



# COUNTY OF ERIE

MARK C. POLONCARZ

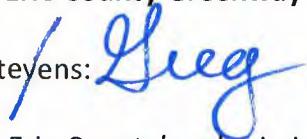
COUNTY EXECUTIVE

November 14, 2022

Mr. Gregory Stevens, Executive Director  
Niagara River Greenway Commission,  
2136 West Oakfield Road,  
Grand Island, New York 14072

**Re: Erie County Greenway Parks – Signage Implementation**

Dear Mr. Stevens:



Enclosed is Erie County's submission of the "Erie County Greenway Parks – Signage Implementation" project for Niagara River Greenway Commission's consultation and review. This application seeks the Niagara River Greenway Commission's approval and endorsement to help further Erie County's goal of securing funds to improve Erie County's waterfront park and greenway system. We are confident that you will find this project to be consistent with the goals and principles of the Niagara River Greenway Plan.

Thank you for your time and consideration with this matter. Please feel free to contact Mark Rountree, Chief Planner at (716) 858-8008 or [mark.rountree@erie.gov](mailto:mark.rountree@erie.gov) should you have any questions.

Very Truly Yours,



Mark C. Poloncarz, Esq.

Erie County Executive

MCP/nb

ENC

cc: Daniel R. Castle, AICP  
Mark Rountree

## **Niagara River Greenway Commission Consultation and Review Form**

Date of Submittal:  Project Registration Number (*office use only*):

Type of Review Required (please check one):

- Mandatory Consultation for proposals seeking Greenway Funding
- Voluntary Review and/or Endorsement for proposals not seeking Greenway Funding

### **PROJECT SPONSOR INFORMATION**

Name:	
Mailing Address:	
State:	
Zip Code:	
Federal ID#:	
Charities Registration #:	

### **PROJECT TYPE (Please check only ONE)**

- Trail Development / Improvement
- Interpretation / Cultural Monuments
- Ecosystem / Riparian Habitat Restoration
- Stewardship
- Niagara River Greenway Placemaking / Public Access / Wayfinding

### **FUNDING COMMITTEE**

- Host Community Standing Committee
- Ecological Standing Committee
- Buffalo and Erie County Standing Committee
- State Parks Standing Committee
- Unsure at this time / N/A

### **TOTAL AMOUNT REQUESTED**

\$

### **ADDITIONAL FUNDING FROM OTHER SOURCES**

Source	Amount

**PROJECT INFORMATION**

Project Name:	
Location (include GPS coordinates if possible):	
Project Site Address:	
State:	
Zip Code:	
Minor Civil Division(s):	
County:	
Project Proponent Property Interest (own, lease, easement or other):	

**AUTHORIZED OFFICIAL**

Name:	
Title:	
Business Address:	
State:	
Zip Code:	
Work Number:	
Cell Number:	
E-Mail Address:	

**PROJECT POINT OF CONTACT**

Name:	
Title:	
Organization / Firm:	
Business Address:	
State:	
Zip Code:	
Work Number:	
Cell Number:	
E-Mail Address:	

## **PROJECT NARRATIVE**

Please attach material which responds to the following six items in the order that they are presented.

1. In a brief paragraph, describe the project and its purpose, how and when it will be accomplished, and why it is important.
2. Referring to the Niagara River Greenway Plan, clearly document and describe how the proposed project will advance the Niagara River Greenway vision including the goals, principles, and criteria that define that vision.
3. Define the budget for the total proposed project and include costs for the following:

Planning	\$
Construction	\$
Acquisition	\$
Administration	\$
Operation and Maintenance / Year	\$
<b>TOTAL PROJECT COST</b>	\$

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.

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.
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 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 animal 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.
6. Please attach the proposed project timeline, identify any relevant milestones, and provide an estimated date for project completion/opening. If funded, it is expected that the project sponsor or point of contact will notify the Commission of the project opening date as it nears completion. (*Note: This addition to the application was made September 2018.*)

# **Erie County Parks Signage Update – Niagara River Greenway Parks**

*Ellicott Creek, Isle View, Black Rock Canal, and Tow Path Parks*

Erie County Park and Trail System on the Niagara River

Submitted by: Erie County

Prepared by: Erie County Department of Environment and Planning (ECDEP)

For Review and Approval by the Niagara River Greenway Commission

November 15, 2022

**Project Name:** Erie County Parks Signage Update – Niagara River Greenway Parks

**Project Location:** Ellicott Creek Park, Isle View Park, Black Rock Canal Park, and Tow Path Park

**Minor Civil Division:** City of Buffalo, County of Erie  
Town of Tonawanda, County of Erie  
City of Tonawanda, County of Erie

**Ownership Information:** These public parks are owned and operated by the County of Erie

**Authorized Official:** See Cover Letter, Consultation and Review Form

**Point of Contact:** See Consultation and Review Form, Point of Contact

**Budget Summary:** See Project Narrative (3 – Project Budget)

**Project Narrative:** See Project Narrative

**Project Schedule:** Construction – 12 months from contract execution; 2024

**Maps:** See Attachment #4

## **Project Narrative**

### **1) Project Description**

The project is the addition of new wayfinding signage and replacement of old signs for Ellicott Creek Park, Isle View Park, Black Rock Canal Park, and Tow Path Park, which lie within sections of Niagara River Greenway Upper River and Headwaters.

Enhancement of the county park signage is necessary to better connect the surrounding community, and visitors, to the waterfront and Niagara River Greenway. The updated signage in the county parks along the Shoreline Trail and Niagara River will contribute to the world-class stature advocated in the *Niagara River Greenway Plan*.

The Erie County Parks system was originally established in 1925 and has grown piecemeal since into 40 separate sites. The gradual development has resulted in the current signage appearance and associated wayfinding being disjointed and inconsistent. It is currently not representative of the parks, nor their place in the regional parks and trail systems. This issue was identified in the *Erie County Parks Master Plan Update (2019)* which recommended the county develop a new signage system to create a cohesive Erie County Parks identity and better connect Park Signage with the type of Park (waterfront, heritage, forestry lot etc.).

In 2022, Erie County developed the *Erie County Parks Signage & Wayfinding Standards Manual*, along with a phased Signage Implementation Plan. The Manual and Implementation Plan recognized the important role signage plays in placemaking and wayfinding to points of interest. The county parks signage was developed to be complementary to the Shoreline Trail signage and Niagara River Greenway signage, and will not duplicate or replace but rather compliment orientation and wayfinding in the area.

The Manual defines the style, specifications, and locations for planned Park signs. The style and specifications are sensitive to the use of the parks (recreational or conservation purposes), and incorporates materials from the park when able, such as Works Progress Administration (WPA) stone (or similar stone) from historic Park structures and wood from the Erie County Forests Sawmill. Many are also designed to be made in-house with existing Erie County resources, instead of commissioning, a very cost-effective measure for implementing the manufacturing and installation of the smaller, simpler signs.

The Implementation Plan organizes the replacement and addition of signs over the next few years. This project is Phase 2 of implementation, to complete the signage for the County's Greenway parks. Construction would likely be completed in 2024. Only commissioned signs have been included in this project scope.

The scope of the proposed project is as follows (see Attachment #5 for a table view of this information and Sign Specifications, and Attachment #4 for location maps):

1. BLACK ROCK CANAL PARK -
  - Replace:
    - Identification signs:

- A-2
    - 1. Black Rock Harbor Road and Niagara Street
- Add:
  - Directional signs:
    - D-3
      - 1. Ontario Street

2) ELLICOTT CREEK PARK -

- Add:
  - Orientation signs:
    - F-1
      - 1. Parking lot near pedestrian bridge to Ellicott Island Bark Park
      - 2. At Ellicott Creek Casino
    - G-1
      - 1. Interpretive sign for WPA boathouse on Ellicott Island Bark Park
      - 2. Near Sled Hill for WPA era information
  - Directional signs:
    - D-1
      - 1. On Creekside Drive
    - D-2
      - 1. Park Road near soccer fields
      - 2. Park Road near Ellicott Creek Casino

3) ISLE VIEW PARK -

- Replace:
  - Identification signs:
    - A-2
      - 1. Entrance on Niagara Street & Two Mile Creek Road
    - B-1
      - 1. River Road parking lot

4) TOW PATH PARK -

- Add:
  - Identification signs:
    - B-1
      - Entrance at Hertel Ave & Marine Drive

No less than fifteen (15) additional new and existing signs will be made and installed by Erie County's Departments of Public Works Highways Division and Parks, Recreation, and Forestry, and therefore have not been included in the scope of this project.

Ongoing, future maintenance and replacement of damaged or outdated signs will be conducted by Erie County's Department of Parks, Recreation, and Forestry.

## 2) Consistency with the Niagara River Greenway Plan

The proposed project is located within the Niagara River Greenway focus area and according to the *Niagara River Greenway Plan*'s criteria, projects in this area "should be elevated" priority. The proposed signage enhancements will advance the vision of the *Niagara River Greenway Plan*. Regarding the Greenway Plan's principles and goals, the project meets most, if not all, of the guiding criteria laid out by the Plan, some of which are discussed below.

### · Principles

- **Excellence** – The Project will improve signage and wayfinding amenities in the aforementioned Erie County parks to meet the world class standards of the Niagara River Greenway. The proposed enhancements will enrich the Greenway experience by improving the appearance and visitor experience of these four waterfront parks.
- **Accessibility** – The new park signage will enhance the physical and visual access to the Niagara River. New signage will utilize pictograms where practicable in order to aid those with literacy or language barriers.
- **Public Well-Being** – As the Plan states, the Greenway was designed to enable access to both active and passive recreational opportunities, promoting physical and emotional wellness. This Project aims to enhance signage and wayfinding installations in four separate waterfront parks with those ends in mind.
- **Celebration** – Much of the project area is constructed on reclaimed land that once comprised the original Erie Canal and towpath. New directional and interpretive signage will help to educate visitors on the history of the area and the unique aspects of the Niagara River Greenway. These parks celebrate the region's commercial and industrial heritage as an Erie Canal community.
- **Restoration** – This project will improve the appearance of these waterfront parks to meet the world class standards of the Niagara River Greenway. The proposed project seeks to develop a unified identity for the Erie County Park System. This identity will contribute to the overall image of the Greenway as a world-class natural and recreational corridor.

### · Goals

- **Improve Access** – The proposed Project will increase access to the Niagara River waterfront, enhancing the recreational and wellness opportunities for residents and visitors alike. New signage will also direct visitors to other nearby amenities that may not otherwise be apparent.

- **Make Connections** – The four subject parks are located at key points along the Niagara River waterfront. The project area boasts the highest-volume trail section of the entire Greenway system. The enhancement of signage and wayfinding amenities in this area will increase access to the Niagara River and recreational opportunities along its shore.
  - **Promote Long-Term Sustainability** – The Project is an investment in the existing assets and resources within these four County parks. The proposed improvements are intended to ensure the long-term viability and world-class stature of these parks, and by extension, the Greenway system. The new signage will complement an ongoing capital improvement program within these parks.
  - **Spark Revitalization and Renewal** – The proposed project will provide signage and wayfinding improvements to four Erie county parks situated along the Niagara River waterfront. The revitalization of these areas will impact a multitude of recreation amenities in the Cities of Buffalo and Tonawanda and the Town of Tonawanda by improving waterfront access, promoting tourism, enhancing quality of life and helping to retain residents.
- **Criteria**
- **Consistency with Greenway Principles** – As previously mentioned, the proposed project is located within the Niagara River Greenway. The proposed signage enhancements within these parks will advance the principles of the *Niagara River Greenway Plan*.
  - **Priority Status** – This project meets the “priority status” criteria by improving access to waterfront resources, developing a unique park identity and brand, and interpretation and education about the region’s cultural, natural and historic resources.
  - **Focus Area** – According to the Plan, projects close to the Niagara River and within the municipal boundaries of the Greenway should be elevated, as should projects along State designated trails. The proposed Signage and Wayfinding Enhancement Project is improving public parklands along a State-recognized recreational trail which follows the Niagara River through the City of Buffalo and Town of Tonawanda in Erie County. The project is within the focus area.
  - **Matching/Leveraging Funds** – Erie County will contribute approximately \$112,000 to install primary signage at Ellicott Creek Park, as part of Phase 1 of the Implementation Plan. This includes both purchasing and installation. The \$165,000 being requested from the Standing Committee would complete the Phase 2 signage installations within the Greenway area.

- **Consideration of Other Planning Efforts** – As detailed in question #4 Local Support of Project, this project takes into consideration goals, values and visions set forth in many local and regional planning documents. Aside from the *Niagara River Greenway Plan*, this project builds upon the *2008 Bicycle and Pedestrian Master Plan*, *One Region Forward*, the *Erie County Parks Master Plan*, the *Town of Tonawanda Comprehensive Plan*, the *Town of Tonawanda LWRP*, the *City of Tonawanda Comprehensive Plan*, the *City of Tonawanda LWRP*, and *Tonawanda Tomorrow*.

### 3) Project Budget

Planning and Design:	N/A - Costs covered by Erie County Parks Signage Plan budget
Purchasing:	N/A
Installation/Construction:	\$120,000
Acquisition:	N/A - no acquisition
Administration :	\$28,000
Operation/Maintenance:	N/A - Costs covered by Erie County Department of Parks, Recreation, & Forestry
Contingency:	\$17,000
<b>Total Project Cost:</b>	<b>\$165,000</b>

### Funding

In order to complete signage for the County Greenway parks and impact of the project, Erie County has allocated \$112,000 for primary Ellicott Creek park signage in Phase 1 of the Implementation Plan, to include both purchasing and installation/construction of the following eight (8) signs:

1. A-1 at Park Road & Niagara Falls Boulevard
2. A-2 at Creekside Drive & Park Road
3. A-2 at Creekside Drive & Niagara Falls Boulevard
4. B-1 at Parking lot on Ellicott Creek Road near Niagara Falls Boulevard

5. B-1 at Creekside Drive north of Friendship Center
6. Four (4) D-3 signs along Niagara Falls Boulevard

Erie County is requesting \$165,000 in funding from the Erie County Standing Committee for Phase 2 to complete the addition/replacement of signs of the county parks along the Niagara River and Greenway area (as detailed in Part 1 above).

Regular maintenance and replacement of damaged or outdated signs will be conducted by Erie County's Department of Parks, Recreation, and Forestry.

#### **4) Local Support of Project**

The community and governmental support for the enhancement and revitalization of the Niagara River Greenway system, which includes the Erie County Shoreline Trail, Ellicott Creek Park, Isle View Park, Black Rock Canal Park, and Tow Path Park is well documented within the *Niagara River Greenway Plan*.

In addition to the *Niagara River Greenway Plan*, this project advances a variety of other local planning documents (Attachment #6):

##### *Erie County Parks Master Plan Update -*

- Stakeholder groups, public input, and consultants identified lack of signage and wayfinding as a weakness in the parks system and along the Shoreline Trail
- Overall System Master Plan Recommendations - Signage System: "A new signage system should be developed for the Erie County Park System that updates the existing green and yellow wood signs to a more contemporary styling."
- Waterfront Access Strategy Recommendations include improving signage along the waterfront and individual trails
- Recommends strengthening connections between trail and nearby Niagara River parks

Excerpts from the Plan for each park attached

##### *2008 Bicycle and Pedestrian Master Plan*

- Prioritization of network maintenance: Goal 1 "Provide an Integrated Bicycle and Pedestrian Network" - "Network facilities should be designated with signage and on-street markings in appropriate areas. Consistency and visibility are critical to creating a successful network."

##### *One Region Forward: A New Way to Plan for Buffalo Niagara*

- “Broad values we share” – maintain, improve, expand and connect our parks, trails, greenways, waterfronts, recreation areas and open spaces for a wide range of users, environmental protection and growth in economy & tourist sector
- “Focus and coordinate public investments in neighborhoods with strategic assets.” - Relatively mundane capital projects efforts for area regeneration, with larger investments in parks, etc. having an even larger impact

*Town of Tonawanda Comprehensive Plan*

- “Support improvements and continued upgrades to Isle View Park, which is a County-owned recreational facility.”
- Recommends implementing recreational improvements to enhance public access and waterfront development opportunities.

*Town of Tonawanda LWRP*

- Notes that due to Town and County efforts, about half of the Town’s shoreline will be accessible for public recreation “at a scale never before possible”
- “Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources.”
- Calls for redevelopment in Town that “increasingly accommodates recreational use, public access to the waterfront and the aesthetic potential of the area”

*City of Buffalo LWRP*

- Recommends clear wayfinding signage on Ontario Street and along the waterfront revitalization area to celebrate cultural, recreational, and environmental features.

*City of Tonawanda Comprehensive Plan*

- Recognizes that the City is historically a waterfront community
- Recommends improving riverfront access by creating or enhancing existing multi-use trails, improving signage, and providing interpretive historical information along trailways.

