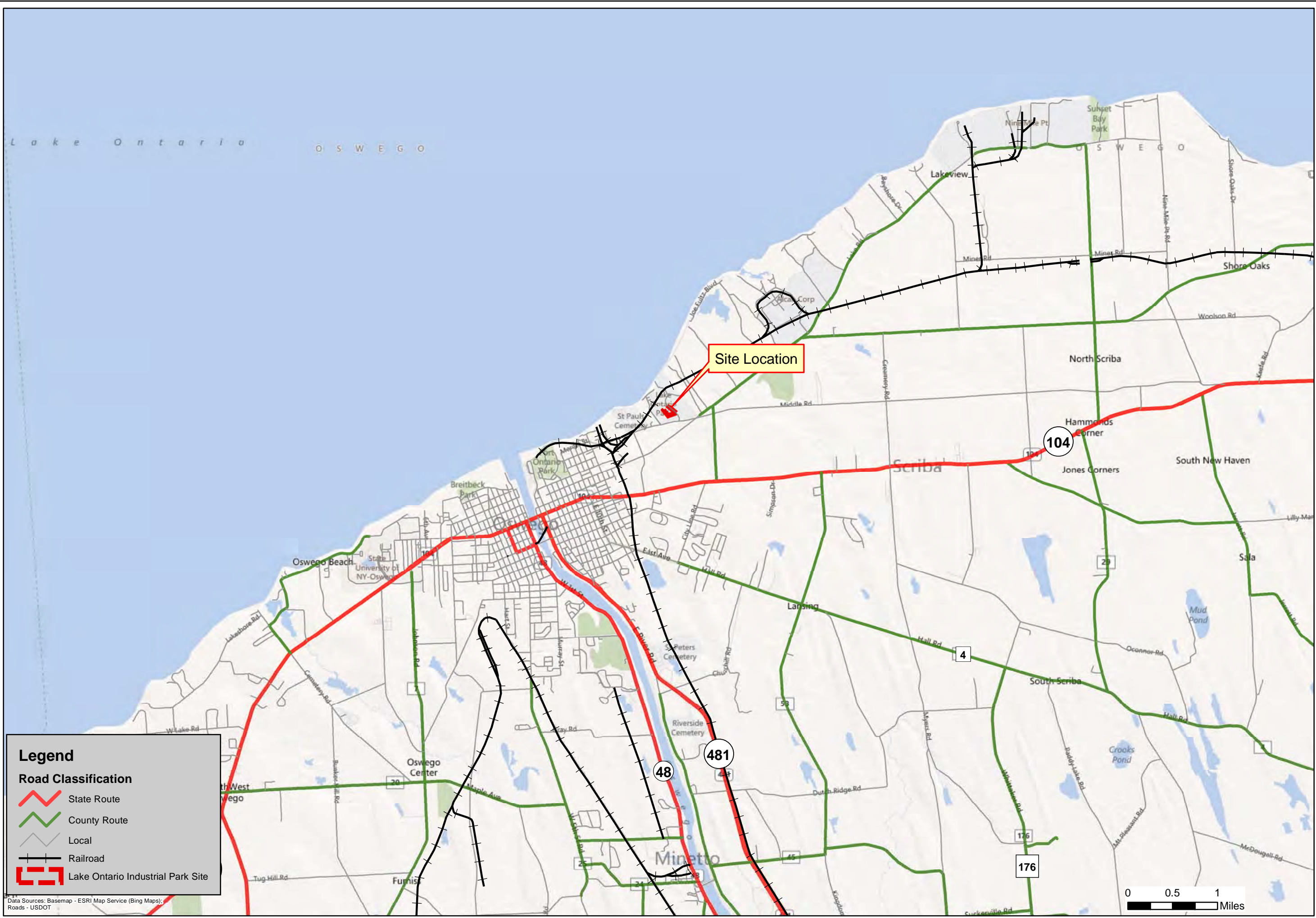
Figure Number
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File Number
556.007

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Data Sources: Basemap - ESRI Map Service;
Tax Parcel Boundary - Oswego County;
Property Class Codes - 2011 Tax Parcel Data



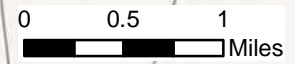


Legend

Road Classification

-  State Route
-  County Route
-  Local
-  Railroad
-  Lake Ontario Industrial Park Site

Data Sources: Basemap - ESRI Map Service (Bing Maps);
Roads - USDOT



Operation Oswego County, Inc.
 Lake Ontario Industrial Park Site
Transportation Infrastructure
 Oswego County New York



Date
September 2012

Scale
As Shown

Figure Number
8

File Number
556.007

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