

City of Tonawanda



Waterfront Dock Expansion Project



Submitted by:
City of Tonawanda
Mayor Rick Davis
200 Niagara Street
Tonawanda, NY 14150

Submitted to:
Niagara River Greenway Commission
2136 West Oakfield Road
Grand Island, NY 14075

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Project Proponent Property Interest (own, lease, easement or other): **All proposed sites (coastal waterways of the Niagara River at Niawanda Park/City Hall & the Ellicott Creek confluence with Erie Canal) are owned and maintained by the City of Tonawanda.** _____

AUTHORIZED OFFICIAL

Name: _____ **Rick Davis** _____ Title: _____ **Mayor** _____
Business Address: _____ **200 Niagara Street** _____
State: _____ **New York** _____ Zip Code: _____ **14150-1099** _____
Telephone Number: _____ **(716) 695-8645** _____ Cell Number: _____
Fax Number: _____ **(716) 695-8314** _____
E-Mail Address: _____ **mayor@tonawandacity.com** _____

PROJECT POINT OF CONTACT

Name: _____ **Rick Davis** _____ Title: _____ **Mayor** _____
Organization/Firm: _____ **City of Tonawanda** _____
Business Address: _____ **200 Niagara Street** _____
State: _____ **New York** _____ Zip Code: _____ **14150-1099** _____
Telephone Number: _____ **(716) 695-8645** _____ Cell Number: _____
Fax Number: _____ **(716) 695-8314** _____
E-Mail Address: _____ **mayor@tonawandacity.com** _____

1. PROJECT NARRATIVE

The City of Tonawanda is a uniquely situated urban waterfront community whose most powerful attraction to both its residents and visitors may be its presence on Niagara River, Erie Canal and Ellicott Creek waterways and the related scenic and recreational activities that are offered. The City is the meeting point of these waterways as well as numerous local, regional and state bicycle trailways including the Greenway's Shoreline Trail along Niawanda Park and the Niagara River Shoreline. Tonawanda's City government and community organizations recognize these assets and have made them key economic and social development targets. Near to completing updates to both its Comprehensive Plan and Local Waterfront Revitalization Plan (LWRP), the City is already pursuing new waterfront development projects. At the very top of that list are efforts to expand and improve the City's public waterfront docking facilities to support the City's ongoing efforts to encourage future development, improve public safety and attract more people into the City's downtown district.

The City seeks funding to implement a City-wide Dock Expansion Project that will drastically enhance public access to the City's unique waterfront assets encompassing the only location in Western and Central New York where two major waterways, their related bike trails and amenities, and a central business district meet. The proposed project is a direct result of its updated LWRP aiming to capitalize on existing opportunities to increase visual connections and bring people out and over the water for more intimate engagement, while ensuring public safety.

The project identifies four key locations for proposed ADA-accessible dock enhancements within the LWRP area, including downtown. Currently, Ellicott Creek has a small set of floating docks between the Erie Canal and the Delaware Street Bridge along Youngs Street where local vendors provide seasonal kayak and paddleboard rentals. The docks have drastically increased the number of visitors to the Ellicott Creek and Erie Canal waterfronts and have provided an economic boost to local businesses. The docks are severely deteriorated, have become unsafe and are not adequate to support the growing demand. These facilities will be renovated and expanded approximately 330 feet towards the Young Street Bridge to maximize the available waterfront area and to meet the growing demand for use. The new floating dock system will include canoe/kayak launches and opportunities for small boats and jet skis to dock.

Niawanda Park, one of the most sought after waterfront destinations in Western New York, has limited public access to the waterfront due to necessary erosion protection measures. The current dock facilities are also limited in relation to the increasing number of visitors each year. Two proposed locations, one by the new Niawanda Park Pavilion and the second behind City Hall, will address this inadequacy. The Niawanda Park Pavilion is a new state-of-the-art facility located along the picturesque shores of the Niagara River. The 131-person facility is available for rental by residents and non-residents for weddings, graduation parties, showers, family reunions or other events. Its location in Niawanda Park just feet from the Niagara River presents an unrealized potential for visitor access by boat, including the potential to receive chartered cruise boats. A new ADA-compliant fixed dock will extend approximately 80 linear feet along the south side of the Niagara River adjacent to the pavilion with slips for 14 boats, including cruise boats. This new dock will provide river access to Niawanda Park and the pavilion, as well

as ease of access to nearby public parking and restrooms. The dock will also be designed to provide passive recreation opportunities to park users and pavilion guests including walking, photography, bird watching, sitting and enjoying river views and watching the sun set. The dock will be directly accessible from the Riverwalk, a multi-use pathway that follows the course of the Niagara River from the City of Buffalo to Niagara Falls.

Behind City Hall on the Niagara River, a new ADA-compliant fixed dock will extend approximately 110 linear feet along the south side of the Niagara River from the east end of an existing pedestrian/fishing dock. This new dock will double the length of the existing dock,



which is a popular place to fish, enjoy river views and watch the sun set. The decking and handrails on the existing dock will be replaced to match those of the new dock extension and to ensure compliance with ADA Standards for Accessible Design. The docks will be directly accessible from the Riverwalk, a multi-use pathway that follows the course of the Niagara River from the city of Buffalo to Niagara Falls.

Finally, the City Police routinely patrol the international waters of each of these waterways and in multiple jurisdictions in coordination with local, state and federal law enforcement agencies. The Police Department is in need of a permanent docking facility for its patrol vessel and a dedicated Command and Control Center that offers immediate access to emergency maritime response equipment and for emergency personnel to and from City Hall and the PD, located directly on the Niagara River waterfront and east end of Niawanda Park. Therefore a new ADA-compliant fixed dock will replace the existing floating dock used by the City of Tonawanda Police Department. The fixed dock will enable the police to keep their boat docked behind the police station, allowing much quicker response times. Currently, the police boat is moored at Smith Boys marina, approximately one mile down river from the police station. The new dock will enable a total of three emergency response water craft to dock, opening up the opportunity to use the dock as a staging area for multi-agency emergency response operations.



In addition, the lot adjacent to City Hall (SBL # 38.52-3-5) will be used to construct a 40' x 60' waterfront Command and Control Center serving the entire Port of Buffalo area. The newly constructed Marine Command and Control Center will provide for seasonal storage of the City's patrol vessel, all of its dive team equipment, communications and information sharing capabilities, and training/conference areas. The facility will offer direct access to the Niagara River and the City PD's docked patrol vessel for immediate response capabilities.

The proposed project is expected to see extremely high usage as the City of Tonawanda and its waterfront attractors are direct connectors to and compliment the most highly utilized portions of the Riverwalk / Canalway Trail of New York State. 2011 data collected by the NYS Canal Corporation shows that City of Tonawanda / Niawanda Park portion of the Canalway Trail saw an unprecedented total of 605,000 users on an annual basis. In comparison, the second most highly utilized trail segment (Nine Mile Creek Aqueduct, Onondaga County) saw approximately 238,000 users. According to the 2011 study, the number of trail users within the City of Tonawanda account for almost 35% of the total traffic along the entire Canalway Trail. Since the time of the study, the City has expanded the number of events at Gateway Harbor located at the newly completed Intermodal Hub, drawing thousands more visitors to the City and its downtown during summer months. The largest event (annual Canal Fest) draws approximately 200,000 to 250,000 visitors during its eight day run.

Expanding the City's public waterfront dock facilities will provide improved access to a wide variety of recreational opportunities, including a kayak launch which was partially funded by the Niagara Greenway Commission. The kayak launch is an important connection between the proposed greenway trail and the blueway trail along Ellicott Creek, the Erie Canal and Niagara River. Also adjacent to the Hub and Ellicott Creek is an area rich with historical signage, a canal boat, the historic Long Homestead, overnight boat docks complete with electrical/water hook-ups and a boat pump out station, the City of Tonawanda Harbormaster, and the paddle boat rentals. In addition, the City of Tonawanda has recently constructed a handicap-accessible fishing pier beneath the pedestrian bridge over Ellicott Creek at the confluence of Ellicott Creek and the Erie Canal.

Thus, as identified as priority improvements in the City's LWRP, the proposed project will have tremendous public benefit. As events and special celebrations draw more and more visitors into the community each year, the focus on public safety becomes increasingly important. This project encompasses a well thought out approach to improving public access to the City's waterfront and improving downtown revitalization in the heart of the Niagara River Greenway while maintaining standards of excellence for the City's emergency response personnel. Due to the rising number of visitors each year and the City's commitment to its multi-jurisdiction patrols of the surrounding waters from Erie to Niagara County, emergency waterfront response capabilities are critical to protecting residents, visitors and the surrounding community's infrastructure and vulnerable assets.

Finally, there is strong community support for the use of public funds for this project within the City of Tonawanda. The City has already partnered with the NYSDOS to leverage 50% of the project's costs.

2. Advancement of Greenway Vision/Consistency with Greenway Goals, Principles and Criteria

Niagara Greenway Vision Statement:

The Niagara River Greenway is a world-class corridor of places, parks and landscapes that celebrates and interprets our unique natural, cultural, recreational, scenic, and heritage resources and provides access to and connections between these important resources while giving rise to economic opportunities for the region.

The City of Tonawanda's Waterfront Dock Expansion Project will promote and further the vision of the Niagara River Greenway by increasing access to and connections between the City's natural and scenic resources, cultural and historic sites, and waterfront and recreational facilities through an ambitious effort to improve and expand public waterfront access facilities as well as public safety. The proposed project will tie together existing and developing connections between the various trail systems and communities that comprise the Buffalo-Niagara River Greenway, advancing local and regional agendas for community livability, recreation, public health, tourism and economic revitalization.

Driven by the community engagement during its LWRP update, this project is a community-based initiative that aims enhance public access to various waterfront facilities in the City of Tonawanda within the heart of the Upper Buffalo-Niagara River Greenway. The project will facilitate enhanced connections for visitors to fully experience the community's rich natural and scenic resources, cultural and historic sites and recreational facilities while filling a critical gap in public safety and emergency marine and land-based response capabilities.

This project incorporates the several of the goals, principals and criteria of the Niagara River Greenway Commission, as it will support an attractive, accessible, unified, environmentally friendly, and revitalized corridor of the Niagara River and Erie Canal. The **goals** are as follows:

Improve Access & Make Connections

To build upon previous and ongoing efforts the City of Tonawanda is seeking funding to expand the City's publicly accessible dock facilities for residents and visitors to take full advantage of the City's waterfront, as well as fill a critical gap in the City's marine and land-based emergency response capabilities. This project seeks to implement a City-wide Dock Expansion Project that will drastically enhance public access to the City's unique waterfront assets encompassing the only location in Western and Central New York where three major waterways, their related bike trails and amenities, and a central business district meet. It will capitalize on existing opportunities to increase visual connections and bring people out and over the water for more intimate engagement, while ensuring public safety.

Protect and Restore Environmental Systems

This project will enhance existing waterfront sites that are City-owned and dedicated for public access. The City's existing dock facilities are in desperate need of restoration and expansion for public access, economic opportunities and public safety. Construction of this project will in no way have any adverse impact on the surrounding environmental systems. If anything, restoration of existing facilities and construction of new public facilities will ensure continued protection

and preservation of our shorelines, particularly along the Niagara River, that are at constant risk of erosion despite ongoing efforts to quell this ongoing threat.

Spark Revitalization and Renewal

As stated by the Niagara River Greenway: *In the 21st century economy, the livability of a place, including the natural environment, the built environment, the culture and recreational offerings all contribute to attracting residents, visitors and investment.* This endeavor by the City of Tonawanda will reinvigorate the public's interest in the diverse resources of the Niagara River Greenway by providing increased access to the waterfront in and adjacent to the City's central business district. Recent updates to the City's LWRP have prioritized waterfront development and identified the numerous economic potential of doing so. The number of visitors to the Tonawandas continues to increase each year, and new businesses are creating a renewed commercial district in both Tonawanda and North Tonawanda. This project will highlight these assets and further ensure the continued economic prosperity of the many local businesses that rely on the influx of dollars that visitors contribute to the area.

This project will address the City's existing challenges and barriers to job creation, economic revitalization and self-sufficiency and providing opportunities for equal access to resources for those most in need. Tonawanda is a distressed community with a median household income below both the state and county averages, and City officials are advancing efforts to engage local community organizations and stakeholders to identify the best approach to overcoming these barriers to economic revitalization.