*City of Tonawanda LWRP -*

- Lauds waterfront as “among the finest in Western New York”

- Identifies protecting and maintaining the level and type of public access to waterfront as a priority; recommends various improvements to wayfinding and signage to improve access.

### *Tonawanda Tomorrow*

- Discusses having a “vibrant and accessible waterfront” and “opportunities to celebrate Tonawanda’s unique history and identity” as placemaking principles to guide future development
- Recommends increasing public access to natural areas around the Shoreline Trail and Niagara River Greenway, as well as increasing awareness of these assets

Stakeholder groups were consulted during the Parks Master Plan Update and the design of the Signage. Consultants and contractors will be involved in the construction and construction administration of this project.

Erie County representatives from the Department of Environment and Planning, Department of Parks, Recreation and Forestry, and Department of Public Works have been, and will continue to, work together and lead this project to completion.

County staff will also coordinate with planning and engineering representatives in the Town of Tonawanda, and the cities of Tonawanda and Buffalo. The Town of Tonawanda and the City of Tonawanda have provided letters of support for this project. (Attachment #1 and #2)

## **5) Environmental Setting**

The proposed project area is comprised of four Erie County Parks situated primarily in the City of Buffalo, City of Tonawanda and the Town of Tonawanda. The aforementioned parks are all waterfront parks featuring boat launches, fishing platforms, scenic Niagara River vistas, and other amenities. The four parks are linked by a network of multi-use trails that spans the region, connecting to other parks and providing recreational opportunities to residents of all ages and physical abilities. The four parks are closely linked to the heritage of the Erie Canal, and are situated, in part, on land that was reclaimed from the original Canal route. This history is celebrated with interpretive signage throughout the four park areas.

The parks are in a heavily-urbanized section of Western New York, which includes many mixed-income and historically underserved communities. The project area is currently undergoing a transition from heavy industrial to mixed commercial and recreational uses, and Erie County seeks to capitalize on this opportunity to establish these former Erie Canal lands as an outstanding recreational corridor, advancing the overall vision of the Greenway. These recreational assets are especially critical as the vast majority of the waterfront in this area is occupied by private development and highway rights of way. This results in unique challenges, including low visibility from main thoroughfares. This particular challenge could be mitigated by improvements to

the present signage program. In addition to creating a unified branding for the Erie County parks and improving wayfinding, the new signs can help make the parks feel safer and better maintained.

Erie County is heavily invested in these parks, as evidenced by its ongoing capital improvement program which will be complemented by the proposed signage installations. Projects include a complete overhaul of Black Rock Canal Park completed in 2017 and a present effort in Isle View Park to construct a signature scenic overlook and trail switchback connection, as well as improvements to several other park buildings and amenities. Other completed projects include the repaving of 5 miles of the Shoreline Trail and improvements to the tennis courts at Ellicott Creek Park (a full list of proposed capital improvements in the parks is available in Volume 2 of the Parks Master Plan Update, available at <https://www3.erie.gov/environment/2018-parks-master-plan-update>).

Erie County owns and maintains all four of the parks identified in this application.

State Environmental Quality Review Act (SEQRA): Installation and replacement of signs are a Type II action, therefore no further review is necessary. Further, the signs will not be installed in sensitive environments (such as wetlands, natural regeneration areas, shorelines, and new meadows), but in-house signage (not included in the scope of this project) has been and will continue to be placed at the boundaries of these features in the parks to protect them from human wear and tear.

## **ATTACHMENT INDEX**

### **Support Letters**

- 1) City of Tonawanda**
- 2) Town of Tonawanda**

### **Maps**

- 3) USGS Planimetric Maps (1:24,000 scale)**
- 4) Location Maps**
- 5) Signs by Park and Sign Specifications**

### **Local Planning Documents**

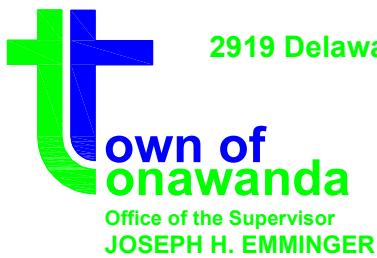
- 6) Highlighted sections of local planning documents**
  1. Erie County Parks Master Plan Update
  2. 2008 Bicycle and Pedestrian Master Plan
  3. One Region Forward: A New Way to Plan for Buffalo Niagara
  4. Town of Tonawanda Comprehensive Plan
  5. Town of Tonawanda LWRP
  6. City of Buffalo LWRP
  7. City of Tonawanda Comprehensive Plan
  8. City of Tonawanda LWRP – update
  9. Tonawanda Tomorrow Economic Action Plan

**ATTACHMENT 1:**

**City of Tonawanda Support Letter**

**\*Letter mailed directly to the Commission\***

**ATTACHMENT 2:**  
**Town of Tonawanda Support Letter**



2919 Delaware Avenue - Room 11 • Kenmore, New York 14217 • (716) 877-8804

Fax: (716) 877-1261

November 4, 2022

Mr. Gregory Stevens  
Niagara River Greenway Commission  
P.O. Box 1132  
Niagara Falls, NY 14305

Re: Erie County Parks Signage Update – Ellicott Creek, Isle View, Black Rock Canal, and Tow Path Parks

Dear Mr. Stevens & Niagara River Greenway Commission Members:

I would like to express my strong support for Erie County's Niagara River Greenway consistency application, and funding application to the Buffalo and Erie County Standing Committee, to replace Erie County Park signage in the Erie County's Niagara River waterfront parks.

The County Parks system provides a crucial ribbon of public access to the region's waterfront, comprising a large section of the Niagara River Greenway. Enhancement of the County Park signage is necessary to better connect the surrounding community to the waterfront and Niagara River Greenway. Currently, County Park signage is not representative of the world-class greenway envisioned by the Niagara River Greenway Plan and the important role signage plays in placemaking and wayfinding to points of interest. The project will replace the currently disjointed system with a coordinated update of modern signs which will complement the Shoreline Trail signage and better connect the community to the waterfront.

The project is directly recommended in the Erie County Parks Master Plan Update, which identified a unified signage system and replacement program to be a county-wide priority. This project also supports the goals of the WNY REDC Strategic Plan, the Erie Canalway National Heritage Corridor, and the Western Erie Canal Heritage Corridor, among other regional plans, by creating a clear wayfinding strategy for the County parks.

Again, I strongly support this project and the benefits it will provide to the community, the region as a whole, and the Niagara River Greenway by improving wayfinding and promoting tourism. Thank you for your time and consideration. Feel free to contact me if you have any questions or concerns.

Respectfully,

Joseph H. Emminger  
Supervisor

"A GREAT PLACE TO LIVE, WORK AND PLAY"



**ATTACHMENT 3:**  
**USGS Planimetric Maps (1:24,000 scale)**



U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY



**BUFFALO NW QUADRANGLE  
NEW YORK - ERIE COUNTY  
7.5-MINUTE SERIES**



Produced by the United States Geological Survey

**Produced by the United States Geological Survey**  
 For the National System of Public Land Survey  
 Data Series, Version 1995 (NSD95). Projection and  
 1:100,000-scale Twp. and Range, 1983 Zone 17T  
 This map is not a legal document. Boundaries may be  
 generalized for this map scale. Private lands within government  
 reservations and parks are shown. Obtain permission before  
 entering private lands.

Imagery	NAP	October 2017	December 2017
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Hydro			Geod 1980
Hydroplus	National	Hydrography	1980
Contours	National	Deviation	1995
Boundaries	Multiple	sources	included
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**SCALE 1:24 000**

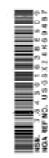
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CONTOUR INTERVAL 10 FEET  
NORTH AMERICAN VERTICAL DATUM OF 1988

**BUFFALO NW, NY, ON**

2019

BUFFALO NW, NY, ON  
2019

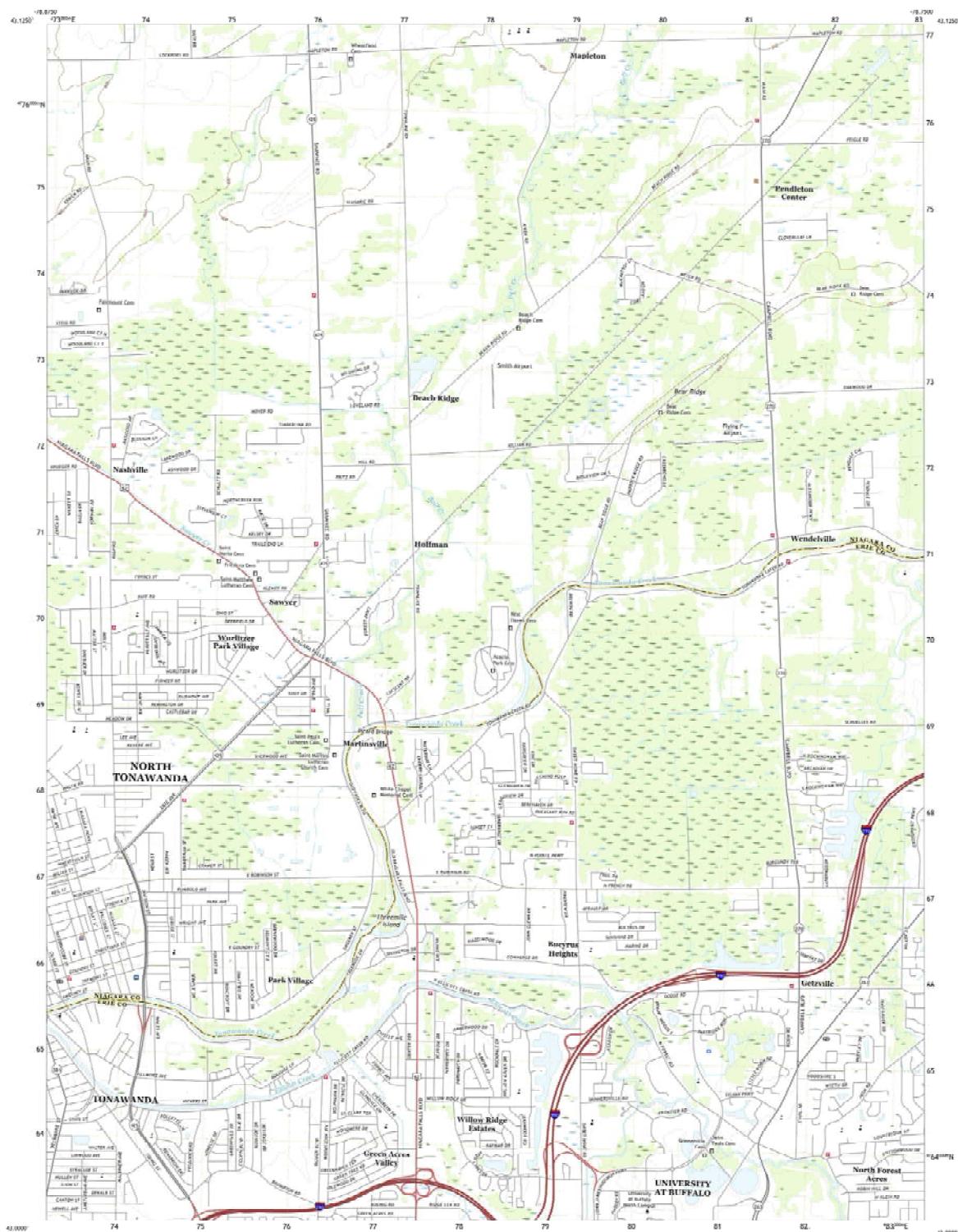




U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY

The National Map  
**US Topo**

TONAWANDA EAST QUADRANGLE  
NEW YORK  
1:250,000 SCALE



Produced by the United States Geological Survey  
Not for survey or engineering purposes

World Geodetic System of 1984 (WGS84) Projection and  
Spheroid: WGS84

This may not be a legal document. Boundaries may  
not represent current legal boundaries. It is the user's responsibility  
to consult appropriate state, county, and local government

for up-to-date information. All rights reserved.  
Obtain permission before  
copying private lands.

Map date: September 2017 - December 2017

Scale: 1:250,000

Revision date: 2018

Authoritative source: USGS

Boundary type: State, County, City, Township, Range, Section

Boundaries: Adirondack Park Boundary

Wetlands: FWS National Wetlands Inventory

Wetlands: FWS National Wetlands Inventory

Map date: September 2017 - December 2017  
Scale: 1:250,000  
Revision date: 2018  
Authoritative source: USGS  
Boundary type: State, County, City, Township, Range, Section  
Boundaries: Adirondack Park Boundary  
Wetlands: FWS National Wetlands Inventory

Map date: September 2017 - December 2017  
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Revision date: 2018  
Authoritative source: USGS  
Boundary type: State, County, City, Township, Range, Section  
Boundaries: Adirondack Park Boundary  
Wetlands: FWS National Wetlands Inventory

SCALE 1:250,000

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1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

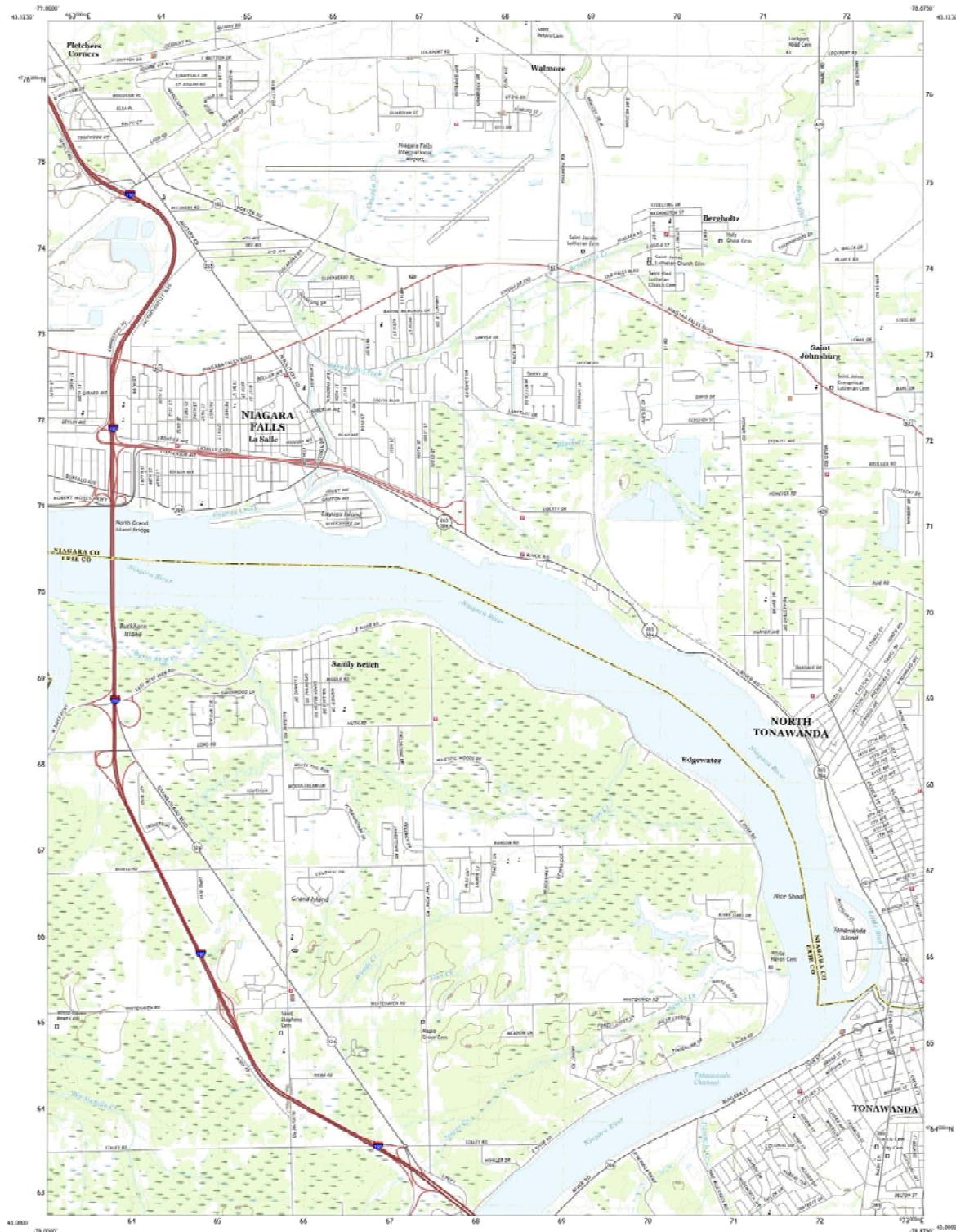
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000



U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY



TONAWANDA WEST QUADRANGLE  
NEW YORK  
7.5-MINUTE SERIES



Produced by the United States Geological Survey

**SCALE 1:24 000**

The scale bar is labeled "SCALE 1:24 000". It has two sets of markings. The top set, labeled "KILOMETERS", shows 0, 0.5, 1, and 2. The bottom set, labeled "MILES", shows 0, 0.5, 1, and 2. Both sets have intermediate tick marks at 0.1 km/mile intervals.