Promote Long Term Sustainability

This project focuses on improving the public's access to and awareness of the City's and the Greenway's diverse offering of its waterfront assets, including the natural and built environment, cultural and historical attractions, and economic opportunities. The public's experience of these existing resources and assets comprise the Tonawandas' character of the Niagara River Greenway. In some instances the project will promote smart growth by redeveloping existing but deteriorating sites, and the City of Tonawanda is committed through its annual budgets to maintain the proposed facilities through ensuring against vandalism, decay and weatherization. Further, as the number of visitors continues to increase each year, the City must support increasing demands for public safety and emergency response capabilities. With its strategic location directly on the Niagara River waterfront, improved emergency response capabilities will drastically aid in the City Police Department's ability to accomplish its missions.

Extend Olmsted's Legacy

Tonawanda has many key resources that contribute to Olmsted's vision for the Niagara River corridor, several of which are shared amongst the residents and visitors. Each of the City's parks and trails are key connections that establish a sense of a linear parks system stretching the length of the Greenway. This project will highlight new waterfront development as well as reinforce the importance of these connections, their contributions to the region's history, culture and heritage, and will ensure that they are maintained well into the future, thus preserving Olmsted's legacy and vision of parks and open spaces along the length of the Niagara River and Erie Canal.

GUIDING PRINCIPALS

The implementation of the **City of Tonawanda's Waterfront Dock Expansion Project** will meet the guiding principles of the Niagara Greenway Commission as follows:

Excellence

Once completed, this project will highlight an array of waterfront resources and assets that have shaped the Tonawandas in the heart of the Upper-Buffalo Niagara River Greenway. The proposed City-wide Dock Expansion Project will expand new waterfront facilities while significantly improving existing public docks that will offer consistent and inclusive access to these assets. This project will advance the mission of the Niagara River Greenway and further connect residents and visitors to the Greenway's diverse resources.

Sustainability

The City of Tonawanda fully support this proposed initiative and is committed to the long-term care of the proposed dock facilities through the prevention of vandalism, decay and weatherization. All proposed facilities will adhere to handicap-accessible standards. The project will be conscientiously maintained by the City to accomplish these long-term results.

Accessibility

Among the proposed project's main goals is to provide increased universal access to and connections between the waterfront resources of the City of Tonawanda and Niagara River Greenway. The proposed project will enhance existing public docks that have limited access compared to the increasing number of visitors to the City's waterfront attractions. New facilities will offer increased access to the waterfront and recreational resources, in turn providing economic opportunities for the City's downtown main street area.

In addition, this project provides additional or enhanced public access to the Erie Canal National Heritage Corridor and the Erie Canal Greenway, as the Tonawandas are located at the Erie Canal's terminus in the Western Erie Canalway National Heritage Corridor. As such, this community-based project advances many of the initial Niagara River Greenway Goals (pg. iii), including:

Improve Access - *provide more opportunities to enjoy the many resources of the Greenway.* The proposed City-wide Dock Expansion Project offers access to several waterfront locations that will facilitate greater public connections to waterfront access points and interpretive sites throughout the Tonawandas within the Greenway and Heritage Corridor. A multitude of local, regional and state-wide trails originate, terminate and/or pass through the City of Tonawanda and draw some of the highest volume of trail users in the state. With new trails currently under development this project will provide a key access point for trail users and will further connect visitors to the community's diverse recreational, cultural, historic, and business assets.

Authenticity – *The Greenway will establish a clear sense of “place” and identity that reflects the traditional spirit and heritage of the area. Projects and activities should have a connection to the character, culture and/or history of their location.*

Ecological Integrity

Ecological integrity and urban forestry are key focal points of the City's ongoing community development. This project will reconstruct existing sites and new sites will have no affect on the natural landscapes or ecological resources of the area so as to fully maintain the health, vitality and integrity of the area's natural resources and wildlife habitats.

Public Well-Being

Both the physical and emotional wellness of the public are priorities of the City of Tonawanda, as evidenced by the diverse availability of both land and water-based recreational facilities. This project will capitalize on new trail development in the area (Tonawanda Rails-to-Trails extensions and the City's Intermodal Hub) that will connect trail users directly to the Niagara River, Erie Canal and Ellicott Creek waterfronts, and inherently encourage and promote a healthy lifestyle. With key locations tied to the City's downtown commercial area, the construction of the proposed dock facilities will significantly expand waterfront access in the heart of the Upper Greenway and increase awareness and visibility of parkland, cultural, historical and recreational resources directing users to an array of active and passive recreational opportunities available throughout the Greenway and the Tonawandas.

Further, the project will also aid the City in support of its public safety commitments. The City Police Department regularly patrols the waters of the Niagara River from Erie to Niagara County through multi-jurisdictional agreements, in addition to the Erie Canal and Ellicott Creek waterways where hundreds of thousands of visitors gather each year for special events and celebrations. The result is a need for increased marine emergency response capabilities, and the City PD's strategic location directly on the shore of the Niagara River is an ideal location for a dedicated docking facility and maritime command and control center. The City PD will have a dedicated waterfront location for storing and quickly accessing its emergency response equipment and much-needed operating facilities for its personnel.

Connectivity

This project could not better highlight the Greenway's principle of increasing connectivity and access to waterfront, park and trail amenities. A coordinated approach to enhancing connections to both existing and developing waterfront facilities will make connections to and between the diverse resources of the Greenway more easily accessible for users. This project will link the Niagara River, Erie Canal and Ellicott Creek with various other sections of the Greenway, surrounding corridors and resources and other parks and natural resources in the Buffalo-Niagara region.

Authenticity

As a centrally located destination of the Niagara River Greenway, this project will draw attention to outdoor recreation, waterfront resources and attractions, area landmarks and local history, and help re-establish a sense of place that the City of Tonawanda contributes to the Greenway character. The City is the only location in Western and Central New York where three major waterways, their related bike trails and amenities, and a central business district meet.

Celebration

The City's central business district is located in the heart of the Niagara River Greenway. Thus, the proposed City-wide Dock Expansion Project is designed to attract residents and visitors to experience the local history and the numerous year-round festivals and celebrations that take place in the surrounding community and its unique waterfront location. Local businesses and attractions will be accessible to all that will seek to share this diverse tradition as events and activities are held that help build social interaction and shared experiences in the heart of the Upper Buffalo-Niagara River Greenway. With the recent July 2017 opening of the new Intermodal Hub, ongoing development along its waterfront and downtown will continue to see a rise in the number of visitors as the City's waterfront resources continue to become sought after destinations.

Partnerships

Over the past several years the City of Tonawanda has formed partnerships and relationships with numerous local, state and federal agencies to achieve a variety of successful community development projects for residents and visitors of all ages and abilities. Most recently the City has partnered with New York State Department of State to leverage 50% of the funding required to implement this ambitious initiative. The City has also partnered with the U.S. Department of Homeland Security several years running to improve the City's emergency marine response capabilities, including investments in a new state-of-the-art patrol vessel and numerous pieces of dive equipment. Through this request the City anticipates strengthening existing partnerships and forming new relationships that will further enhance the experience of the Niagara River Greenway.

Community Based

This project directly reflects the City's commitment to providing world-class facilities and amenities to the residents and hundreds of thousands of annual visitors to the community and Niagara River Greenway corridor. The City is actively pursuing projects that reflect the plans and preferences of the community and surrounding region, as evidenced by undertaking the update of its Local Waterfront Revitalization Plan (LWRP) and its Comprehensive Plan. Completed updates indicate the proposed docking facilities are a priority goal for waterfront development.

Further, enhancing public safety and emergency response capabilities is equally important for City officials as public developments progress and the number of visitors to the community increase each year.

CRITERIA

Through the **City of Tonawanda's City-wide Dock Expansion Project**, the City of Tonawanda is consistent with the previously mentioned **Goals** and **Principles** in addition to following **Criteria** of the Niagara River Greenway Plan:

Priority Status

This project supports several of the Greenway's initial priorities as previously discussed. The proposed City-wide Dock Expansion Project is a priority project for the City as it will soon

complete its updated LWRP. The new and renovated dock facilities will contribute to a revitalized urban center and further streamline a unified, integrated trail and park system stretching from the City of Buffalo and Youngstown to the north and east towards Albany along the Erie Canal. The facilities will offer a unique opportunity to link multiple trail connections to waterfront resources including boat docks and launch sites, interpretive signage, increased public safety capabilities and local businesses and attractions in the Twin Cities.

Focus Area

This project is as close to the Niagara River as one can get. The City of Tonawanda is located in the heart of the Greenway at the Erie Canal's western terminus with the Niagara River. The Greenway's expansive linear park and trail system extends throughout the Tonawandas, taking users along the waterfronts of the canal and river (and Ellicott Creek) and providing connections to other Greenway resources in nearby communities. The visible results from this project will have a local, regional, and international impact as many of the local events and summer programs attract visitors from neighboring Canada year-round.

Environmental Soundness

This project will support smart growth principles by improving existing infrastructure and constructing new sustainable development, fostering a distinctive, attractive community with a strong sense of place, preserving the natural scenic beauty found in the community, and providing residents and visitors with a variety of waterfront destination choices. The project is an environmentally sound initiative and will result in no adverse impact to the environment.

Implementable

This proposed project has widespread community support and is backed by City officials. The City has worked with local leaders and stakeholders to successfully complete past projects in the community and continues to actively seek out opportunities for continued development. The sites for the proposed dock facilities are owned and maintained by the City. A site for the Police Command and Control Center, in addition to the docking facility, is already dedicated to this proposed use. This request reflects a realistic budget and timetable as it was a component of the City's 2016 Consolidated Funding Application which awarded the City \$487,380 in matching funds and therefore can be implemented in a timely manner.

Economic Viability and Local Sponsor

The economic viability of this project is based on the continued and increased attraction of residents and visitors to the parks and trail systems and waterfront attractions that contribute to the economic vitality of local businesses throughout the Tonawandas. Through its ownership the City of Tonawanda will assume the long-term responsibility for the stewardship and maintenance of the proposed waterfront facilities.

Matching Funding/Leveraging

The City of Tonawanda is committed to the long-term maintenance of the proposed project. The City is seeking \$557,380 to construct this project, which consists of the four identified waterfront docking facilities and the Police Department's Waterfront Command and Control Center. Through its recent NYSDOS award, the City has already leveraged \$487,380 towards its commitment to implement this priority community-based project.

Consideration of Other Planning Efforts

This project is consistent with the City of Tonawanda's Local Waterfront Revitalization Plan (LWRP). The need for proposed project is addressed in the updated LWRP (excerpts attached). The benefits of the proposed project will be compounded when the Tonawanda Rails-to-Trails and Erie Canalway Trail extensions are complete, capitalizing on the recent construction of the downtown Intermodal Hub and numerous other downtown revitalization initiatives. The City is actively seeking opportunities to take advantage of development to complement these projects and significantly transform public accessibility to its waterfront.

Clear Benefits

By its very nature, this project demonstrates several clear benefits to the Niagara River, the Niagara River Greenway and the stated vision of the Greenway as a world-class corridor. The focus area of this project is a prime destination for local residents and visitors (including Canadian visitors) who seek outdoor entertainment, passive and active recreation, picnicking, bird watching, and water-based activities including fishing, boating, kayaking and canoeing. With over 400 years of combined history, the Twin Cities contribute a diverse offering of recreational, cultural, historical and natural resources and assets to the character of the Greenway.

This project will complement the current efforts underway to fill a critical gap in the existing trail systems that pass through the City of Tonawanda and Upper Niagara River Greenway, and is a prime opportunity to capitalize on the recent efforts of City officials and local/regional stakeholders to advance the betterment of bicycling activities along the river and canalway. The project presents a smart growth approach by creating a more accessible waterfront, fostering a distinctive, attractive community with a strong sense of place, preserving the natural scenic beauty found in the community, and providing residents and visitors with a variety of leisure and active recreation choices.