KILOMETERS	MILES
0	0
0.1	0.05
0.2	0.1
0.3	0.15
0.4	0.2
0.5	0.25
0.6	0.3
0.7	0.35
0.8	0.4
0.9	0.45
1.0	0.5
1.1	0.55
1.2	0.6
1.3	0.65
1.4	0.7
1.5	0.75
1.6	0.8
1.7	0.85
1.8	0.9
1.9	0.95
2.0	1.0

KILOMETERS      MILES

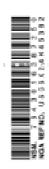
10000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

SCALE 1:24

A scale bar diagram for a map. At the top, it says "SCALE 1:24 000". Below this is a horizontal line representing distance. The left end of the line is labeled "0 KILOMETERS". The right end is labeled "20000". Along the line, there are tick marks and labels: "10000" at the first major tick, "5000" at the second, and "3000" at the third. Between the "5000" and "3000" labels, there is a small tick mark labeled "0". Below the "0" tick mark is the label "MILES". Further down the line, there are more tick marks and labels: "4000", "9000", "6000", "7000", "8000", "9000", and "10000". Below these labels is the label "FEET".

TONAWANDA WEST, NY  
2019



**ATTACHMENT 4:**

**Location Maps**



# BLACK ROCK CANAL PARK OVERALL SIGN LOCATION PLAN

ERIE COUNTY PARKS - WAYFINDING AND SIGNAGE PLAN



## SIGN LOCATION TYPES

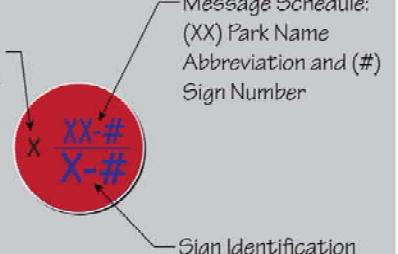
IDENTIFICATION SIGNAGE

DIRECTIONAL SIGNAGE

ORIENTATION SIGNAGE

INFORMATIONAL/REGULATORY

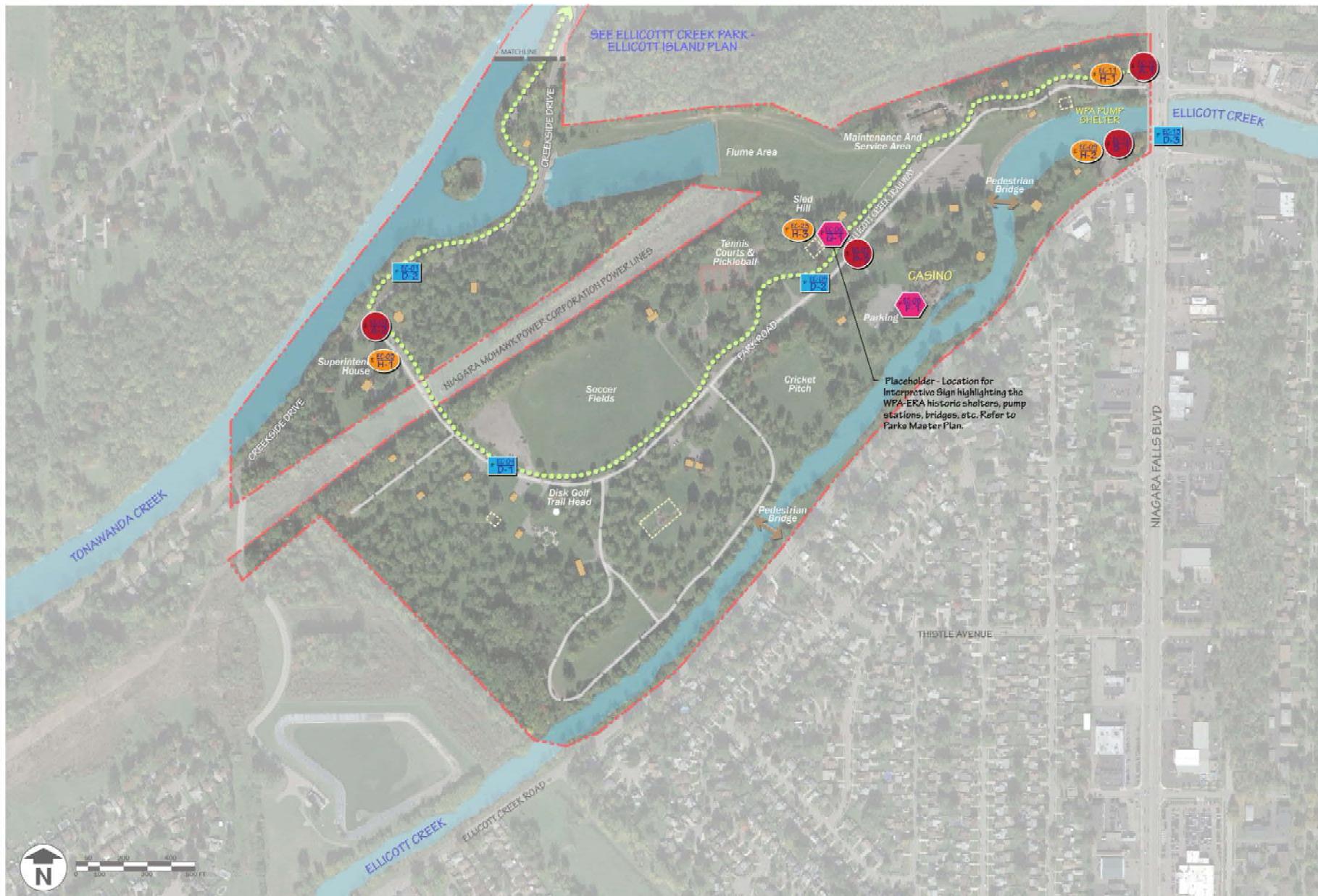
P - Proposed New Sign  
E - Existing Sign To Be  
Removed And  
Replaced





# ELLIOTT CREEK PARK OVERALL SIGN LOCATION PLAN

ERIE COUNTY PARKS - WAYFINDING AND SIGNAGE PLAN



LEGEND:	
	Park Boundary
	Existing Park Trails
	Playground
	WPA Pump Shelters/ Misc. Features
	Comfort Station
	Shelter
	Warming Shelter

## SIGN LOCATION TYPES

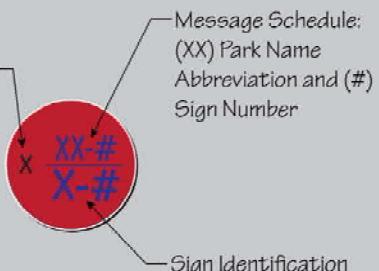
IDENTIFICATION SIGNAGE

DIRECTIONAL SIGNAGE

ORIENTATION SIGNAGE

INFORMATIONAL/REGULATORY

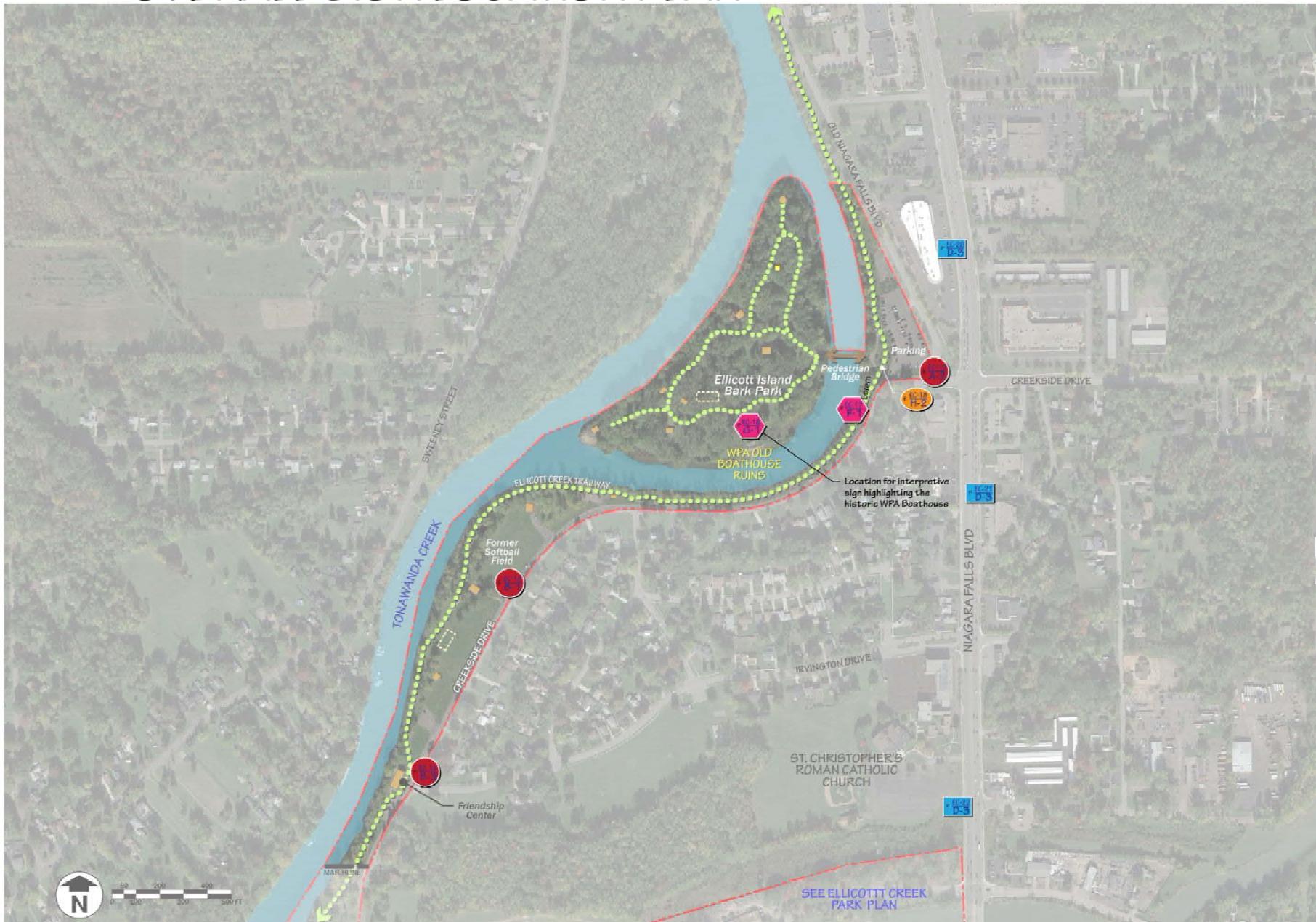
P - Proposed New Sign  
E - Existing Sign To Be Removed And Replaced





# ELLIOTT CREEK PARK (ELLIOTT ISLAND) OVERALL SIGN LOCATION PLAN

## ERIE COUNTY PARKS - WAYFINDING AND SIGNAGE PLAN



**LEGEND:**

- Park Boundary
- Existing Park Trails
- Playground
- WPA Pump Shelters/ Misc. Features
- Comfort Station
- Shelter
- Warming Shelter