3. Define the budget for the proposed project and include costs for the following:

Planning	\$58,885.00	_____
Construction	\$498,495.00	_____
Acquisition	\$	_____
Administration	\$	_____
Operation and Maintenance / Year	\$	_____
TOTAL PROJECT COST	\$557,380.00	_____

Identify all sources of funding and the amount of funding expected from each source. Identify and quantify funds that are already on hand or have been allocated for the proposed project. Explain how the project will be operated and maintained.

The City of Tonawanda is seeking \$557,380 to complete this project that will compliment its recent LWRP cost-share grant from the NYSDOS in the amount of \$487,380. A sample

NYSDOS contract work plan is attached. Therefore this request for the proposed City-wide Dock Expansion Project represents the unfunded portion total project.

Please note: the Waterfront Command & Control Center for the Tonawanda Police Department was not included in the City's 2016 NYSDOS funding request and subsequent cost-share award. After an unsuccessful funding request to the USDHS 2017 Port Security Program, City Officials have thus included this critical public safety component to compliment the City-wide Dock Expansion Initiative.

A comprehensive cost breakdown of the proposed facilities is attached.

4. Describe the measures taken at the local level to gain community and government support for this project (hearings, petitions, public surveys, resolutions of support or other methods). If this project has been cited or described in a local planning document or some equivalent thereof, attach copies of that documentation highlighting the sections that are relevant to the proposed project. Describe the role of municipal agencies, stakeholder groups, consultants, volunteers or others who will be involved in the proposed project.

As noted in previous sections, the public has indicated a strong desire for an increase in the amount of publically accessible waterfront for both leisure and active recreational opportunities as the City actively engaged the local community while updating its LWRP. Waterfront developments are key components of the LWRP update which specifically identifies the proposed locations as key sites. The City of Tonawanda and NYSDOS have already partnered to accomplish this long standing goal and were successfully awarded a 2016 cost-share grant to implement the project.

However, The City of Tonawanda is a highly distressed economic area with a high percentage of low-to-medium income residents. With a growing rate of individual poverty, over 32.5% of unemployment of residents below poverty level, and over 500 vacant housing units, this project will capitalize on the City's recent efforts to address the challenges and barriers that characterize the City's underserved downtown (Main Street) area and to reverse the trend of deterioration, neglect and disinvestment in the area. The location of the project is ideally suited to serve economically disadvantaged and elderly individuals who may not have access to motor vehicles to travel to the various waterfront destinations outside of the City. The City's Senior Center is located on Main Street, and the Tonawanda Towers is a 10-story senior low-income apartment building which abuts the proposed dock enhancements along Ellicott Creek.

Therefore to build upon these previous and ongoing efforts the City of Tonawanda is reliant on additional funding to expand the City's publicly accessible dock facilities for residents and visitors to take full advantage of the City's waterfront, as well as fill a critical gap in the City's marine and land-based emergency response capabilities.

This project will provide publicly accessible dock facilities within direct walking distance of the City's Main Street/downtown commercial area, the only location in Western and Central New York where three major waterways, their related bike trails and a central business district meet,

thus offering amenities to improve and promote the region's image by enhancing access to local waterfront amenities as well as the related local community's businesses and activities. Attracting higher volumes of residents and visitors to the downtown area will increase tourism and economic activity in a distressed community.

5. Describe and document the environmental setting and existing conditions at the proposed project site. If you are not the owner of the property include a letter(s) or resolution(s) evidencing support for the project by the owner. Provide photographs, conceptual plans and drawings that show the site as it presently exists and the how the site will change with the addition of the proposed project. Describe how your project will comply with the State Environmental Quality Review Act (SEQRA). The existence of wetlands, significant upland and aquatic habitats, and plant or animals species that are classified as rare, threatened, or endangered should be noted. Explain how such natural resources will be protected and / or enhanced. Cite any relevant project related studies.

The proposed project is for a City-wide Dock Expansion Project along the Tonawanda-owned waterfronts within the LWRP Boundary Area (map attached). The four proposed locations include the following:

Dock on Ellicott Creek along Young Street

Location: On Ellicott Creek between Erie Canal and Delaware Street bridge, along Young Street.

Dock on Niagara River behind City Hall

Location: On Niagara River behind City Hall (200 Niagara Street)

Police Dock on Niagara River

Location: On Niagara River behind City of Tonawanda Police Department (200 Niagara Street)

In addition, the lot adjacent to City Hall (SBL # 38.52-3-5) will be used to construct a 40' x 60' waterfront Command and Control Center serving the entire Port of Buffalo area.

Dock on Niagara River, Niawanda Park

Location: On Niagara River adjacent to Niawanda Park Pavilion (600 Niagara Street)

All new dock facilities proposed will be ADA-compliant and constructed using maintenance-free materials (Aluminum frame and handrails (or cable railing), polymer decking). Projects also include reconfigurations for driveway access and drainage, earthworks, restoration and paving.

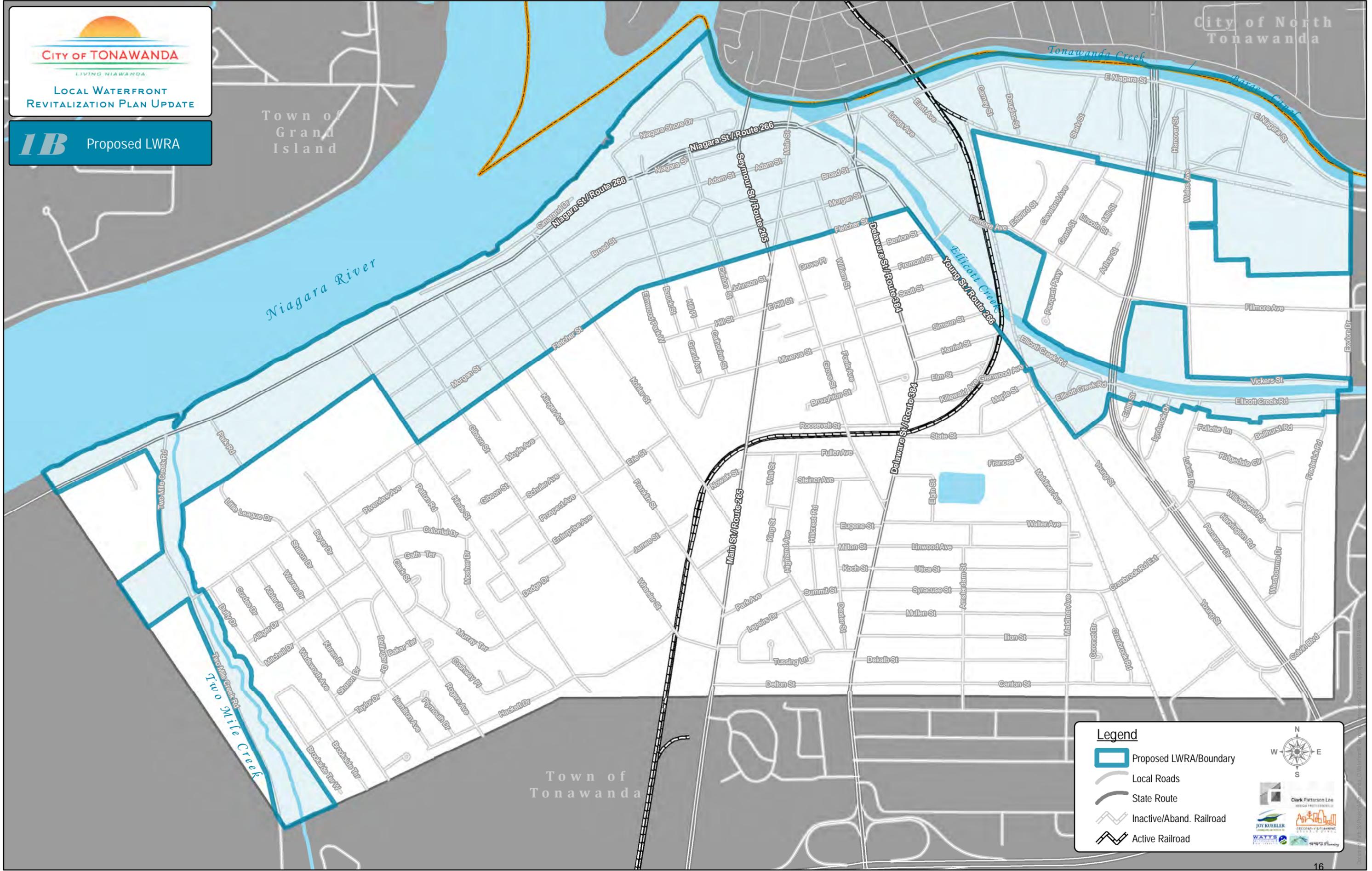
Attached are project maps and renderings showing the proposed sites. City Officials and project staff will work closely with design consultants to ensure compliance with all SEQRA regulations and environmental reviews as applicable. There will be no significant change in use that would result in any adverse environmental impacts.

6. Maps & Conceptual Renderings



LOCAL WATERFRONT REVITALIZATION PLAN UPDATE

1B Proposed LWRA



Town of Grand Island

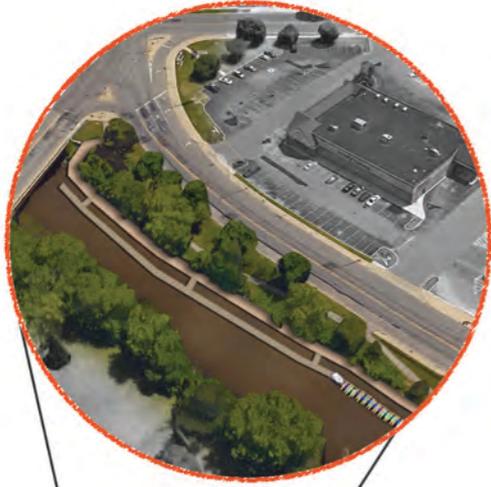
City of North Tonawanda

Town of Tonawanda

Legend

- Proposed LWRA/Boundary
- Local Roads
- State Route
- Inactive/Aband. Railroad
- Active Railroad



EXPAND & IMPROVE
EXISTING PEDESTRIAN/
WATER SPORTS DOCK



EXPAND & IMPROVE
EXISTING PEDESTRIAN/
FISHING DOCK

NEW PEDESTRIAN &
TRANSIENT BOATING
DOCK



EXPAND & IMPROVE
EXISTING POLICE DOCK



DELAWARE ST

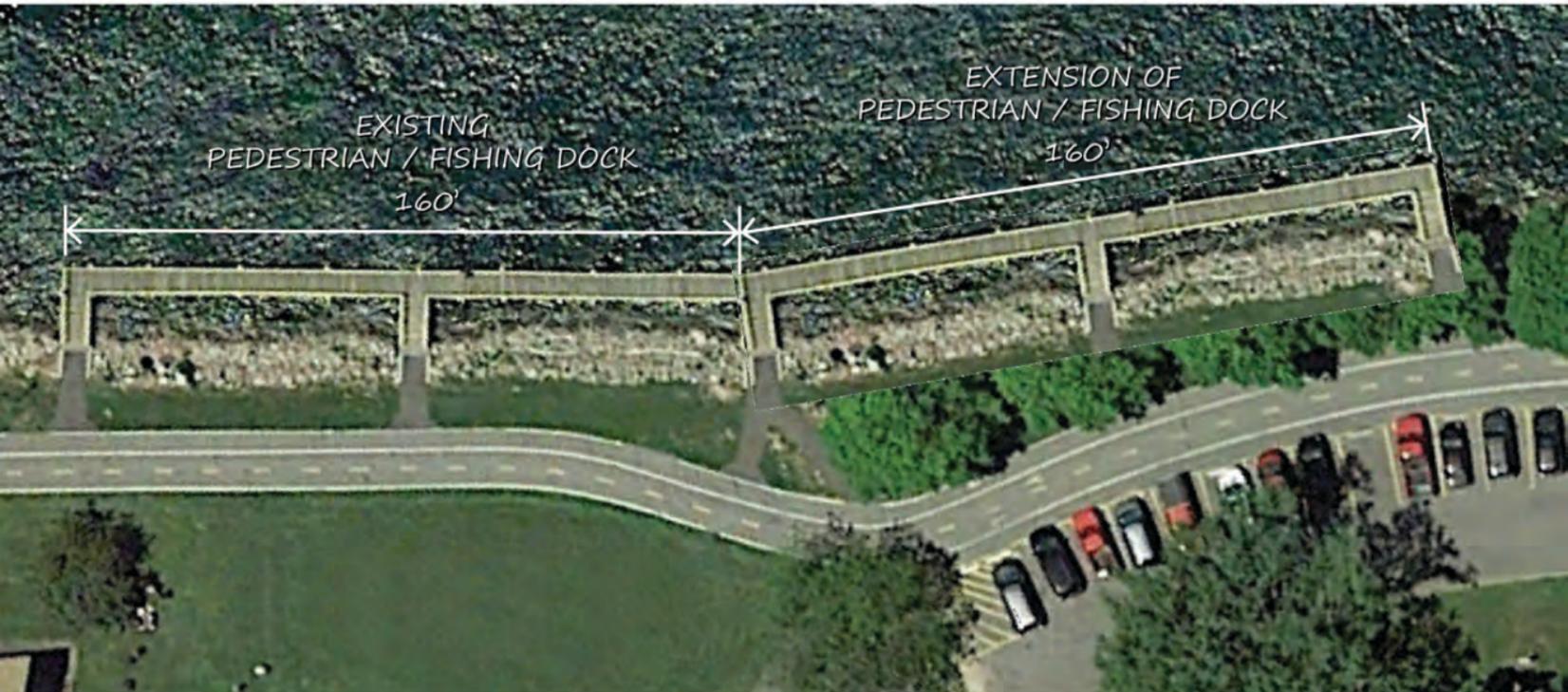
BROAD ST

YOUNG ST

ADA-COMPLIANT EXTENSION OF
FIXED & FLOATING DOCKS

ADA-COMPLIANT
REPLACEMENT OF
EXISTING FLOATING DOCK







160

160'

28 - 8" OD pilings driven to refusal, water is about 12' deep at the water side of the dock. Entire dock is 160' long.

Google earth

© 2016 Google



ADA-COMPLIANT EXTENSION OF
PEDESTRIAN / FISHING DOCK

REPLACE HANDRAILS
& DECKING TO MATCH
DOCK EXTENSION



DROP-OFF & PEDESTRIAN
CONNECTION TO DOCK

PAVILION

RESTROOMS

PLAZA WITH
SEATING

NEW ADA-COMPLIANT
DOCK WITH SLIPS FOR 14 BOATS

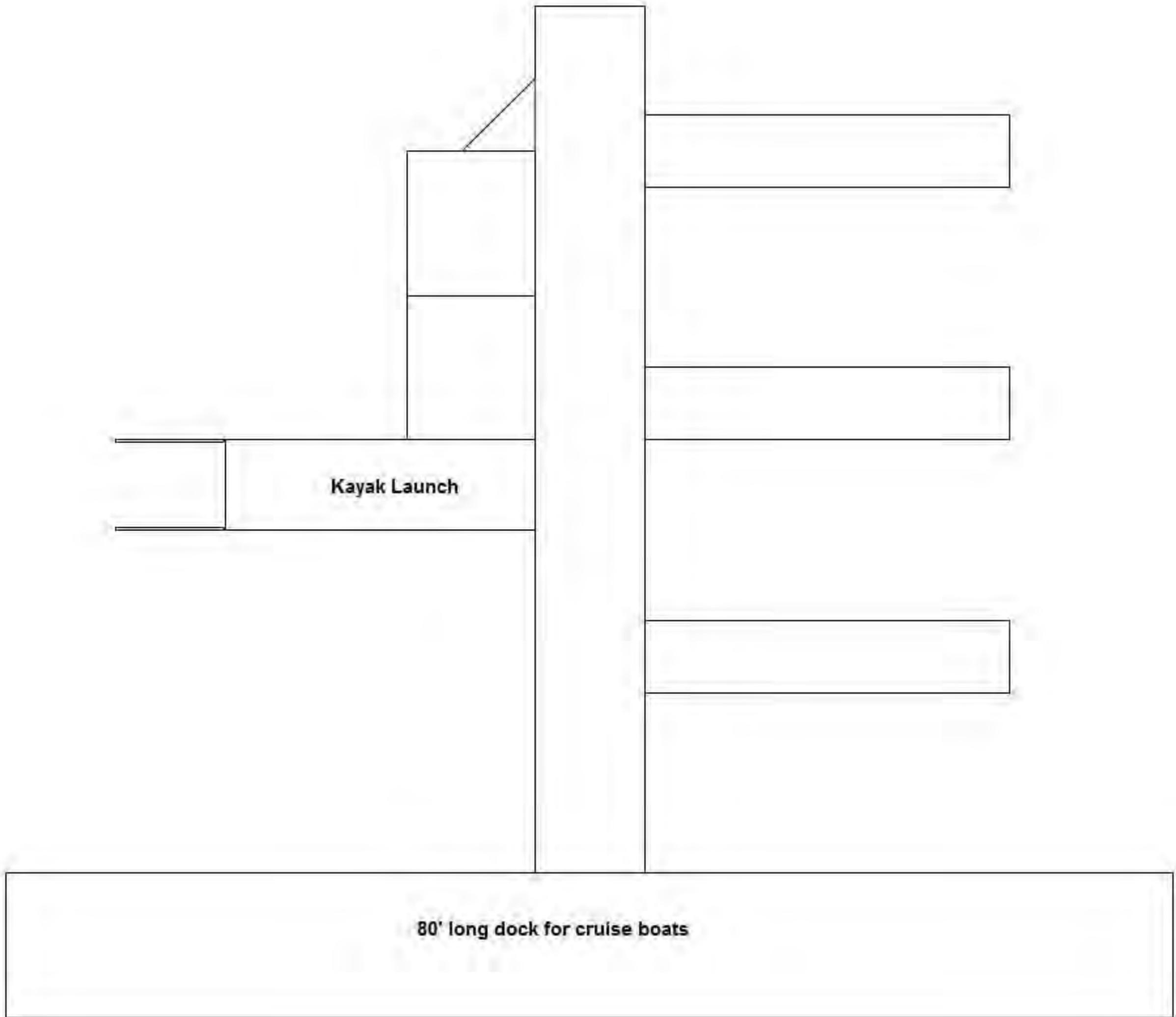


SLIP 1

SLIP 2

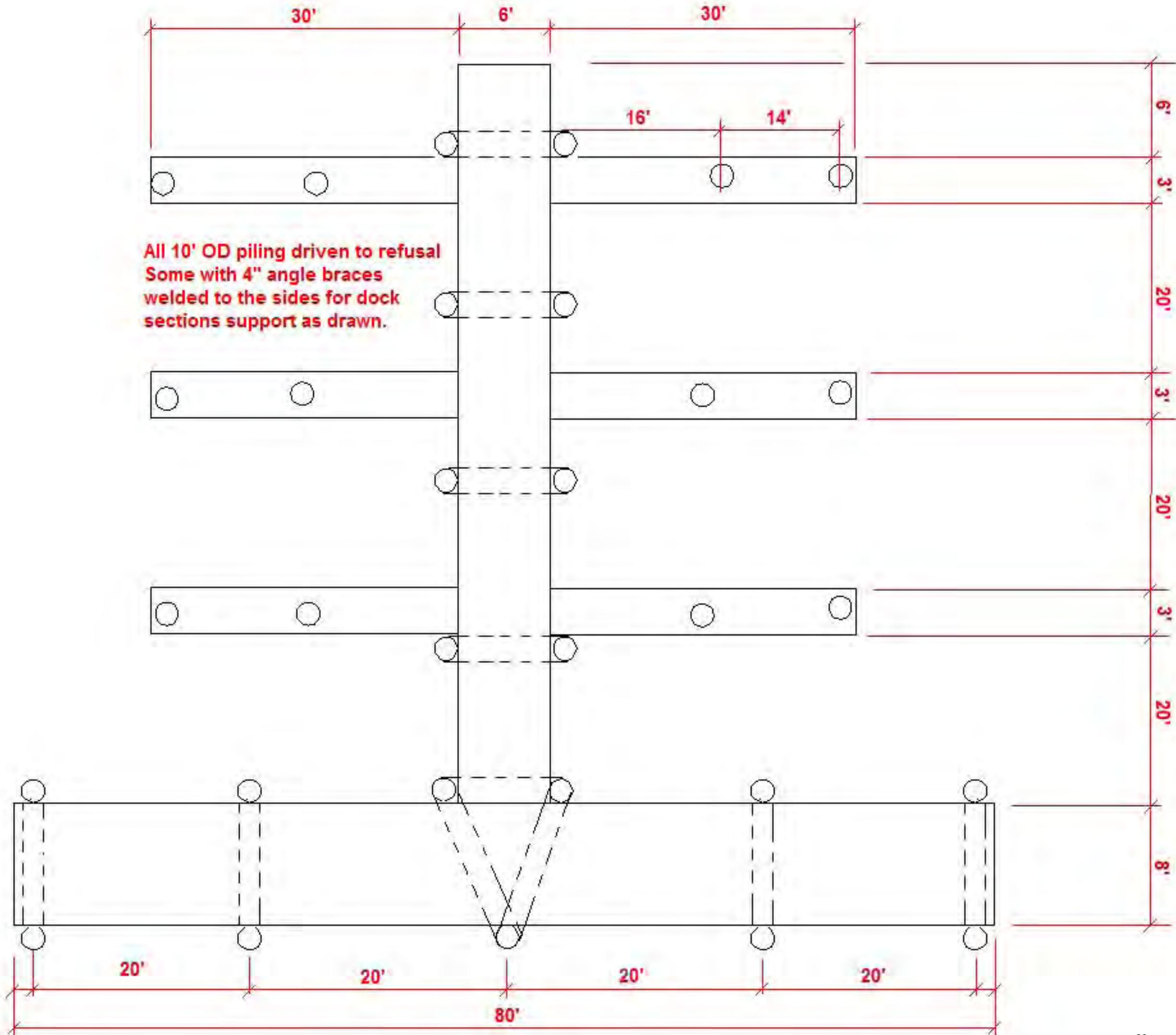
SLIP 3

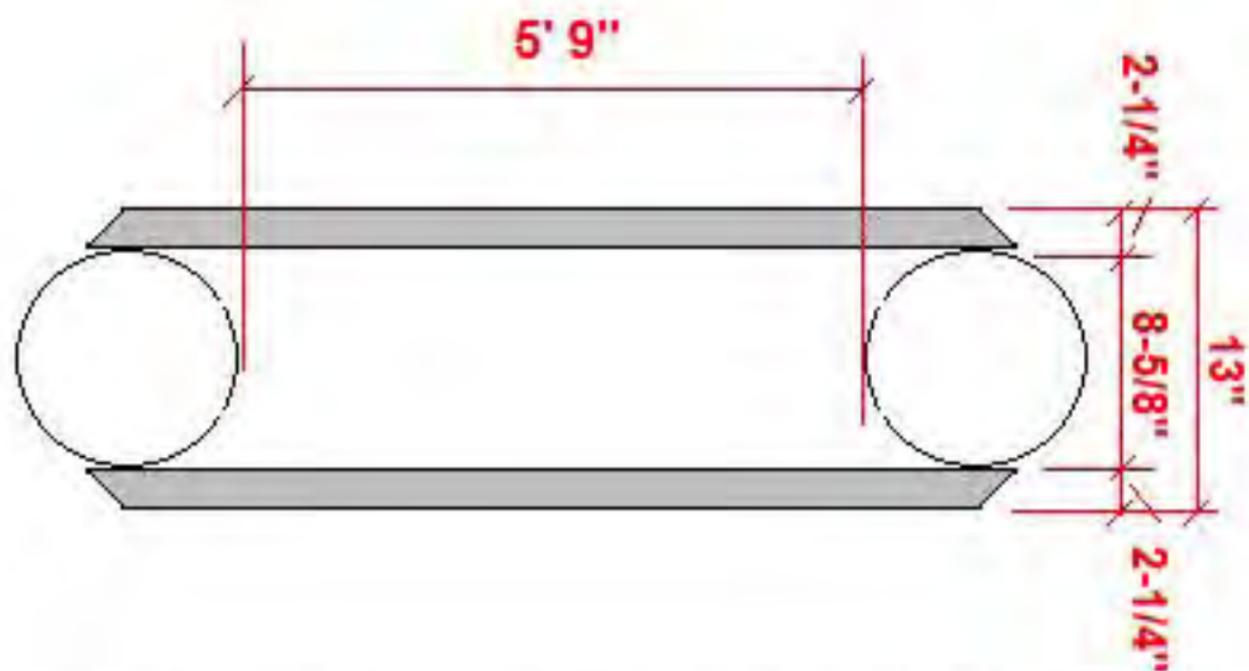
ADA-COMPLIANT REPLACEMENT &
EXPANSION OF EXISTING POLICE DOCK



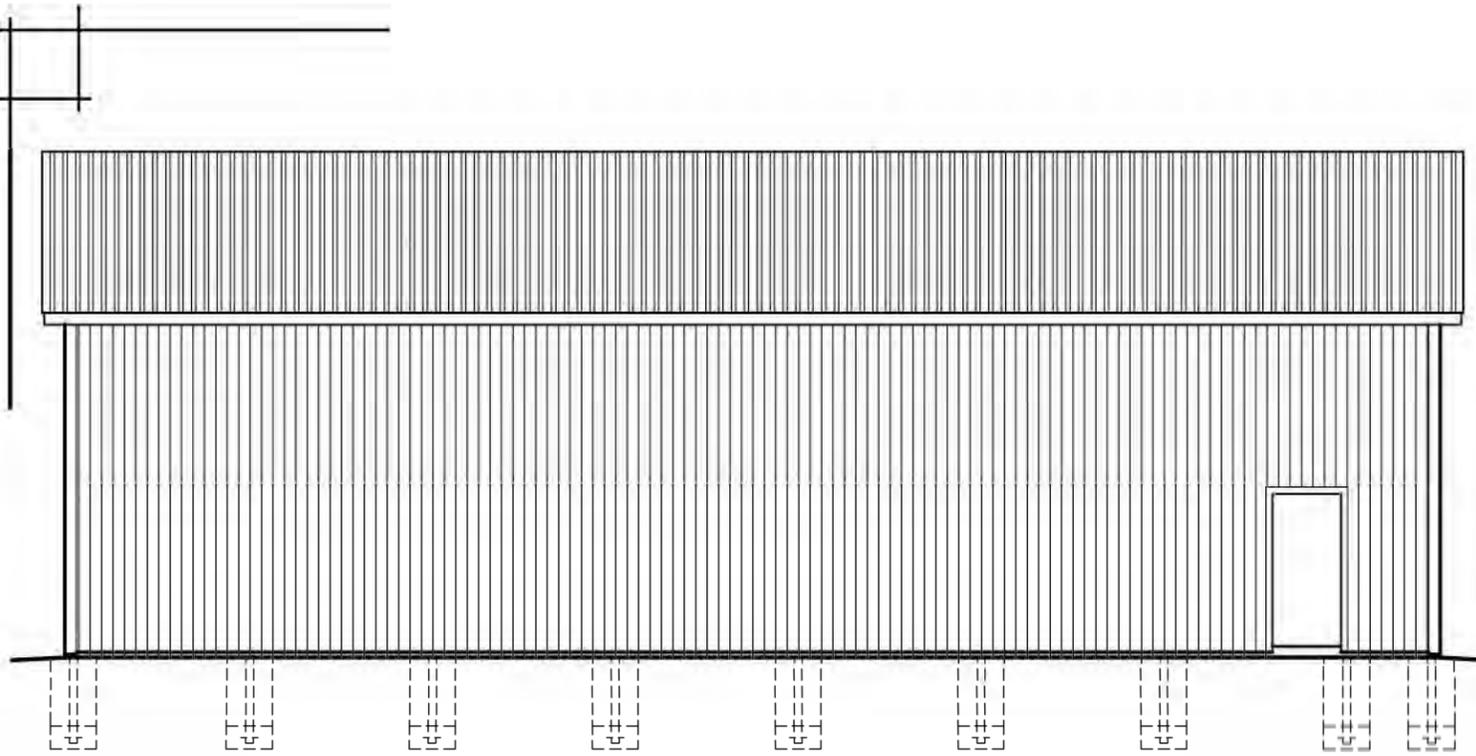
Kayak Launch

80' long dock for cruise boats





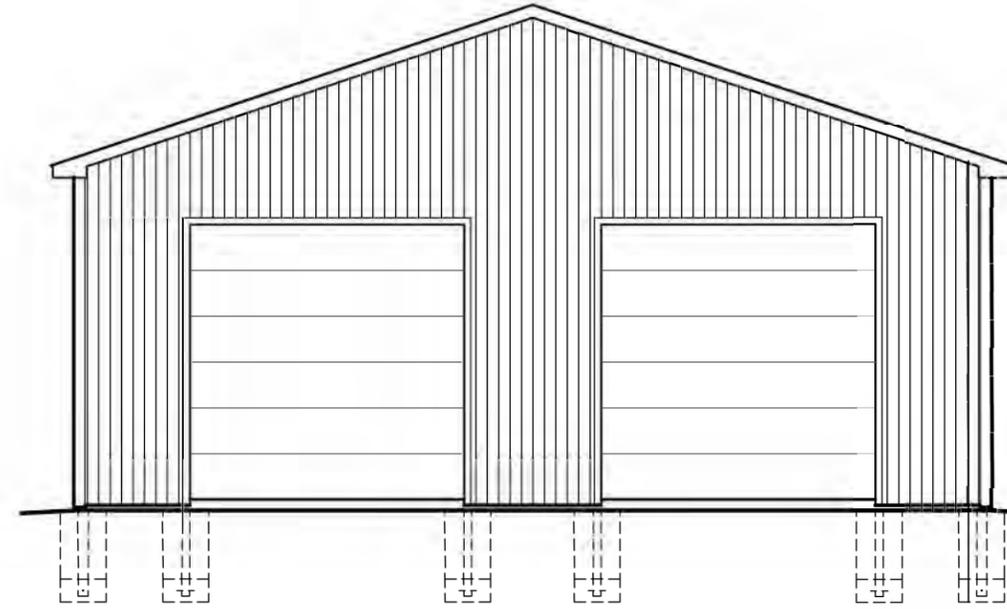
Brackets under the 160' of dock, placed every 20' along the entire length of the dock



LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

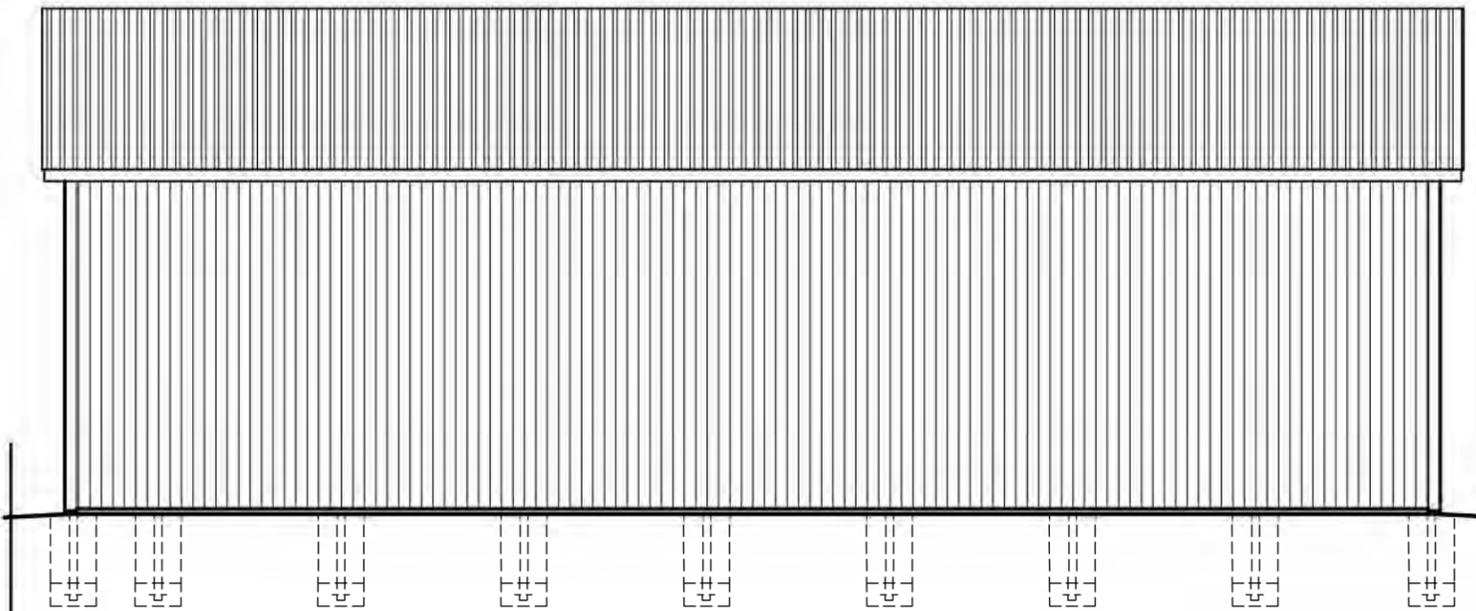
1



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

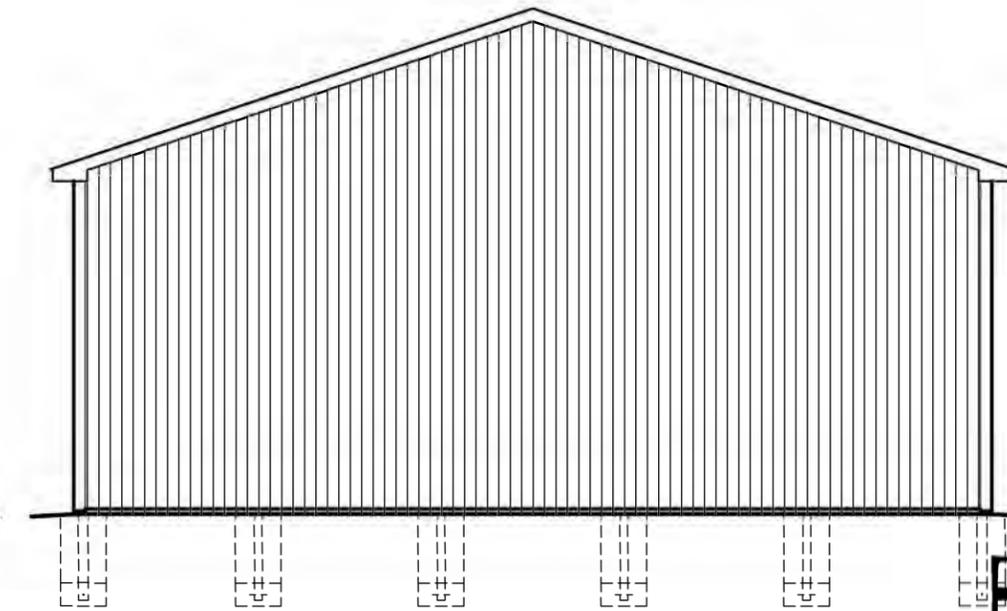
2



RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

3



REAR ELEVATION

SCALE: 1/8" = 1'-0"

4

TNT BUILDERS

charles a. dahlke, registered architect * 41 east avenue, lockport, new york 14094 * 716 - 727 - 3191 * 6850 CHARLOTTEVILLE ROAD, NEWFANE, NY 14108 716-778-8093, FAX 716-778-7179 * cadah_lke@tncdesignarchitecture.com