SEE ELLICOTT CREEK  
PARK PLAN

### SIGN LOCATION TYPES

IDENTIFICATION SIGNAGE

DIRECTIONAL SIGNAGE

ORIENTATION SIGNAGE

INFORMATIONAL/REGULATORY

P - Proposed New Sign  
E - Existing Sign To Be  
Removed And  
Replaced

Message Schedule:  
(XX) Park Name  
Abbreviation and (#)  
Sign Number

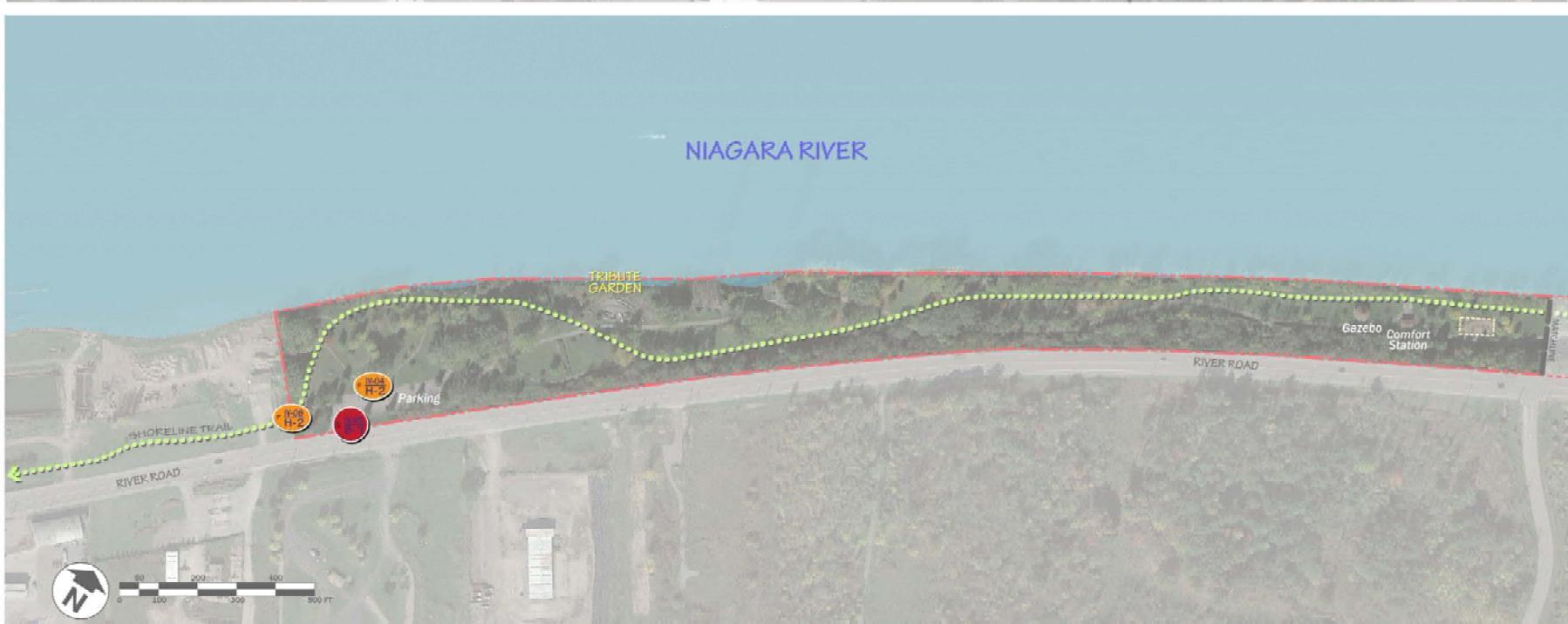
X XX-#  
X-#

Sign Identification



# ISLE VIEW PARK OVERALL SIGN LOCATION PLAN

ERIE COUNTY PARKS - WAYFINDING AND SIGNAGE PLAN



## SIGN LOCATION TYPES

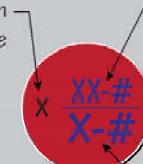
IDENTIFICATION SIGNAGE

DIRECTIONAL SIGNAGE

ORIENTATION SIGNAGE

INFORMATION/REGULATORY

P - Proposed New Sign  
E - Existing Sign To Be Removed And Replaced



Message Schedule:  
(XX) Park Name  
Abbreviation and (#)  
Sign Number

Sign Identification

## LEGEND:

- Playground
- Existing Trails
- Overlooks
- Park Boundary



# TOW PATH PARK OVERALL SIGN LOCATION PLAN

ERIE COUNTY PARKS - WAYFINDING AND SIGNAGE PLAN



## SIGN LOCATION TYPES

IDENTIFICATION SIGNAGE

DIRECTIONAL SIGNAGE

ORIENTATION SIGNAGE

INFORMATIONAL/REGULATORY

(P) Proposed New Sign Or (E) Existing Sign To Be Removed And Replaced

Message Schedule:  
(XX) Park Name  
Abbreviation and (#)  
Sign Number

(X) XX-#  
X-#

Sign Identification

**ATTACHMENT 5:**  
**Signs by Park and Sign Specifications**

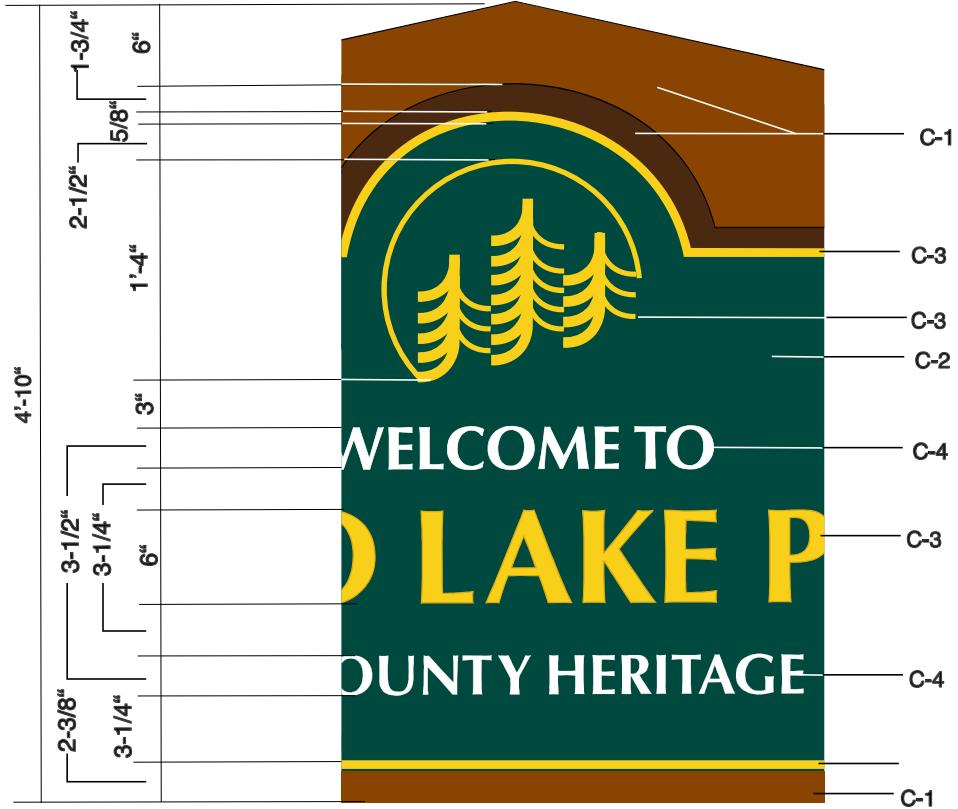
<u>Sign Types</u>	<u>BR</u>	<u>EC - C</u>	<u>EC - G</u>	<u>IV</u>	<u>TP</u>	<u>TOTALS</u> <i>(by Sign):</i>
A-1 Stone Identification - Large		1				1
A-2 Stone Identification - Small	1	2		1		4
B-1 Post Park ID		2		1	1	4
D-2 Vehicular Direct.			3			3
D-3 Roadway Trailblazer	1	4				5
F-1 Ped orientation - phenolic			2			2
G-1 Interpretive Sign			2			2
<i>Sub-Totals</i>	2	9	7	2	1	21



**NOTES:**

1. Sign panel to be fabricated aluminum mounted on fieldstone foundation.
2. Panel graphics to be reflective scotchlite.
3. See Detail S-1A for graphics dimensions and colors.
4. See Detail S-1B for mounting and sections.
5. Rule to be 5/8" and 1-3/4" from sign edges.

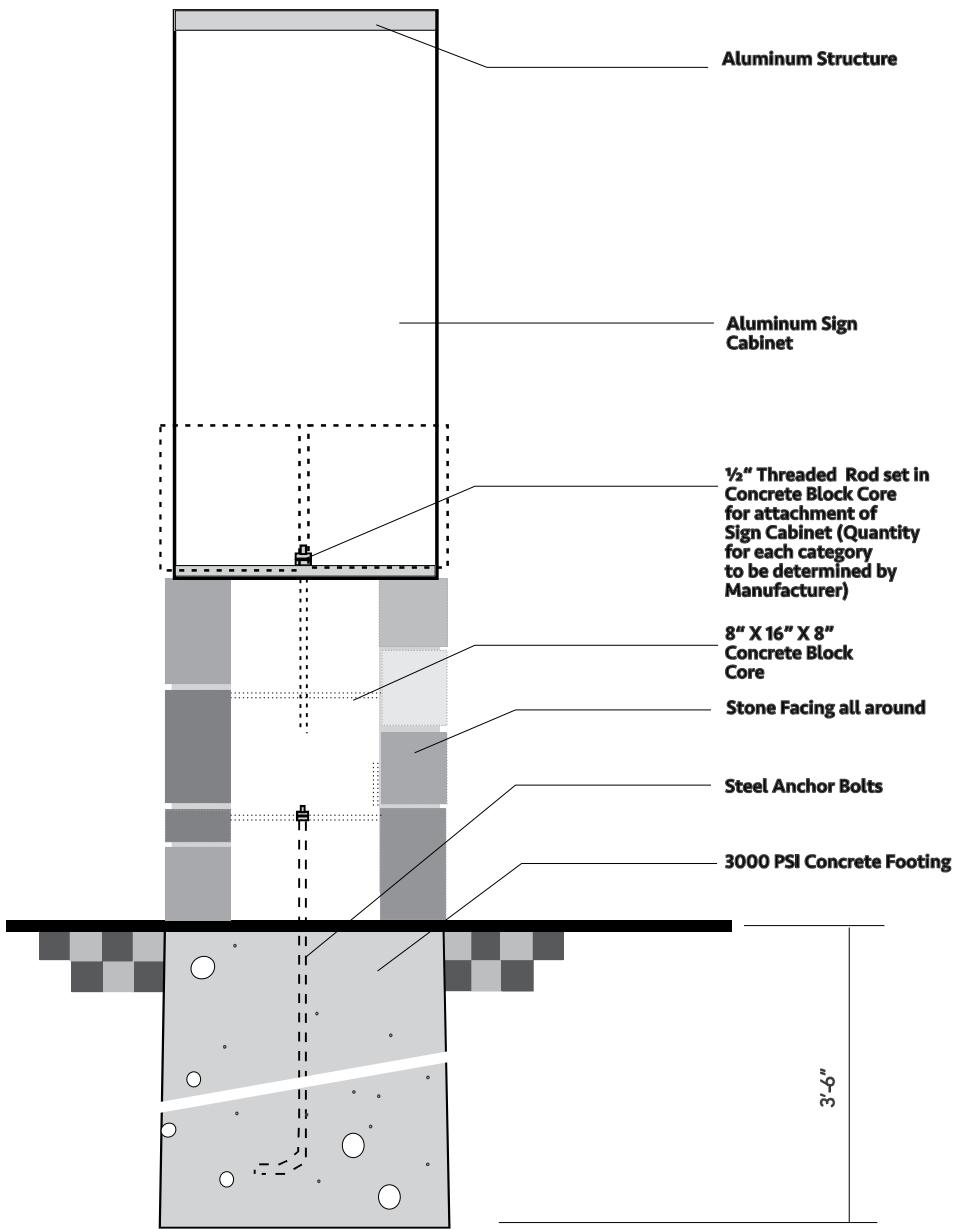
Type A-1 Park Identification	
Erie County Park System	S-1



**Color Notation:**

- C-1 Brown PMS 1535
- C-2 Green PMS 3302
- C-3 Yellow PMS 116
- C-4 White

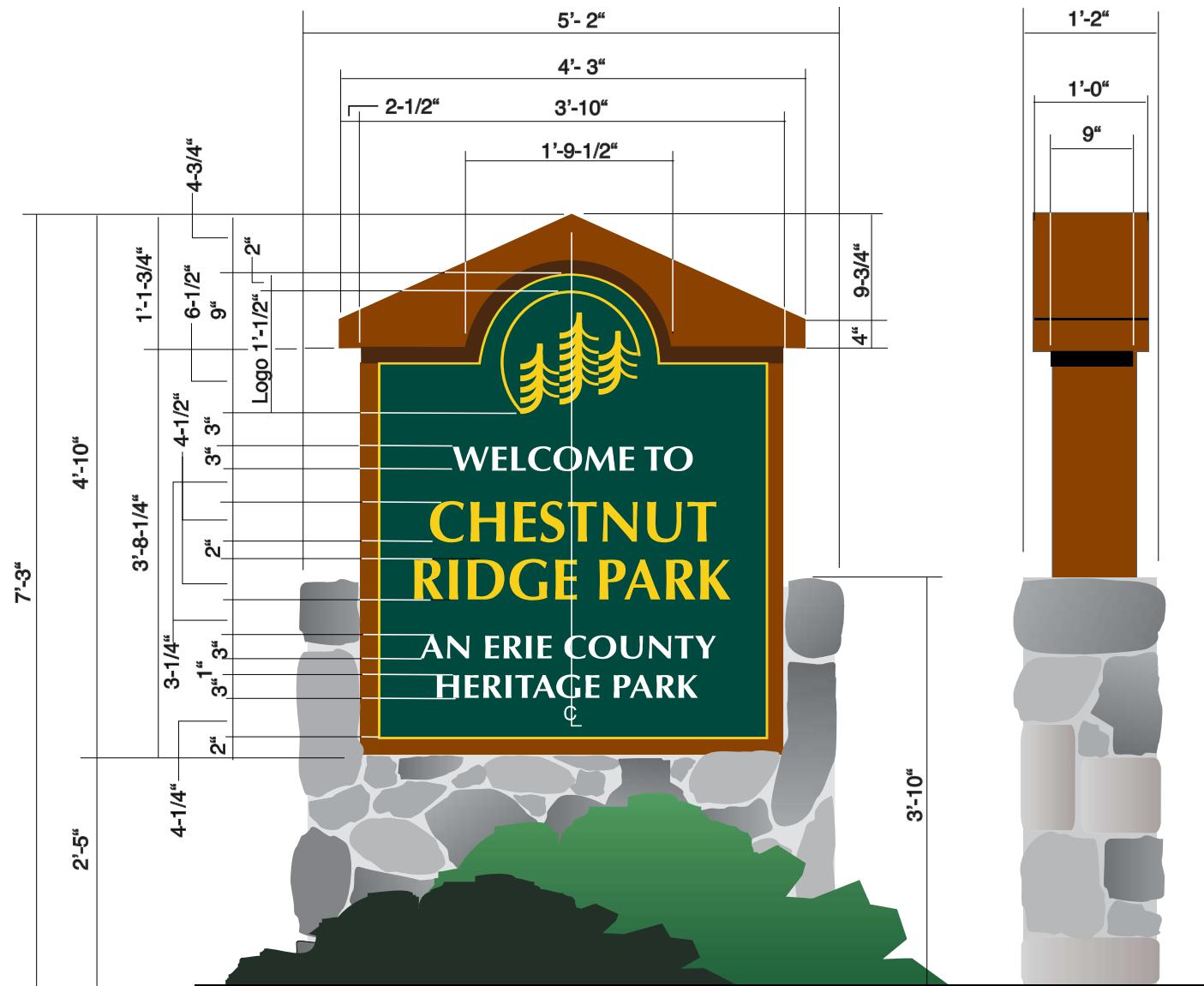
<b>Type A-1 Park Identification Colors and Sizing Detail</b>	
<b>Erie County Park System</b>	<b>S-1A</b>



**NOTES:**

1. Fabricate Aluminum sign cabinet on stone base as shown above for Type A-1 and Type A-2 signs.
2. Employ reflective vinyl graphics as described in Technical specifications.
3. Use 3000 PSI Concrete footing under all portions of block and stone base.
4. Contract will include excavation, foundation and stone facing. Installation of sign cabinets will be performed by Owner.
5. Sign Manufacturer will provide template to Mason for location of anchor bolts.

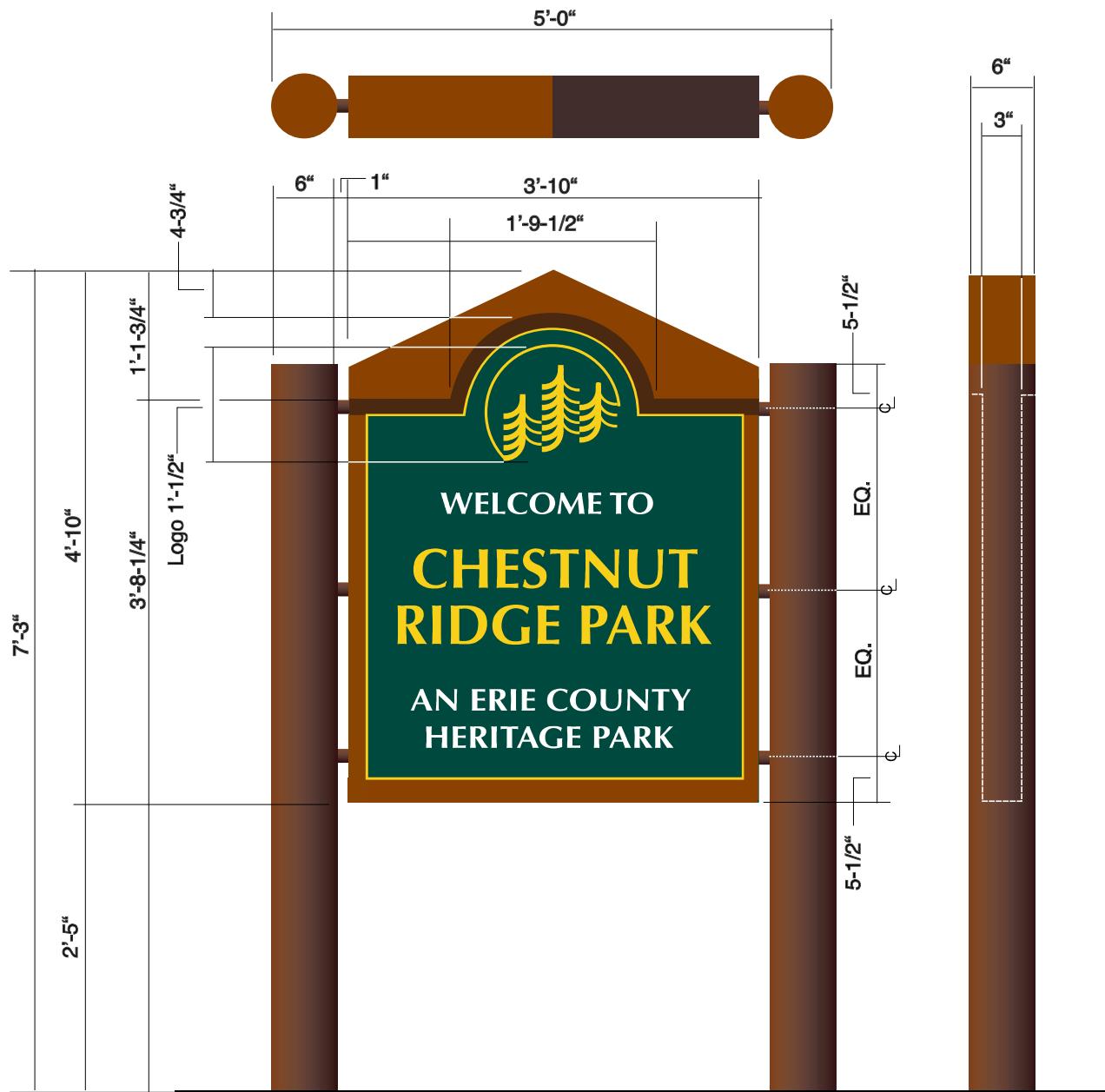
Type A-1 and A-2 Section	
Erie County Park System	S-1B



**NOTES:**

1. Sign fabrication, graphics, colors and mounting same as Type A-1.
2. See Detail S-1B for mounting and sections.
3. Rule to be 1/2" and 1-1/2" from sign panel edge.
4. Maintain minimum margin for text at 3-1/2" from rule on right and left. Sizing of park name may be adjusted as required to fit within allotted space.