PROJECT TITLE / LOCATION:

TONAWANDA PD - MARINE
TONAWANDA, NEW YORK

SCALE:

AS SHOWN

40x40 DOUBLE BAY
40x20 OFFICE AREA
40x60 TOTAL SIZE

CONTENTS ON SHEET:

ELEVATIONS

DATE:

6-8-17

CONTENTS ON SHEET:

SHEET 1 OF 1

DRAWING NO:

A-1

17-999

28

7. Local Planning Documents

Authorizing Resolution (insert following 9/19/2017 City Common Council Meeting)

Project Budget

Sample NYSDOS Awarded Work Plan

LWRP Excerpts

Letters of Support

City of Tonawanda
AUTHORIZING RESOLUTION
9/19/2017

For the Niagara River Greenway Waterfront Dock Expansion Project

I, Gayle Syposs, appointed Clerk of the City of Tonawanda located at 200 Niagara Street, Tonawanda, NY 14150, a corporation subject to the Not-for-Profit Corporation Law of New York State and therefore qualified for tax exempt status under the City of Tonawanda, do hereby certify that the following resolution was adopted at a regular meeting of the City of Tonawanda held on September 19th, 2017 and is incorporated in the original board minutes of the said meeting and that the said resolution has not been altered, amended, or revoked and is in full force and effect.

Therefore, be it Resolved:

That the City of Tonawanda will submit to the Niagara River Greenway Commission a proposal for recommendation of the City of Tonawanda's Waterfront Dock Expansion Project.

Gayle Syposs, City Clerk

Seal of Municipality

City of Tonawanda Waterfront Dock Assembly Preliminary Estimate Capital Improvements Options Priority Cost Summary

	Police		Niawanda North		Niawanda South		Ellicott Creek Alum Dock		Ellicott Creek EZ-Dock	
Dock & Pier Assembly	SF	Cost	SF	Cost	SF	Cost	SF	Cost	SF	Cost
New Construction										
Docks		\$13,920.00		\$57,500.00		\$59,520.00		\$49,750.00		\$98,600.00
Labor		\$2,100.00		\$8,400.00		\$8,900.00		\$7,400.00		\$15,700.00
Piling Installs	480 SqFt	\$37,000.00	2300 SqFt	\$42,500.00	2240 SqFt	\$55,000.00	1990 SqFt	\$45,000.00	3400 SqFt	\$13,500.00
Aluminum Railing		n/a		\$32,000.00		n/a		\$26,400.00		n/a
Cable Railing		n/a		\$56,000.00		n/a		\$46,200.00		n/a
Total:	\$53,020	\$53,020	\$140,400	\$164,400	\$123,420	\$123,420	\$128,550	\$148,350	\$127,800	\$127,800

SITE WORK					
New Drive Access/Reconfigure and Drainage	\$40,000			\$10,000.00	\$10,000.00
New Sidewalks	\$6,000	\$8,000.00		\$10,000.00	\$20,000.00
Site Demo Earthworks	\$2,000	\$2,000.00		\$2,000.00	\$120,000.00
Restoration	\$1,000	\$1,000.00		\$1,000.00	\$1,000.00
New Paved Parking				\$6,000.00	
Total:	\$49,000	\$11,000		\$29,000	\$151,000

Construction Sub Totals	\$102,020	\$102,020	\$151,400	\$175,400	\$152,420	\$152,420	\$279,550	\$299,350	\$127,800	\$127,800
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SERVICES										
Architectural & Engineering	\$6,121	\$6,121.20	\$9,084	\$10,524	\$9,145	\$9,145.20	\$16,773	\$17,961	\$7,668	\$7,668
Geo Technical	\$6,000		\$1,000.00		\$6,000.00		\$4,000.00			
Survey	\$2,000		\$1,000.00		\$1,500.00		\$2,000.00			
Contingency	\$5,101	\$5,101	\$7,570	\$8,770	\$7,621	\$7,621	\$13,978	\$14,967.50	\$6,390	\$6,390
Services Total:	\$19,222	\$19,222	\$18,654	\$21,294	\$24,266	\$24,266	\$36,751	\$38,929	\$14,058	\$14,058

Sub Totals	\$121,242	\$121,242	\$170,054	\$196,694	\$176,686	\$176,686	\$316,301	\$338,279	\$141,858	\$141,858
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Aluminum Railing Grand Total:	\$926,141
Cable Railing Grand Total:	\$974,759



6850 Charlotteville Road
Newfane NY 14108

Proposal and Acceptance

To:

City of Tonawanda Police Dept
200 Niagara Street
Tonawanda, NY 14150

DATE: MAY 30, 2017

DESCRIPTION	AMOUNT
<p>40' x 60' x 14' post frame building</p> <p>Painted steel roofing and siding (colors of your choice) 12" eave overhangs (vented soffit) 12" eave overhangs Vented ridge cap entire length of building 2 – 12' x 12' insulated overhead doors 1 – 36" insulated six panel man door with dead bolt lock set 4 – 3' x 3' insulated slider windows Glu-lam pressure treated posts with 10" rebar pin inserted thru bottom Concrete footing under and around base of each post Post holes drilled min. 4' deep (18" dia.) 2 x 8 pressure treated skirt board at grade level 2 x 12 doug fir top plates Sidenailers across posts every 24" o.c. Truss supported roof every 48" o.c. , engineered to meet snow load requirements Roof purlins across trusses every 24" o.c. Stamped engineered drawings</p>	
TOTAL ERECTED PRICE	\$58,300

All material is guaranteed to be as specified, and the above work to be completed in a substantial workmanlike manor according to standard practices. Any alterations or deviations from the above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the written estimate. All agreements are contingent upon accidents or delays beyond our control. In addition TNT Builders is not responsible for underground obstacles. Owner responsible for obtaining building permit and location of building.

***Note:** This proposal may be withdrawn if not accepted within fifteen days, in case of increased cost of building materials.

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted, you are authorized to do the work as specified. Payments will be made as follows: 10% deposit, 40% at start, 40% when framed and remaining 10% balance upon completion.

Date:

Signature:

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WORK PROGRAM COVER SHEET

Name and Address of Contractor: City of Tonawanda
200 Niagara Street
Tonawanda, NY 14150

Federal Tax ID number: 16-6002553

Title of Project: Docking Facilities Design and Construction

Grant application number: 67019

Contract number: C1000973

Department liaison: Amy DeGaetano

Community contact: Jason LaMonaco

Community contact address: City of Tonawanda
200 Niagara Street
Tonawanda, NY 14150

Telephone number: 716-695-8624

Email: engineer@tonawandacity.com

Department reviewer:

ATTACHMENT B-1 – EXPENDITURE BASED BUDGET

A. Salaries	\$0.00
B. Travel	\$0.00
C. Supplies	\$0.00
D. Equipment	\$0.00
E. Contractual Services	\$974,760.00
F. Other	\$0.00
TOTAL PROJECT COST	\$974,760.00
Total State Funds	\$487,380.00
Total Local Share	\$487,380.00

A. SALARIES (including fringe benefits)		
<u>Title</u>	<u>Annual Salary</u>	<u>Amount Charged to Project</u>
SUBTOTAL		\$0.00

B. TRAVEL		
SUBTOTAL		\$0.00

C. SUPPLIES		
SUBTOTAL		\$0.00

D. EQUIPMENT		
SUBTOTAL		\$0.00

E. CONTRACTUAL SERVICES		
Design and engineering services for preparation of design and construction documents for public docking facilities		\$117,770.00
Subcontractor: To be determined		
Contractual services for construction of public docking facilities.....		\$856,990.00
Subcontractor: To be determined		
SUBTOTAL		\$974,760.00

F. OTHER		
SUBTOTAL		\$0.00

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Waterfront Revitalization Program Policies

safeguards that the State has established to protect valuable coastal resource areas

Explanation of Policy

Proposed major actions may be undertaken in the City of Tonawanda Local Waterfront Revitalization Area if it is determined that they will not significantly impair valuable coastal waters and resources. This will ensure the achievement of the safeguards that the City and State have established to protect valuable waterfront resources. Proposed actions must take into full account the social, cultural, economic and environmental interests of the City and State, and their citizens, in such matters that would affect natural resources, water levels and flows in the Niagara River and local creeks, shoreline conditions, historic and scenic resources, recreation opportunities, public access, and the prosperity of interests in the waterfront area.

3.5 PUBLIC ACCESS POLICIES

Policy 19 **Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities**

Policy 19A Expand access opportunities to water-related recreational amenities in the LWRA

Policy 19B Improve Signage and Wayfinding to improve public access throughout the LWRA

Policy 19C Evaluate improvements for pedestrian safety, public access and wayfinding along Niagara Street

Explanation of Policy

This policy calls for achieving a balance among the following factors:

- the level of access to a water-related recreational resource or facility,
- the capacity of a resource or facility to sustain use, and
- the protection of natural resources.

Section 3

An imbalance among these factors is typical in urban area and is often due to access-related problems. Therefore, priority shall be given to improving physical access to existing and potential water-related recreation sites within the City of Tonawanda Local Waterfront Revitalization Area (LWRA), and to increasing the ability of residents and others to get to water-related recreation areas. The particular water-related recreation resources and facilities that should receive priority for improved access in the LWRA are public parks, boating facilities, fishing areas and waterfront trails. In addition, because of the greater competition for waterfront locations within LWRA, this policy encourages mixed use areas and the multiple use of facilities, where feasible, to improve access.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. The existing access from adjacent or proximate public lands or facilities to public water-related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water-related recreation resources and facilities be eliminated or diminished, unless in the latter case, estimates of future public use of these resources and facilities are too low to justify maintaining or providing increased public access, or unless such actions are found to be necessary by the public body having jurisdiction over such access as the result of a reasonable justification of the need to meet system-wide objectives.
 - a. Access means the ability and right of the public to reach and use public lands and waters in the LWRA.
 - b. Public water-related recreation resources of facilities include all public lands or facilities that are suitable for passive or active recreation requiring either water or a waterfront location or are enhanced by a waterfront location.
 - c. Public lands or facilities are lands or facilities held by State or local government in fee simple or less-than-fee simple ownership, and to which the public has access or could have access, including underwater lands and the foreshore.
 - d. A reduction in the existing level of public access includes, but is not limited to:

Waterfront Revitalization Program Policies

- i. The number of parking spaces at a public water-related recreation resource or facility is significantly reduced;
 - ii. The service level of public transportation to a public water-related recreation resource or facility is significantly reduced during peak season use and such reduction cannot be reasonably justified in terms of meeting system-wide objectives; and
 - iii. Pedestrian access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
 - e. An elimination of the possibility of increasing public access in the future includes, but is not limited to:
 - i. Construction of public facilities that physically prevent the provision, except at great expense, of convenient public access to public water-related recreation resources and facilities;
 - ii. Sale, lease, or other transfer of public lands that could provide public access to a public water-related recreation resource or facility; or
 - iii. Construction of private facilities that physically prevent the provision of convenient public access to public water-related recreation resources or facilities from public lands and facilities.
2. Any proposed project to increase public access to public water-related recreation resources and facilities shall be evaluated according to the following factors:
 - a. The level of access to be provided should be in accordance with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
 - b. The level of access to be provided shall not cause a degree of use that would exceed the physical capability of the resource or facility. If this is determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
3. **The City and State will not undertake or fund any project that increases access to a water-related resource or facility that is not open to all members of the public.**

Section 3

The City shall evaluate opportunities to increase access to existing water-related recreation facilities and provide such access to enhance public use.

Sites that could benefit from increased access include, but are not limited to:

- a. Two- Mile Creek, which lacks sufficient access points where the public can enjoy scenic viewing and nature study.
- b. Extension of the rails to trails system, which needs to be constructed from State Street to East Niagara Street to provide an essential linkage from Young and State Street to the Canalway Trail system along the waterfront. This would enable a recreational trail connection between the City of Tonawanda waterfront and the Town of Tonawanda and City of Buffalo to the south. The establishment of this linkage will allow for a regional connection that would provide far reaching public benefits,
- c. Access should be improved to Eastern Park, which is located in an isolated portion of the LWRA. The future extension of the multi-use trail along the abandoned railroad corridor (noted above) should be tied into this park.
- d. The lands located along the shoreline of the Erie Barge Canal (Tonawanda Creek), seaward of East Niagara Park, should be improved to enable visual access for park users, as well as those who utilize the Erie Canalway Trail. Consideration should also be given to providing dockage or some other means of physical access to the Canal from this location.
- e. In general, wayfinding throughout the waterfront area should be improved to enable residents and visitors who use local parks, the trail system and other water-related facilities to easily navigate from place to place, particularly through the downtown area near Gateway Park.