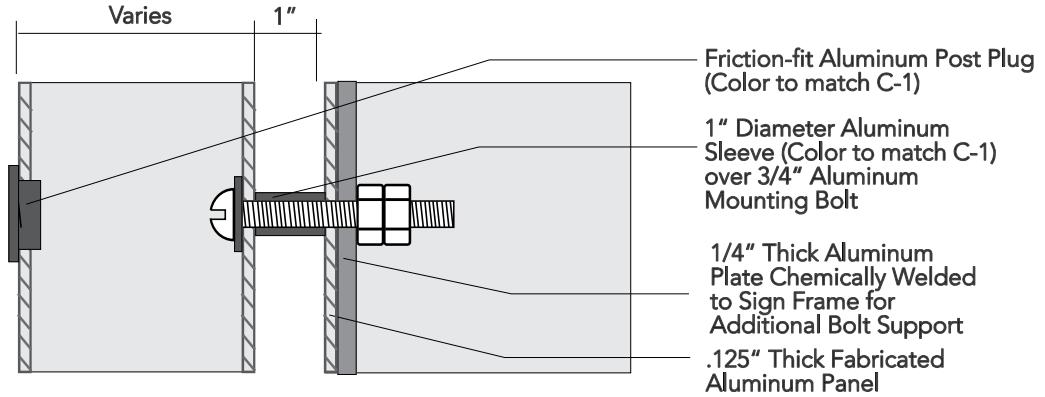
Type A-2 Identification Sign	
Erie County Park System	S-2



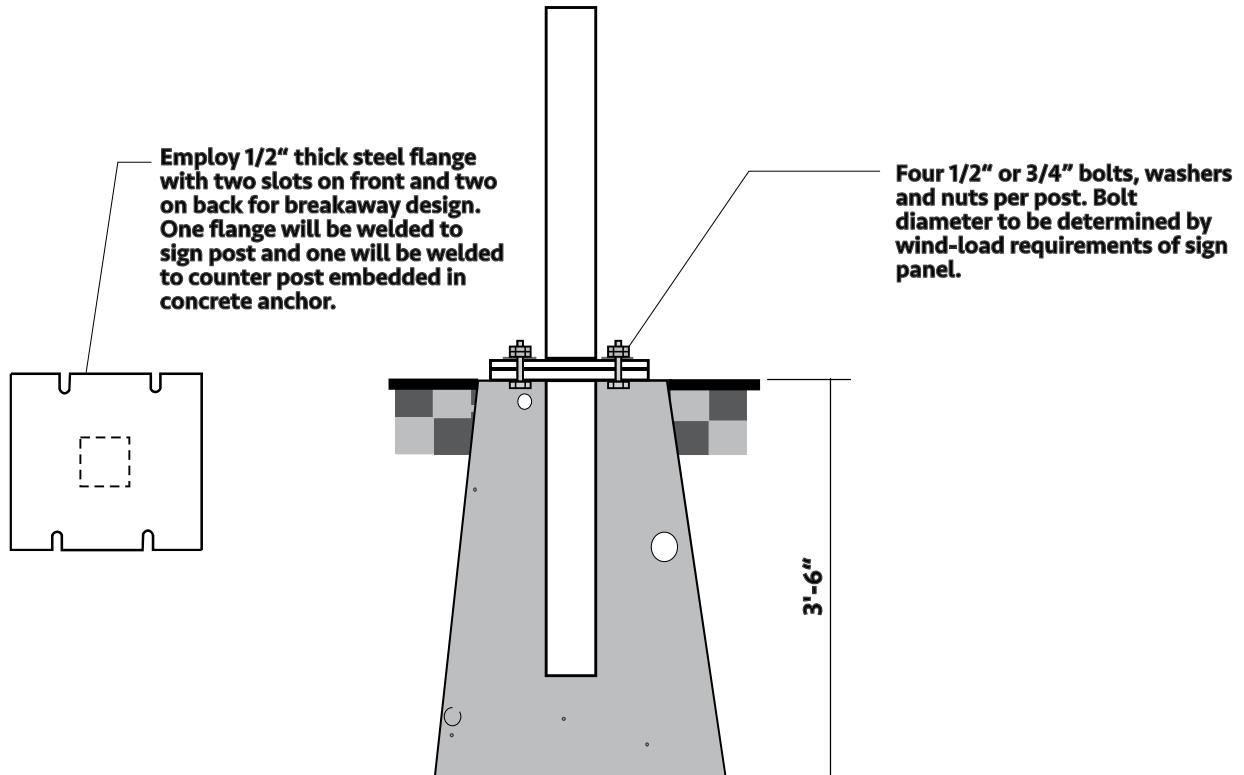
**NOTES:**

1. Sign panel to be fabricated aluminum with reflective scotchlite graphics.
2. Round posts and connecting rods to be aluminum and painted to match C-1.
3. Message panel is set back 1-1/2" from gabled top section on each elevation.
4. See Detail S-10A for mounting and sections.

Type B-1 Park Identification	
Erie County Park System	S-10



### Post & Panel Section

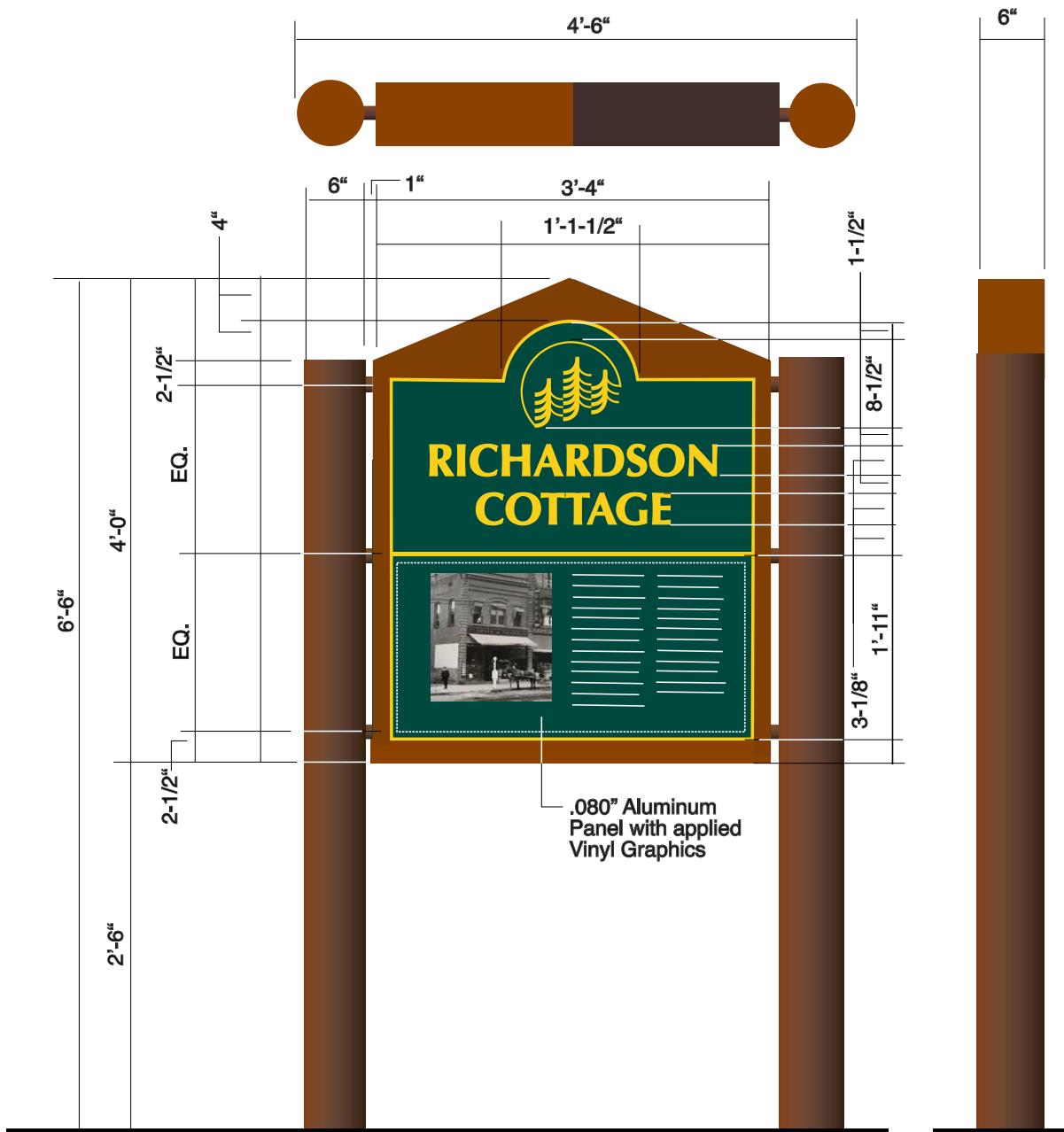


### Foundation Detail

#### NOTES:

1. Use foundation detail shown above for Types B-1, B-2, B-3, B-5, D-1, D-2, D-3, F-1 and H-1.
2. Unless otherwise indicated, assume mounting surfaces are undisturbed soil.

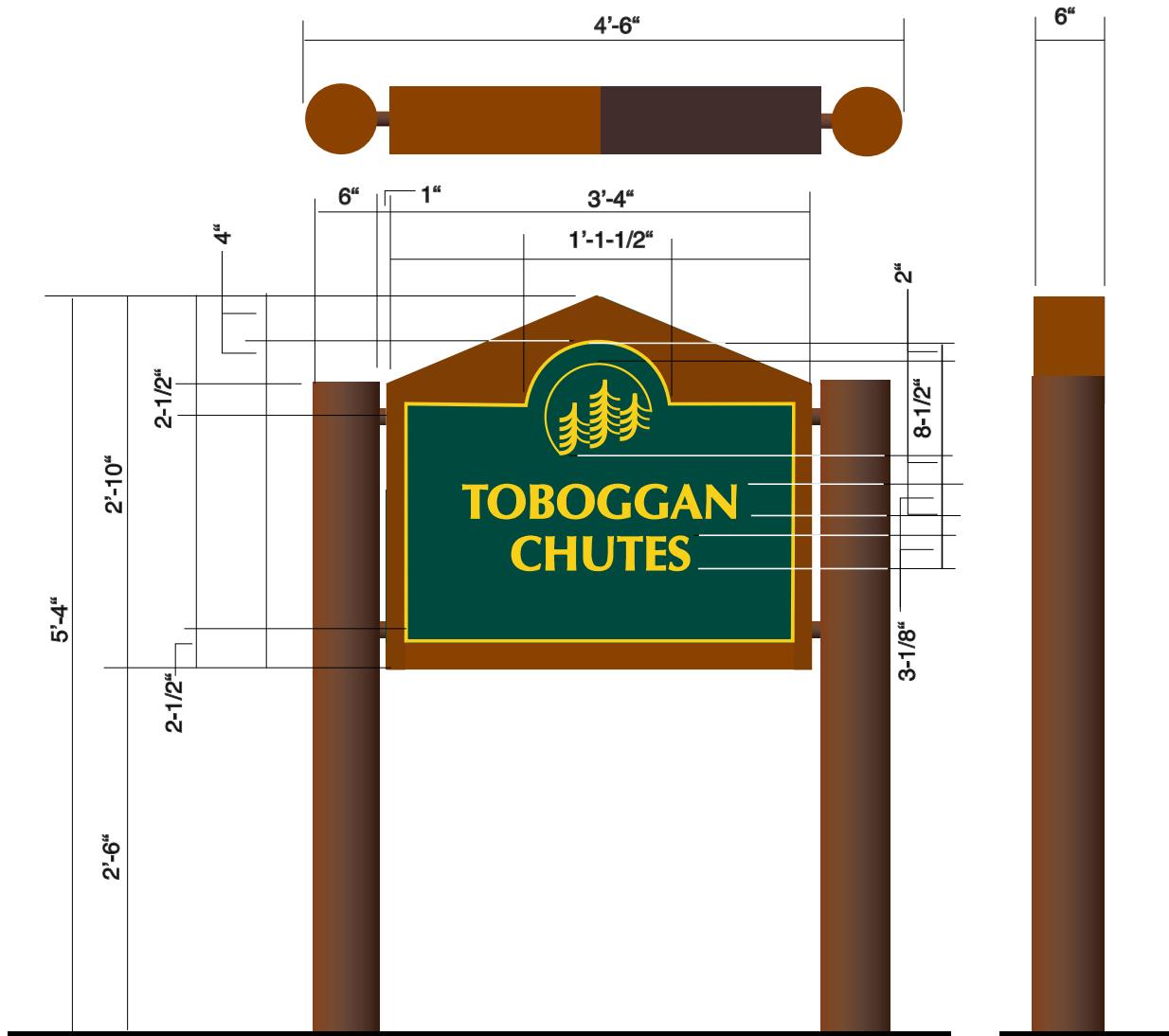
Type B-1 Park Identification Mounting Detail	
Erie County Park System	S-10A



**NOTES:**

1. Fabrication will include aluminum box panel core with aluminum posts and vinyl applied graphics.
2. Use changeable message panel applied to sign surface below building ID for content on building and events. Art for logo will be furnished by Designer. Art for changeable content will be furnished by Owner.
3. Rule to be 1/2" and 1-1/2" from sign panel edge.
4. Maintain minimum margin for text at 3-1/4" from rule on right and left. Sizing of building name may be adjusted as required to fit within allotted space.

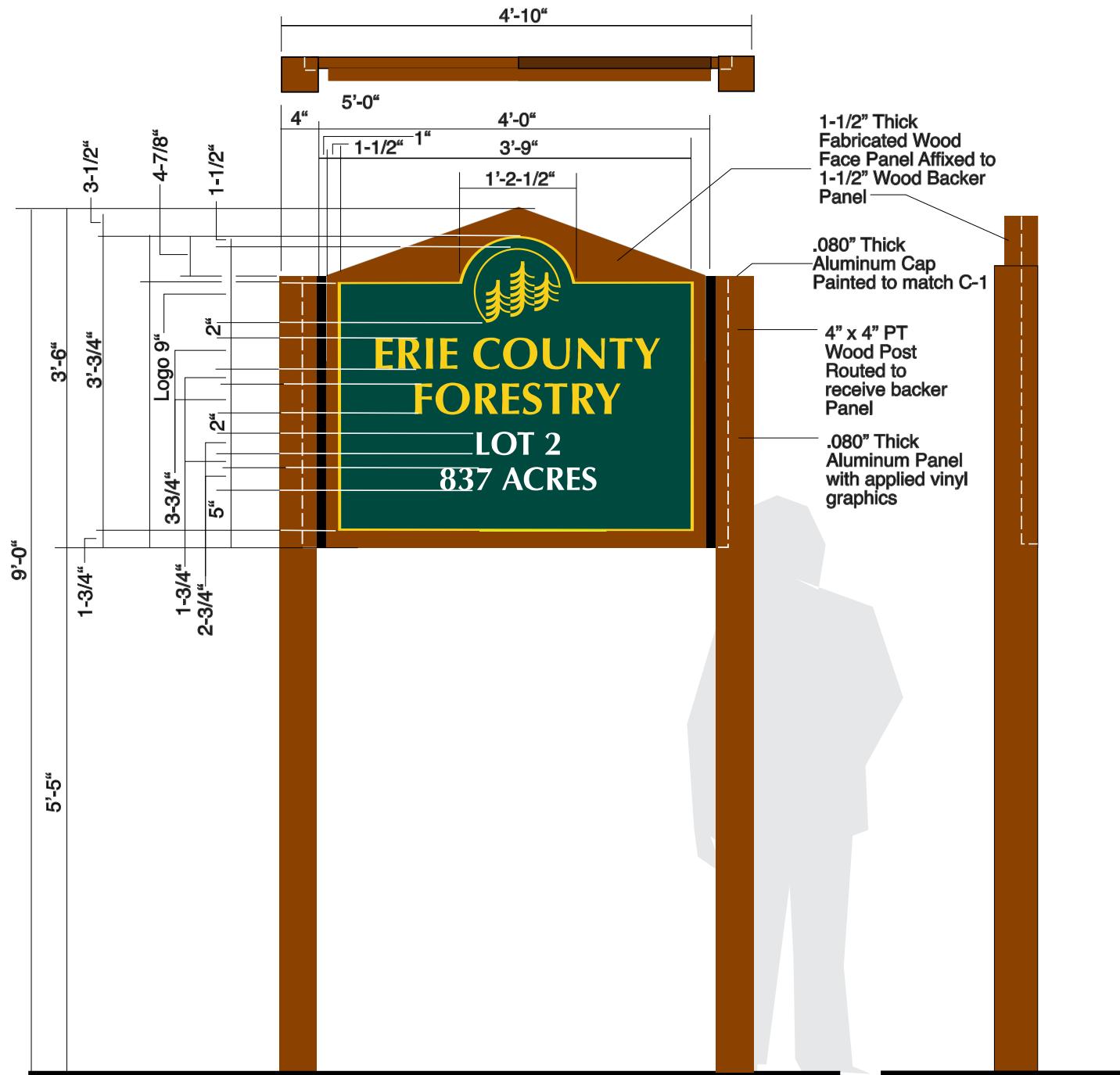
Type B-2 Building Identification	
Erie County Park System	S-11