There are three trail systems that extend and interconnect through the LWRA: the Shoreline Trail, the Two-Mile Creek Greenway and the Erie Canalway Trail. The signage that exists throughout the system provides useful information, but there are areas where more wayfinding information is required. In particular, direction and informational signage along the section of the Shoreline Trail that extends from the shoreline of the Erie Barge Canal (Tonawanda Creek) at Seymour Street to Gateway Harbor Park needs improvement. This portion of the trail continues along surface streets and can be confusing for the user. As a whole, the full extent of the signage along the trails should be reviewed and evaluated to identify where enhancements/improvements could be made to ensure consistency and effective wayfinding information throughout the trail

Waterfront Revitalization Program Policies

systems in the City. Improvements to signage should be part of a larger Complete Streets initiative to improve not only wayfinding, but also structural changes, e.g. improved/widened sidewalks, curbing, pedestrian amenities, etc.

Niagara Street extends along the length of Niawanda Park and provides access to other public recreation facilities and waterfront businesses that are supported by residents and visitors to the park and other nearby facilities. This roadway is a primary route that provides vehicular access between the Town of Tonawanda and the Cities of Tonawanda and North Tonawanda. It carries a high volume of traffic during certain times of the day, throughout the year. Roadway crossings and the connections to and between park facilities, local businesses and upland residential areas are in need of improvement to address pedestrian access. The entire area of Niagara Street, between the western Town boundary at Two-Mile Creek Road and Bouck Street (near City Hall), needs to be studied to identify areas for improvement, potential solutions to existing access problems, and to establish a wayfinding systems to improve connections throughout the area.

Pedestrian movement must be examined beyond the Shoreline Trail; the southern edge of Niawanda Park along Niagara Street and pedestrian linkages to Veterans Park must also be studied. The potential for a secondary pedestrian corridor to ease congestion on the Shoreline Trail along Niagara Street in select locations should be considered. Additionally, the access corridors that extend from the upland residential areas to Niawanda Park should be examined. The result of this evaluation should be a master plan for Niagara Street that provides recommendations and implementation strategies to address all the issues that exist in this area to improve public access, public safety and wayfinding.

Policy 20

Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses

Explanation of Policy

In coastal areas where there are limited or no recreation facilities that provide water-related recreational activities, access to the publicly-owned lands at

Section 3

2. Public access from the nearest public roadway to the shoreline and along the waterfront shall be provided by new land uses or development, except where:
 - a. It is inconsistent with public safety, military security, or the protection of identified fragile coastal resources; or
 - b. Adequate access exists within one-half mile.
3. **The City and State will not undertake or directly fund any project that increases access to a water-related resource or facility that is not open to all members of the public.**
4. Proposals for increased public access to coastal lands and/or waters shall be evaluated according to the following factors:
 - a. The level of access to be provided should be in accordance with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
 - b. The level of access to be provided shall not cause a degree of use that would exceed the physical capability of the coastal lands and/or waters. If this is determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
5. In making any grant, lease, permit, or other conveyance of land now or formerly underwater, there shall be reserved such interests or attached such conditions to preserve the public interest in the use of State-owned lands underwater and waterways for navigation, commerce, fishing, bathing, recreation, environmental protection, and access to the navigable waters of the State. In particular, the granting of publicly owned underwater or formerly underwater lands to private entities will be limited to exceptional circumstances only.

3.6 RECREATION POLICIES

Policy 21 Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related used along the coast

Waterfront Revitalization Program Policies

Explanation of Policy

Water-related recreation includes such activities as boating, swimming, and fishing, as well as certain activities that are enhanced by a waterfront location and increase the general public's access to the shoreline, such as multi-use trails, picnic areas, scenic overlooks and passive recreation areas that take advantage of scenic resources. The development of water-related recreation in the City of Tonawanda Local Waterfront Revitalization Area (LWRA) shall be consistent with the preservation and enhancement of important coastal resources, such as fish and wildlife habitats, aesthetically significant areas, and historic and cultural resources. Water-related recreational development in the LWRA should be designed to meet demand and shall take preference over the development of non-water-related recreational uses. Wherever possible, these facilities should have access to public transportation services. The siting or design of new development in the LWRA that would result in a barrier to the recreational use of waterfront shall be avoided.

The City of Tonawanda benefits from a wide array of water-related recreational uses, including waterfront trails, parks and boating facilities. These uses should be maintained and enhanced and, where appropriate, expanded to increase opportunities for public use and enjoyment.

At present, opportunities to increase locations for shoreline fishing should be encouraged. The provision of adequate boating services to meet future demand is also encouraged, where feasible. The siting of boating facilities must be consistent with the preservation and enhancement of other coastal resources and their capacity to accommodate demand. Where the provision of new public boating facilities is essential for meeting this demand, such public actions should avoid competition with private boating development. Boating facilities will, as appropriate, include parking, park-like surroundings, restrooms and pump-out facilities.

Other areas in the LWRA where recreational facilities could be expanded or improved include Niawanda Park. The park is another location that has the potential for expanded public use, including the provision of additional activities for children, improved public gathering spaces, shoreline fishing and boat docks. This park should be evaluated for improvement, particularly in the area around and behind City Hall. Erie County is also be encouraged to

Section 3

undertake maintenance improvements and enhancements to Isle View Park, especially the section that falls within the LWRA.

Policy 22 Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development

Explanation of Policy

Many developments present practical opportunities for providing recreation facilities or uses as an additional use on the site. Therefore, whenever developments are located adjacent to the shore, they should, to the fullest extent permitted by existing law, provide for some form of water-related recreation use unless there are compelling reasons why any form of such recreation would not be compatible with the development, or a reasonable demand for public water-related recreational use cannot be foreseen in the area.

The types of development that can generally provide water-related recreation as a multiple use include, but are not limited to parks, highways, utility transmission rights-of-way, schools, nature preserves (restricted to passive activities), residential subdivisions and private residences along creeks, shopping centers and office buildings. Prior to taking action relative to any development proposal in the LWRA, the City should determine if water-related recreation is feasible as a companion use. Such use should be consistent with LWRP policies and help to increase public use of the waterfront.

Additionally, there are many existing docks and other facilities for small boats along Ellicott Creek. **The City should ensure that existing and new private docks along the creek are safe** and do not interfere with vessel use and navigation.

4.3 Proposed Projects and Studies

In this LWRP, there are a number of projects proposed throughout the City of Tonawanda's waterfront areas that are designed to increase opportunities for public access and recreation, improve the public realm and pedestrian safety, enhance signage, wayfinding and connections throughout the waterfront area, and protect natural resources. Projects include initiatives that would be implemented over the long term, as well as projects that could be achieved in the immediate or mid-term. The City's goal is to create an environment throughout its waterfront areas that encourages year-round use, offers a diversity of uses and activities, and revitalizes areas to foster economic development and improve the quality of life for residents and visitors alike. **The goal is to make the City a regional destination, improve the connection between the downtown and the waterfront, and build upon existing assets to capture visitors and extend their stay in the community.**

Projects proposed along the City of Tonawanda waterfront are shown on **Map 10 - Waterfront Key Projects** include those shown on the following pages. These projects are concept ideas that portray the vision of the community for an improved waterfront. Some projects include more detail, others are more conceptual. The objective is to include the community's desires for waterfront improvements in this section of the LWRP to enable progress in the future, no matter how well conceived they might be. The projects includes descriptions of both Priority and Secondary project concepts, although it is not fully determined at this time when these projects will be moved forward, or which will come first. The Tonawanda City Common Council will make decisions annually as to where to focus their implementation efforts. Therefore, there may be some projects that aren't fully designed or that have been given minimal emphasis that could be elevated in importance at a later date. The projects that follow, combined with the proposed land use and zoning revisions, represent the City's overall vision for achieving waterfront revitalization.

4.3.1 Priority Projects

Niagara Street Corridor Improvement Plan

A number of improvements are proposed for the downtown area of the waterfront to enhance and expand the Gateway Harbor area and improve traffic circulation, pedestrian activity and public safety in this area of the waterfront. This will continue to build upon the construction of the Intermodal Depot facility, interconnecting the existing green- and blueway trails along the waterfront.

Section 4

Phase 1 (Western City line to City Hall):

- More in-depth review of engineering aspects of the roadway for traffic calming and Complete Street enhancements including bike lanes, sidewalks, and slope stabilization on the north side,
- Examination of side street waterfront connectivity (physical/visual access)
- Improved cross access between Veterans Memorial, Two Mile Creek and Niawanda Park
- Gateway improvements and infill development at western City line.

Phase 2 (City Hall to Downtown):

- Street realignment between Tops/City Hall and Main Street with a landscaped/treed boulevard and new development potential in underutilized parking space on the south side
- Intersection redesign at Niagara and Young Street, with consideration of a roundabout to improve traffic flow
- Young Street conversion and development of area
- Expanded dock access between businesses on Young Street and Gateway Harbor Park

NIAGARA STREET REALIGNMENT CONCEPT



City Hall Waterfront Plaza

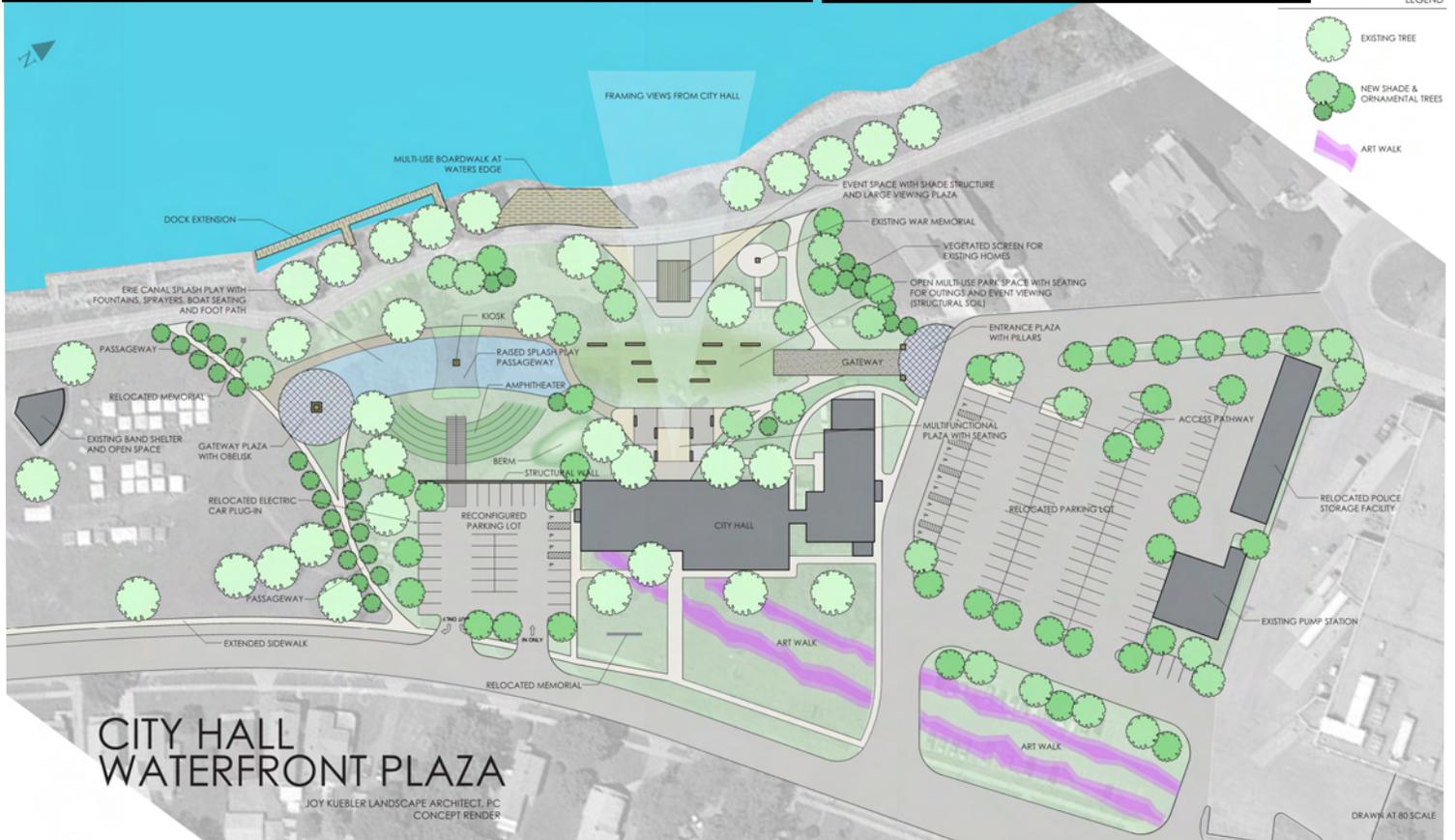
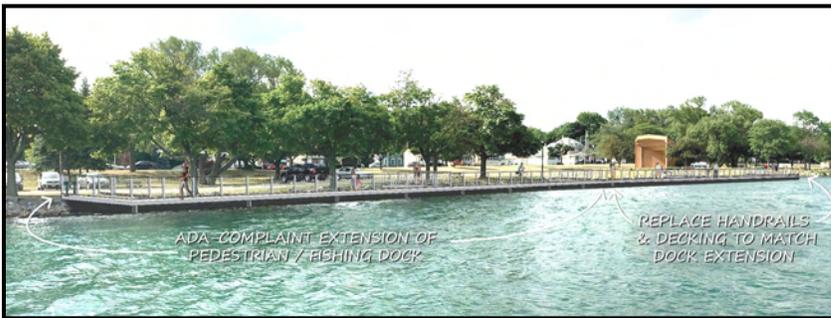
A number of enhancements are proposed around City Hall that will coincide with the improvements proposed for Niagara Street. These improvements will also include some new amenities and an improved public space at the eastern end of Niawanda Park. These enhancements will offer better enjoyment of the area

Proposed Land & Water Uses / Projects

around City Hall and more recreational opportunities at the eastern end of Niawanda Park.