**NOTES:**

1. Fabrication will include aluminum box panel core with aluminum posts and vinyl applied graphics.

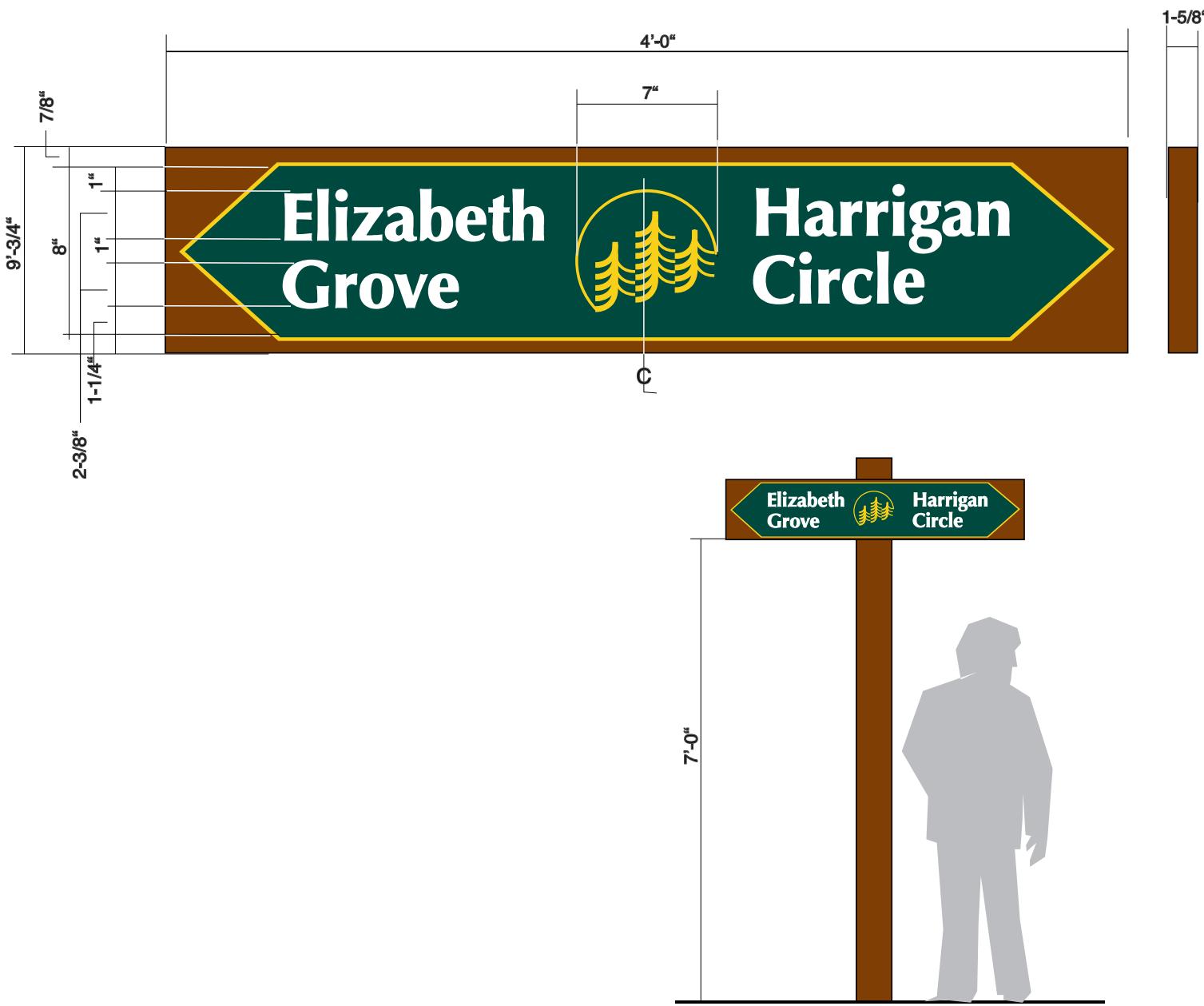
Type B-3 Secondary Building & Destination Identification	
Erie County Park System	S-12



**NOTES:**

1. Sign panel to be fabricated wood with aluminum face and vinyl applied graphics.
2. Sign panel will use two laminated 1-1/2" thick fabricated wood panels with back panel machined larger to permit 1" reveal on sides of front panel and attachment to posts with tamper-resistant fasteners.
3. Posts will be 4" x 4" Pressure Treated wood with slot routed to receive wood backer panel. Apply .080" thick aluminum cap painted to match C-1 at top of post.
4. Rule to be 3/8".

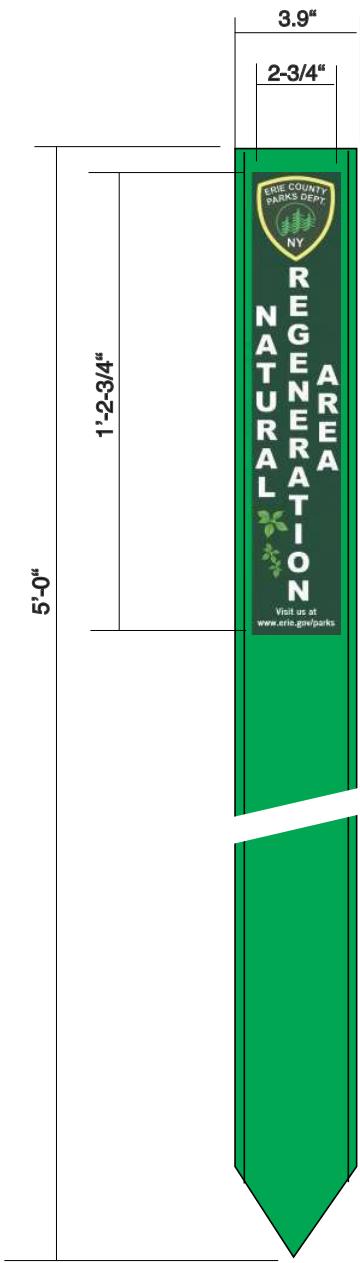
Type B-4 Forestry Lot Identification	
Erie County Park System	S-13



**NOTES:**

1. Sign panel to be PT wood with aluminum face and vinyl applied graphics.
2. Sign panel will attach to posts with tamper-resistant fasteners.
3. Rule to be 1/4" and 7/8" from sign panel edge.
4. Posts will be 4" x 4" Pressure Treated wood with slot routed to receive wood panel. Apply .080" thick aluminum cap painted to match C-1 at top of post.

Type B-5 Street Identification	
Erie County Park System	S-14



**NOTES:**

1. Environmental protection messages to be decals applied to standard fiberglass utility posts in formats and colors determined by Erie County Parks.

<b>Type B-6 Environmental Protection Identification</b>	
<b>Erie County Park System</b>	<b>S-15</b>



**NOTES:**

1. Sign Panel to be .080" aluminum with vinyl applied graphics.
2. Rule to be 1/2" and 1-1/2" from sign panel left, right and bottom edges.
4. Maintain minimum margin for text at 2-3/4" from rule on right and left. Sizing of park name may be adjusted as required to fit within allotted space.

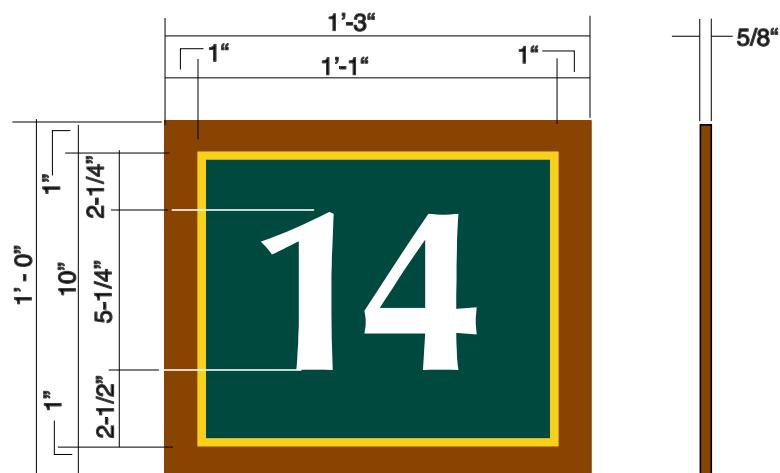
<b>Type C-1 Park and Building Identification</b>	
<b>Erie County Park System</b>	<b>S-20</b>



**NOTES:**

1. Sign panel to be 5/8" thick exterior grade plywood with Vinyl graphics and attached to building facade with tamper-resistant fasteners.
2. Copy to be Optima Bold and centered horizontally. Rule to be 3/8".

Type C-2 Shelter/ Comfort Station Identification	
Erie County Park System	S-21



NOTES:

1. Sign materials, fabrication and mounting same as Type C-2.

<b>Type C-3 Shelter/ Comfort Station Identification, Small Format</b>	
<b>Erie County Park System</b>	<b>S-22</b>



NOTES:

1. Materials, fabrication and mounting same as Type C-1.
2. See Detail S-30A for graphics dimensions and colors.

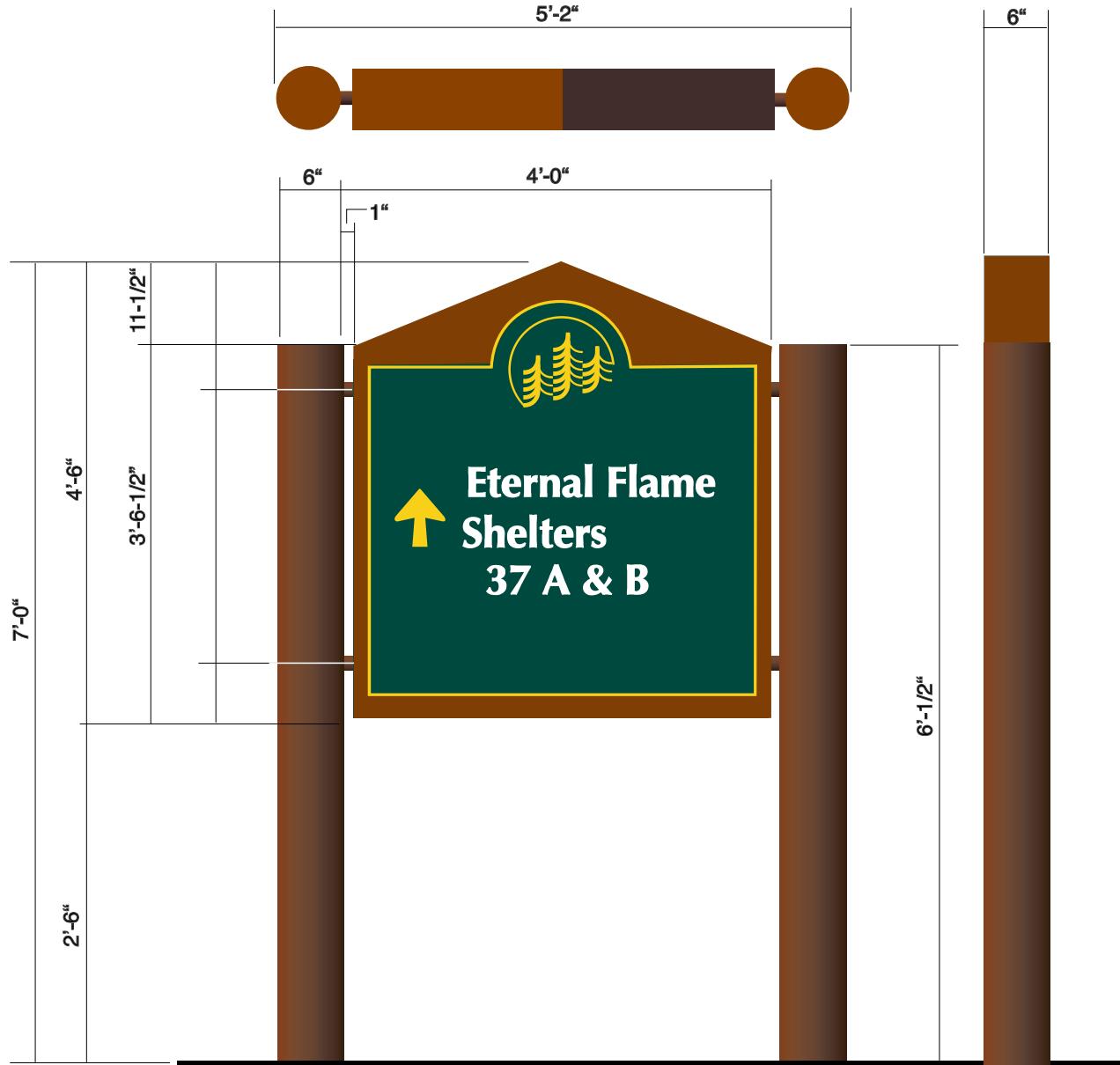
Type D-1 Vehicular Directional	
Erie County Park System	S-30



**NOTES:**

1. Rule to be 1/2" and 1-1/2" from panel edges.
2. Place Left and Up arrows on left side of copy blocks and Right arrows on right side of copy blocks.
3. Center arrows on copy block and center copy blocks horizontally with no graphics within 3" of rule.
4. For messages that exceed one line, indent continued lines 3-1/2".
5. Use 1-3/4" between lines that are continued messages. Use 2-3/8" for all other spacing within a copy block.
6. Use 3" spacing between copy blocks.

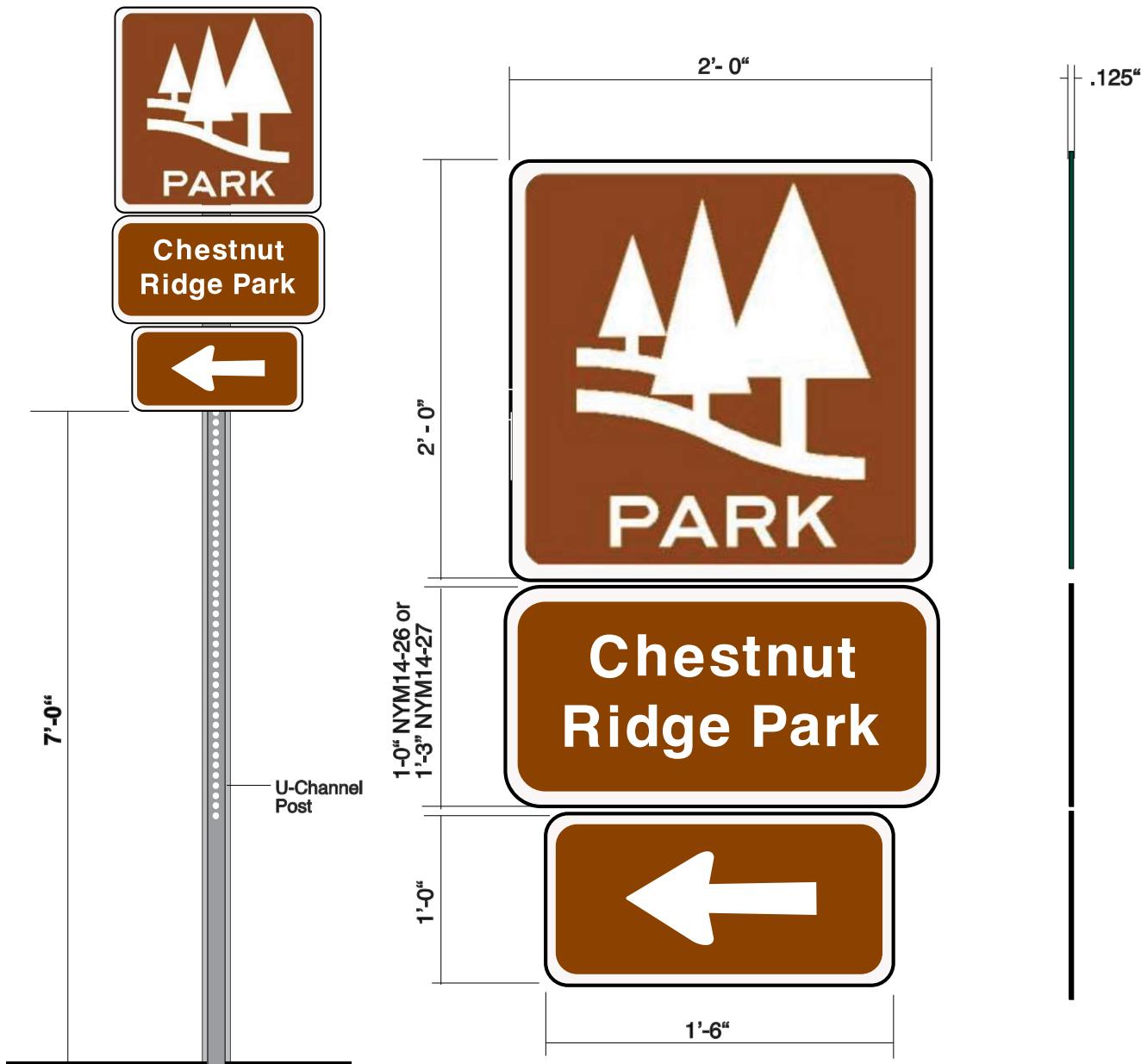
<b>Type D-1 Vehicular Directional Graphics Detail</b>	
<b>Erie County Park System</b>	<b>S-30A</b>



**NOTES:**

1. Materials, fabrication and mounting same as Type D-1.
2. Graphics, text, colors and spacing same as Type D-1.

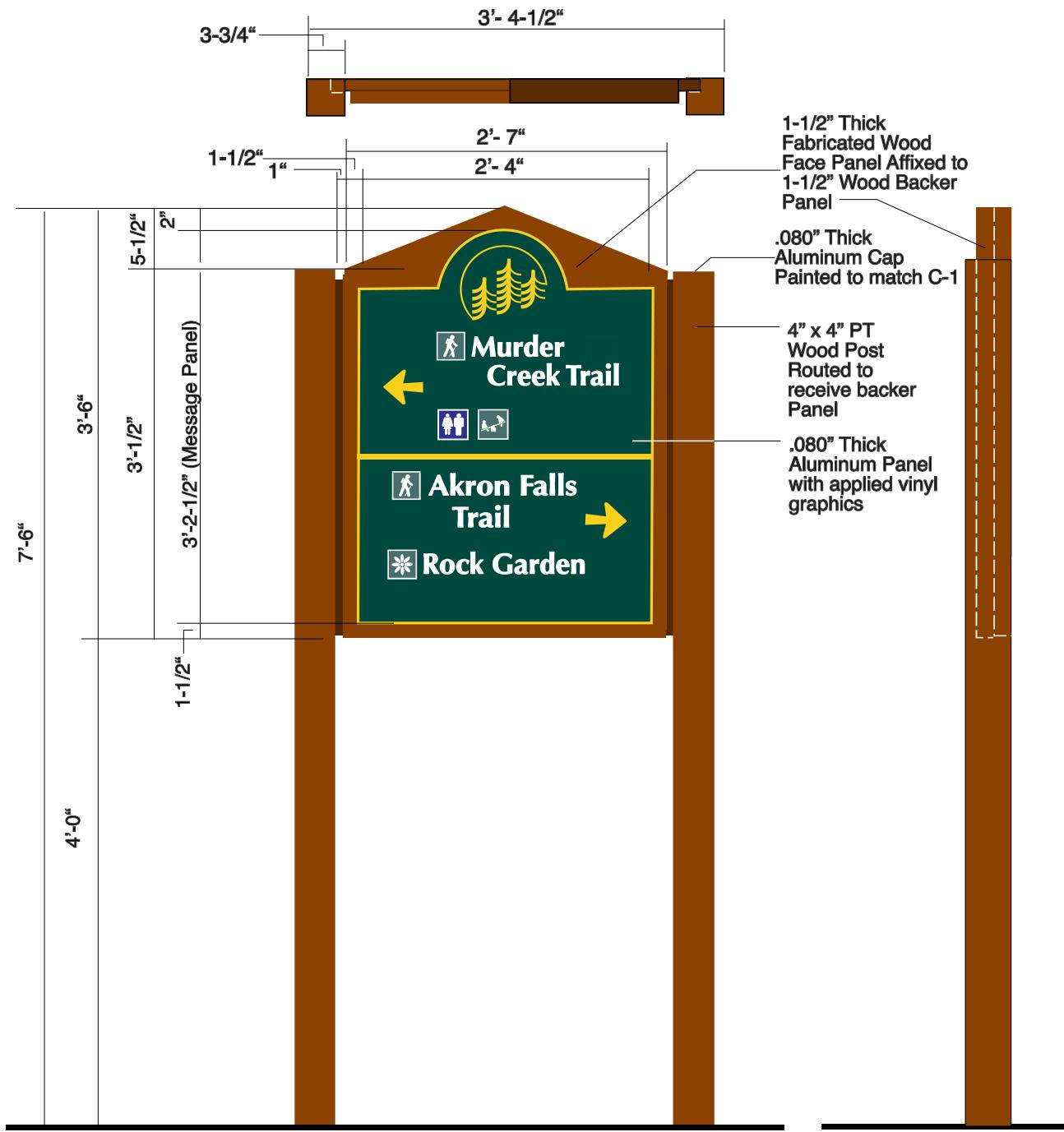
Type D-2 Vehicular Directional	
Erie County Park System	S-31



**NOTES:**

1. Use standard aluminum NYSDOT park pictograph sign (NYM8-5) with one or two line message panel below. Place either the one line message format (NYM14-26) or two line message format (NYM14-27) below park pictograph.
2. Sign standard NYSDOT arrow format as required.

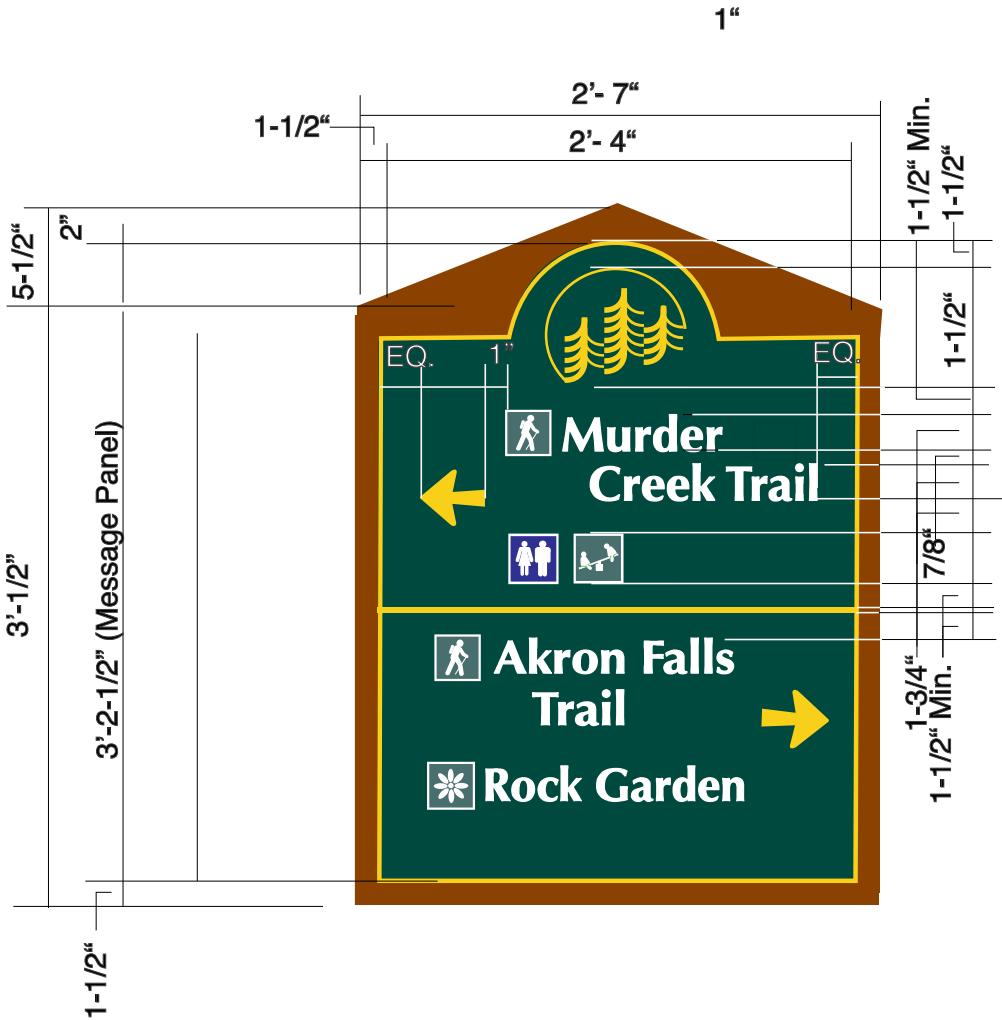
Type D-3 Trailblazer Sign	
Erie County Park System	S-32



#### NOTES:

1. Sign panel and post fabrication same as Type B-4.
2. Rule to be 3/8".
3. See Graphics Detail on Drawing S-40A.

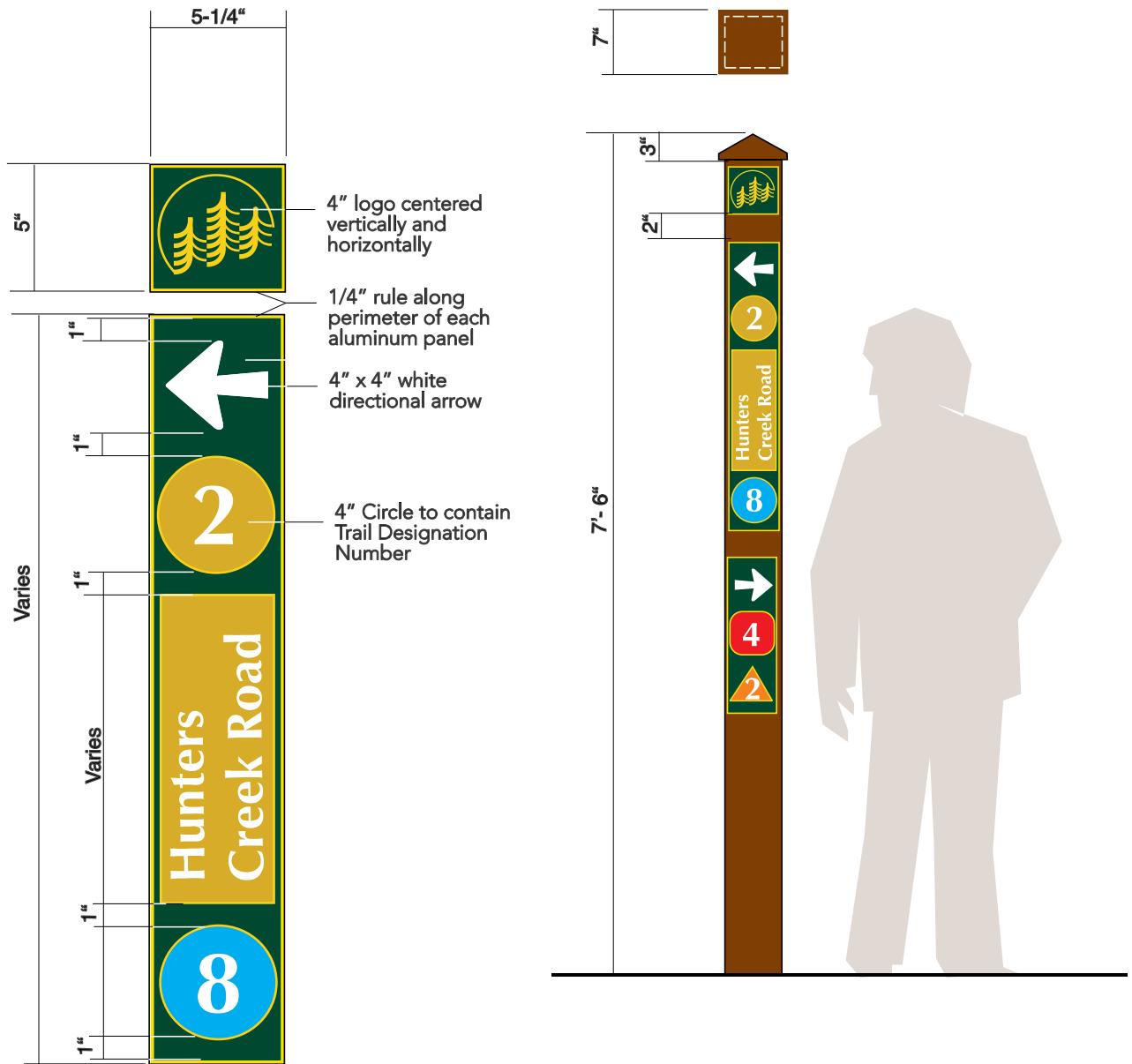
Type E-1 Pedestrian/Trail Identification and Directional Sign	
Erie County Park System	S-40



**NOTES:**

1. Message content may include text, symbols or both centered horizontally.
2. Use 3/8" rule between directional groupings.
3. Left and right margins to be 1-3/4" minimum.
4. Directional arrows to be 3" x 3-1/2".
5. Pictographs to be 2-1/2" x 2-1/2" and 1" apart if used in combination.

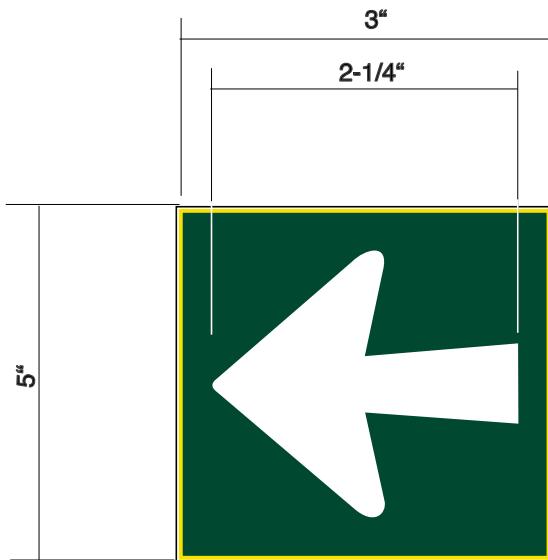
<b>Type E-1 Graphics Detail</b>	
<b>Erie County Park System</b>	<b>S-40A</b>



**NOTES:**

1. Apply .080" aluminum panels with vinyl graphics to faces of 6" x 6" PT wood post painted to match C-1.
2. Utilize 3/16" wide border to match C-3 on circular trail designations and horizontal destination names.  
See Message Schedule and Color Code for trail and destination colors.
3. Combine arrow, trail designations and destinations applicable to each directional decision option on a separate aluminum panel as shown above.
4. Destinations to be 1-1/8" white (C-4) Optima Bold, with 1/2" between lines of text in vertical orientation.
5. Trail designations to be 2-1/2" white (C-4) Optima Bold, or 2" if double digit.
6. Cap to be fabricated aluminum painted to match C-1.
7. Direct bury post to a depth of 3'-6".

<b>Type E-2 Trail Directional</b>	
<b>Erie County Park System</b>	<b>S-41</b>



**NOTES:**

1. Apply vinyl graphics to .060" thick PVC.
2. Trail marker designation and directional arrow to be white (C-4). Directional arrows to be 2-1/4" and centered on message field to match C-1.
3. Trail designations to be Optima Bold letters or numbers. Sizing of designation to be 1-1/2" for single digit or letter and 1-1/8" for two digits or letters.
4. Utilize 1/8" wide border to match C-3 on circular trail designations and sign perimeter.
5. See Message Schedule and Color Code for trail color designations.

<b>Type E-3 Trail Identification/ Directional</b>	
<b>Erie County Park System</b>	<b>S-42</b>



**NOTES:**

1. Fabrication will include aluminum box panel core, Phenolic Resin changeable message panels and aluminum posts. Art for logo will be furnished by Designer. Map graphics and narrative artwork will be furnished by Owner.
2. See drawings S-20A through S-20D for graphics sizing and fabrication details.

<b>Type F-1 Primary Orientation</b>	
<b>Erie County Park System</b>	<b>S-50</b>

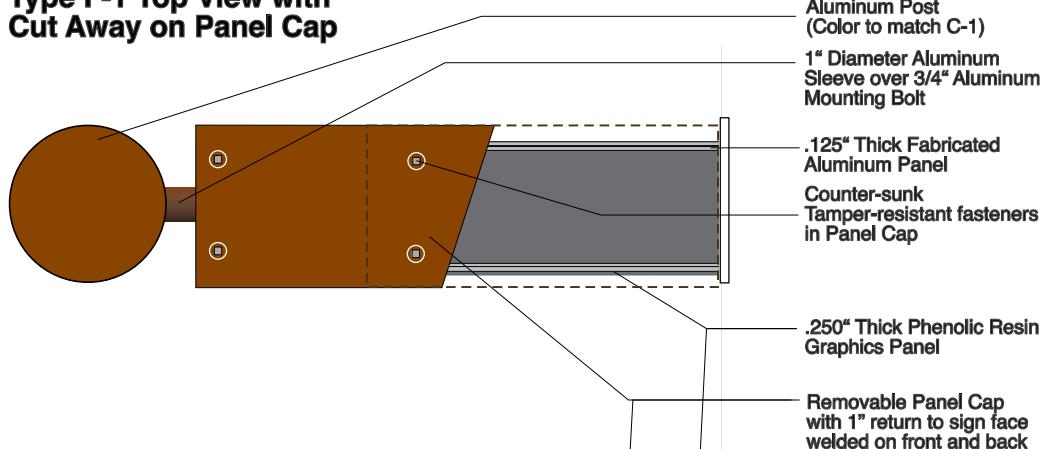


#### NOTES:

1. Place Left and Up arrows on left side of copy blocks and Right arrows on right side of copy blocks.
2. Center arrows on copy block and center copy blocks horizontally with no graphics within 2" of rule.
3. For messages that exceed one line, indent continued lines 2-1/2".
4. Use 3/4" spacing between lines involving continued messages.
5. Use 3/16" divider centered between copy blocks.