- Enhancements for parkland and public activity on the north (back) side of City Hall, including but not limited to a public overlook, splashpad/ice skating area, amphitheater area, new landscaping and walkways/stairs
- **Additional docking facilities along the Niagara River with improved City Police docking and expanded shoreline fishing access**
- Reconfigured parking west of City Hall and improved utilization of available land to the east (parking and relocated Police storage facility)
- Erie Canal interpretive/landscaping/art component along Niagara Street

PUBLIC DOCK (L) AND POLICE DOCK (R) CONCEPTS

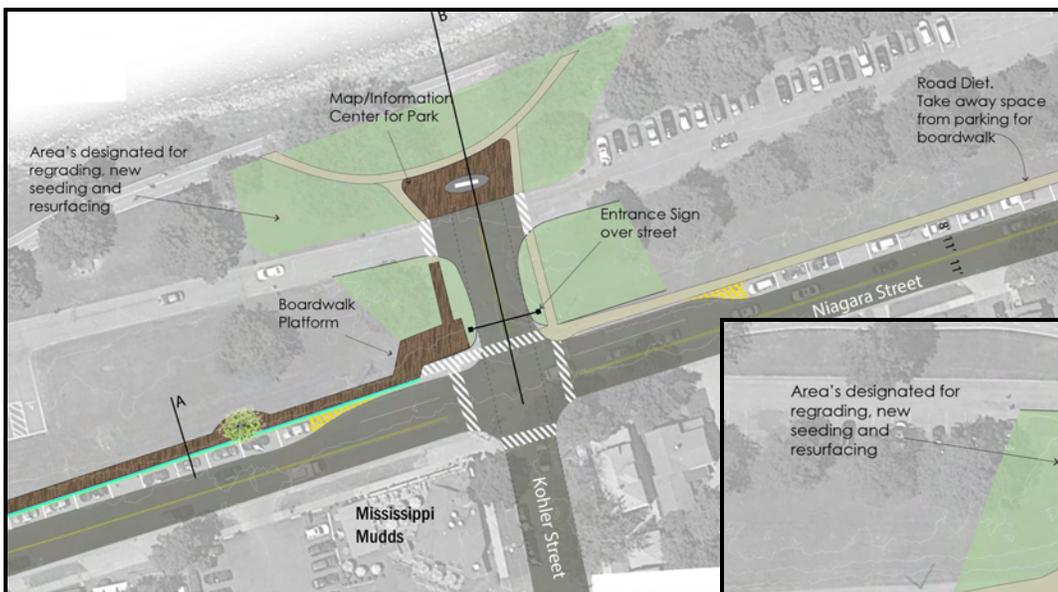


Section 4

Niawanda Park

The park is the primary recreational asset to the City and one of the most prominent waterfronts of the region. While the powerful current of the Niagara River limits physical contact, opportunities exist to increase visual connections and bring people out and over the water to engage more intimately with it, while ensuring their safety. Proposed enhancements to the Park include:

- Additional overlooks with limited dockage and expanded fishing dock access;
- Improved vehicular and pedestrian entrances at Kohler and Wheeler Streets with a dedicated separation of facilities that are universally accessible;
- Enhancements such as, but not limited to, landscaping, benches, signage, lighting, and overall maintenance throughout the park;
- A pedestrian boardwalk proposed along the north side of Niagara Street, between Kohler and Wheeler Streets with landscaping and seating to engage pedestrians along the street; and
- Improved markings for on-street parking and formal crosswalks added on Niagara Street, with an opportunity for intersection artwork or unique materials to be integrated into the pavement

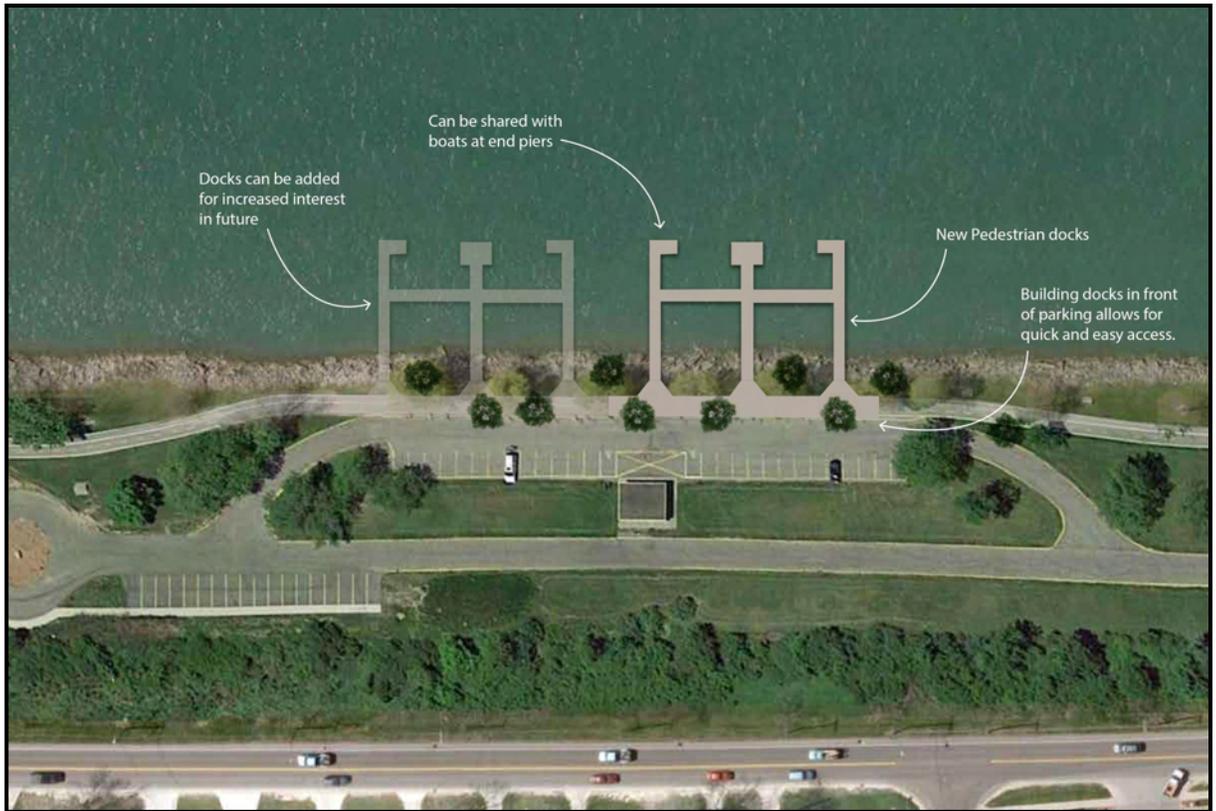


KOHLER STREET
INTERSECTION

WHEELER STREET
INTERSECTION



Proposed Land & Water Uses / Projects



OVERLOOK/DOCK CONCEPTS

4.3.2 Secondary Projects

The secondary projects are equally important to the revitalization of the City’s waterfront, but were currently considered of lesser importance for achieving the overall vision for the waterfront. As previously noted, these project could be elevated in importance at a later date, as determined by the City Common Council.

- A. Establish additional scenic viewing areas of waterfront and undertake selective clearing of brush/vegetation at key locations along the Erie Canal (in particular the area near East Niagara Park), Two Mile Creek and Ellicott Creek (along the western shoreline near Gateway Park and at Vickers Street).



Vegetation blocks views at East Niagara Park (L) and Ellicott Creek (R)

- B. **Extend the existing boardwalk further along the west side of Ellicott Creek (from Water and Boat Adventures to Smoke on the Water restaurant) to increase public access along this area.**



Area along Ellicott Creek where boardwalk could be extended to increase public access

- C. Improve pedestrian amenities along Erie Canalway Trail to enhance public enjoyment of this area, including benches, signage, and other similar features similar to what has been done on the North Tonawanda portion.



The Erie Canalway Trail, while well maintained, lacks pedestrian amenities

- D. Establish additional non-powered boat launch sites (e.g., on the Erie Canal, under Seymour Street Bridge) offering access to local waters.

- E. Improve the connection and wayfinding from the Shoreline Trail (at its terminus at the Auto Zone plaza on Niagara Street) to Gateway Harbor Park and the Erie Canalway Trail. At present, trail users must navigate along a City sidewalk and cross a busy intersection to achieve this trail connection.



The poorly designed continuation of the Shoreline Trail along the sidewalk on Niagara Street to connect to the Erie Canalway trail

Proposed Land & Water Uses / Projects

- N. Create additional dedicated access areas along the waterfront to increase opportunities for shoreline fishing.
- O. Rehabilitation of sheet piling along the Niagara River and Erie Canal terminus for improved erosion protection.
- P. Work with NYSDEC and other agencies to undertake an ongoing invasive species management and control program (including Canada geese) to improve ecological sustainability in the waterfront area.
- Q. Address the condition and structural stability of the steep slope on the north side of Niagara Street, at the western end of Niawanda Park, and consider utilization a partial retaining wall to reduce the slope and better maintain the condition of this area. In coordination with this work, utility lines could be buried to improve aesthetics and provide additional space for non-automobile use (walking paths or bike lanes).



Shoreline fishing access could be provided at the site of the abandoned railroad abutment along the Erie Canal, adjacent to the historic swing bridge.



The deteriorating conditions of the sheet pile wall along the Niagara River is an outstanding safety concern as it has pulled away a number of inches in some locations.

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ERIE COUNTY LEGISLATURE

HON. KEVIN R. HARDWICK
LEGISLATOR

September 18, 2017

Mayor Rick Davis
City of Tonawanda
200 Niagara Street
Tonawanda, NY 1415

Dear Mayor Davis:

I am writing to lend my support to the City of Tonawanda's application for its City-wide Waterfront Dock Expansion Project. The City is uniquely located at the intersection of four important bike trails; Rails-to-Trails, Canalway Trail and the North and South Greenway Trails, all providing alternative transportation avenues to hundreds of thousands of people. Waterfront recreation and leisure enjoyment is a focal point for the City as a destination attraction and supports numerous businesses in the community. With so many trail users and visitors coming into the City for year-round events and celebrations, improving universal public access to the City's pristine waterfront on the Niagara River, Erie Canal and Ellicott Creek waterways is an opportunity not many communities have in Western New York. Expanding dock facilities affords the opportunity for residents and visitors to frequent the many restaurants and shops in the City of Tonawanda providing their Downtown Business District with an economic catalyst of which has been a significant focus of City Officials in recent years. Further, expanding the City of Tonawanda Police Department's capabilities for immediate response to marine and land-based threats and public safety emergencies is a critical step forward as visitors continue to increase each year.

This is why I whole heartedly support the Niagara River Greenway application from the City of Tonawanda to expand its publically accessible dock facilities throughout the City's waterfront.

Sincerely,

A handwritten signature in black ink that reads "Kevin R. Hardwick".

Kevin R. Hardwick
Erie County Legislator – 4th District