Type F-1 Primary Orientation - Graphics Detail	
Erie County Park System	S-50A

### Type F-1 Top View with Cut Away on Panel Cap



Aluminum Post  
(Color to match C-1)

1" Diameter Aluminum  
Sleeve over 3/4" Aluminum  
Mounting Bolt

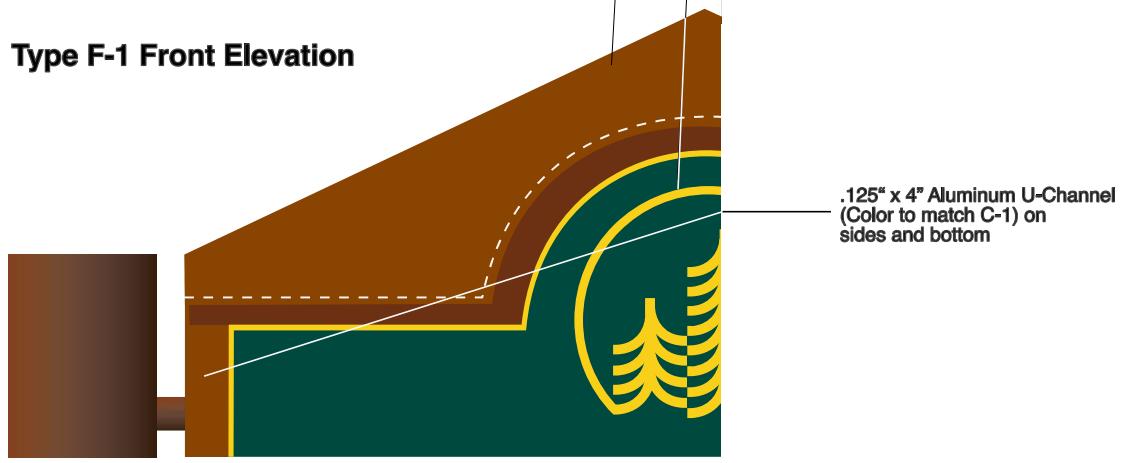
.125" Thick Fabricated  
Aluminum Panel

Counter-sunk  
Tamper-resistant fasteners  
in Panel Cap

.250" Thick Phenolic Resin  
Graphics Panel

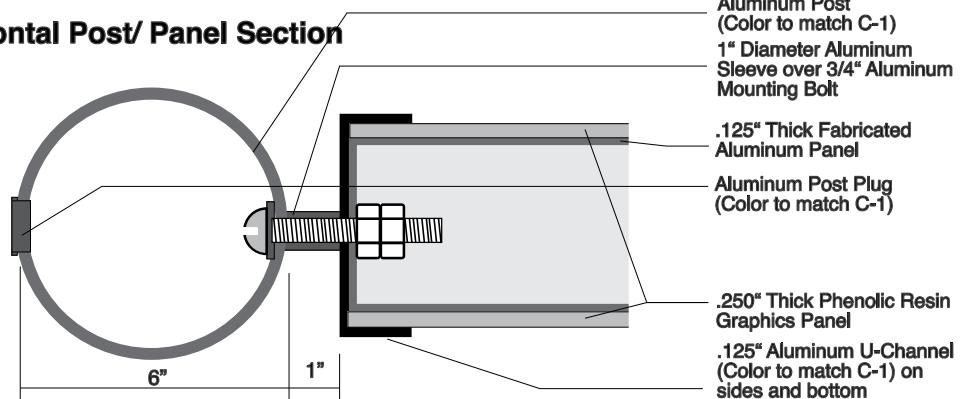
Removable Panel Cap  
with 1" return to sign face  
welded on front and back

### Type F-1 Front Elevation



.125" x 4" Aluminum U-Channel  
(Color to match C-1) on  
sides and bottom

### Horizontal Post/ Panel Section



Aluminum Post  
(Color to match C-1)

1" Diameter Aluminum  
Sleeve over 3/4" Aluminum  
Mounting Bolt

.125" Thick Fabricated  
Aluminum Panel

Aluminum Post Plug  
(Color to match C-1)

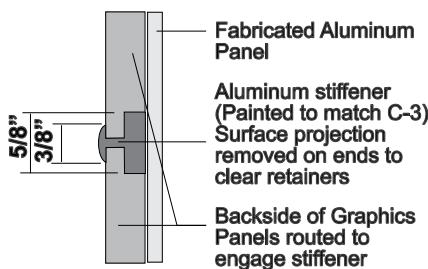
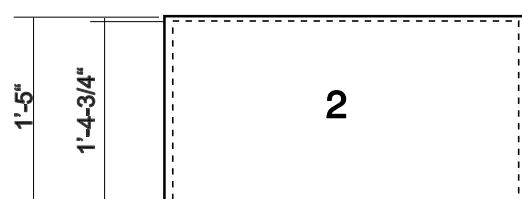
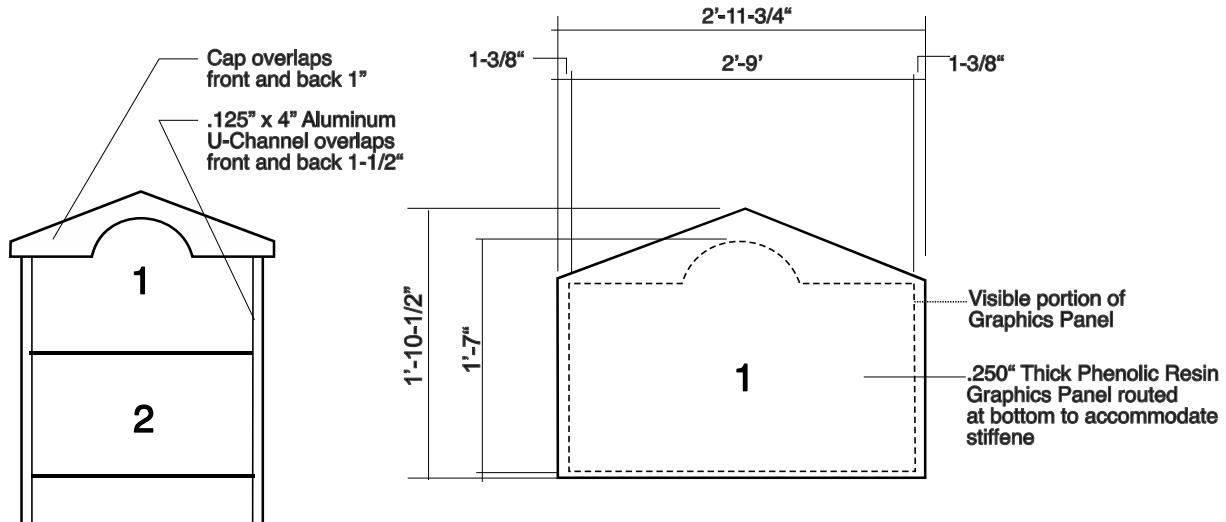
.250" Thick Phenolic Resin  
Graphics Panel

.125" Aluminum U-Channel  
(Color to match C-1) on  
sides and bottom

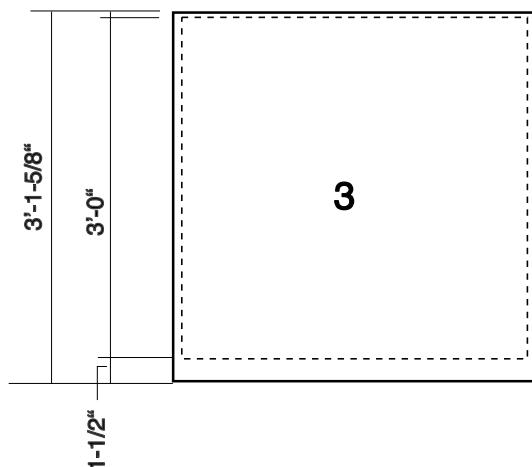
### Type F-1 Primary Orientation Fabrication Details

Erie County Park System

S-50B

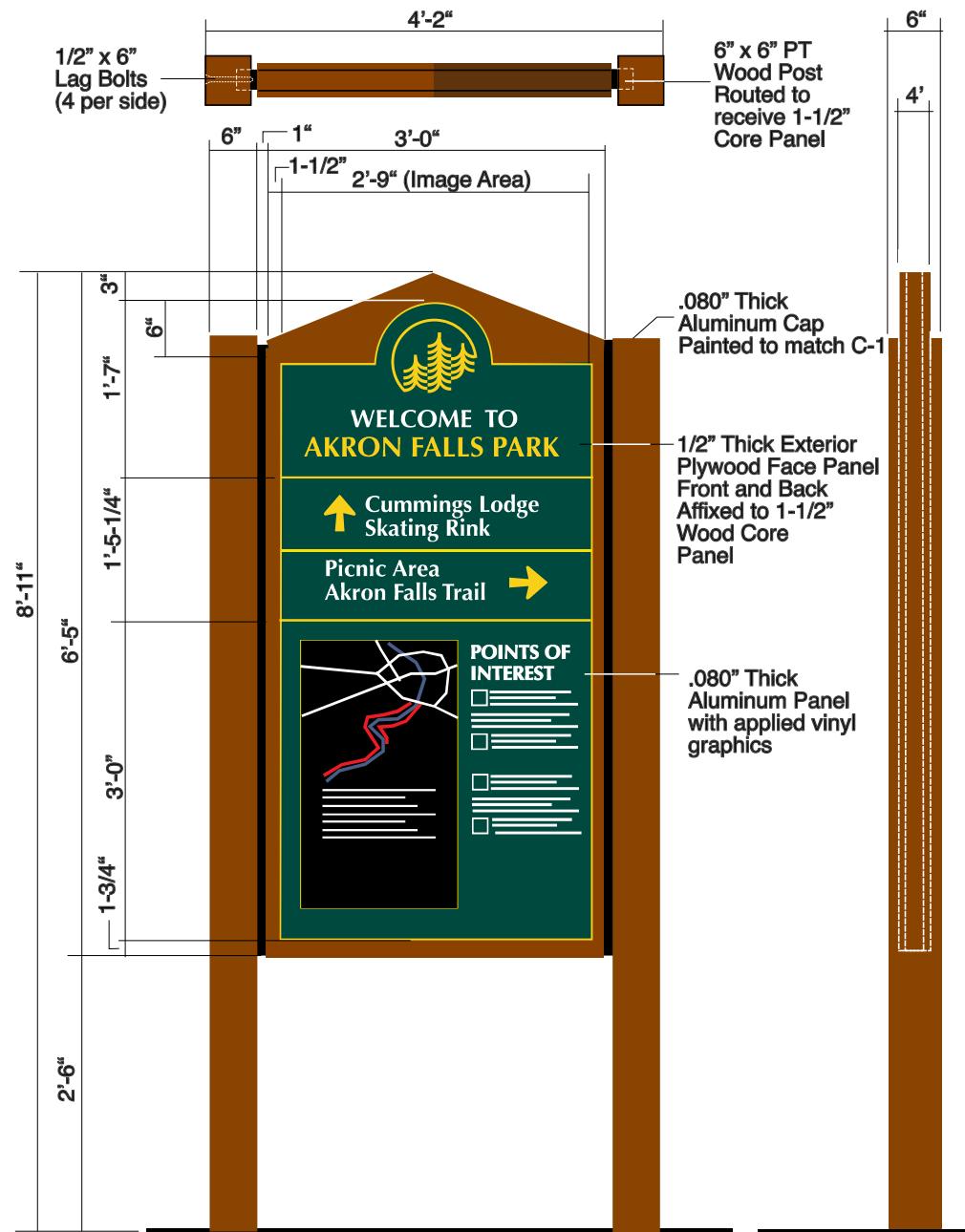


**Horizontal Panel Stiffener Detail**



**NOTES:** 1. Changeable Panels to be .250" Thick Phenolic Resin Graphics Panel with routed faces as depicted above. All Panels will be inserted behind U-Channel around perimeter on front and back.

<b>Type F-1 Primary Orientation Changeable Panel Detail</b>	
<b>Erie County Park System</b>	<b>S-50C</b>



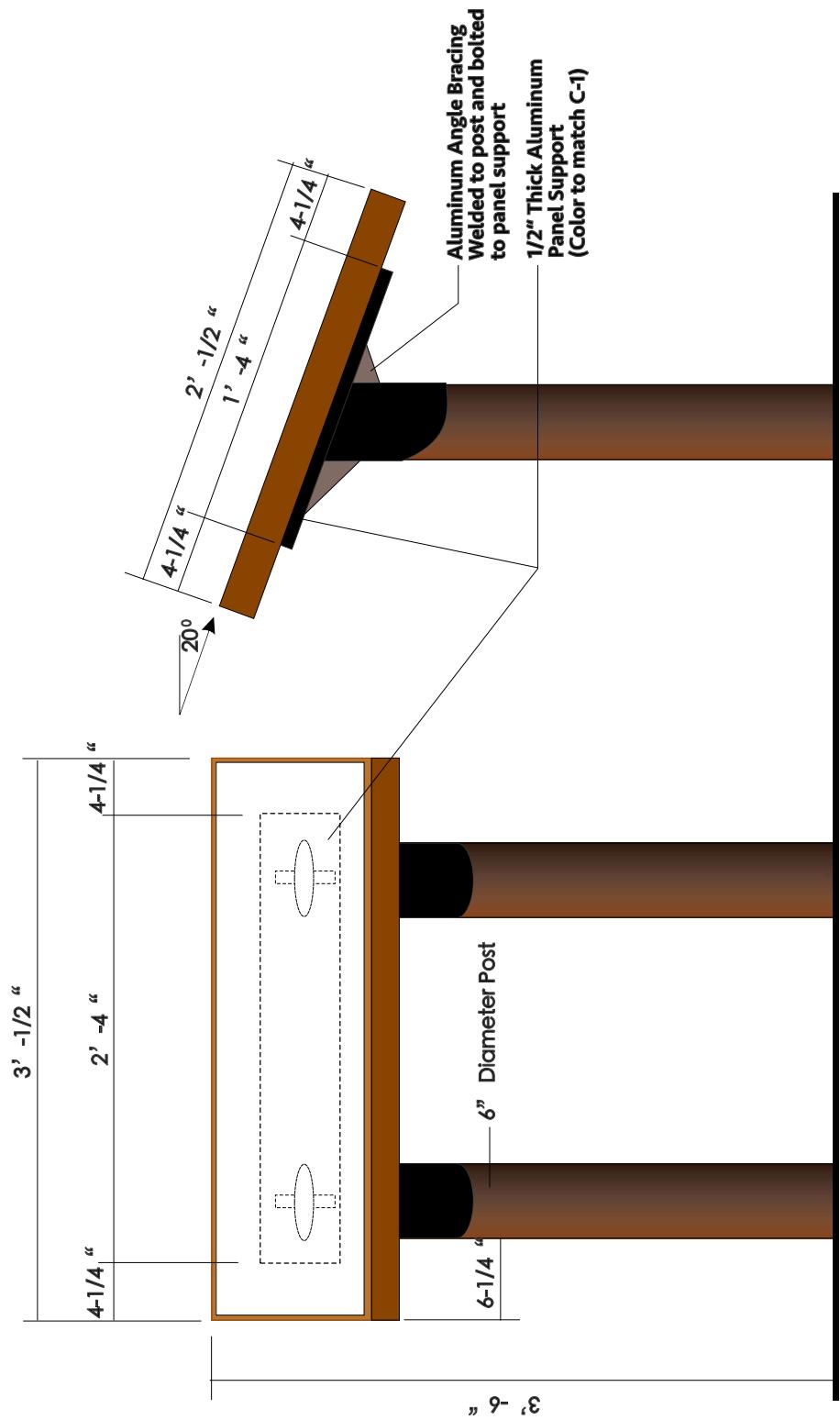
**NOTES:**

1. Materials and fabrication same as Type B-4.
2. Art for logo, map graphics and narrative artwork will be furnished by Owner.

Type F-2 Park Orientation	
Erie County Park System	S-51

**Erie County Parks to provide Kiosk Dimensions.**

<b>Type F-3 Park Orientation</b>	
<b>Erie County Park System</b>	<b>S-52</b>



**NOTES:**

1. Materials, fabrication and anchorage same as Type F-1.
2. Phenolic Resin Graphics Panel to be 24" by 36".
3. Panel art to be furnished on disk by Owner.

Type G-1 Primary Orientation	
Erie County Park System	S-60

**ATTACHMENT 6:**  
**Local Planning Documents**



Small playground with swings

#### Signage:

- (C: 1.0) Establish enhanced gateways for the park at the main entrance and secondary entrance on south side of park off of River Road.
  - Priority: Low
  - Partner: Consultant/In-House
- (P: 4.0) NYSDOT through Great Lakes Scenic Byways has identified Isle View Park as a priority location for new information support facility to include heritage related material. Work with NYS Scenic Byways Program and NYSDOT to coordinate and implement possible opportunity for park.
  - Priority: Low
  - Partner: NYSDOT/Great Lakes Scenic Byways

#### Connectivity:

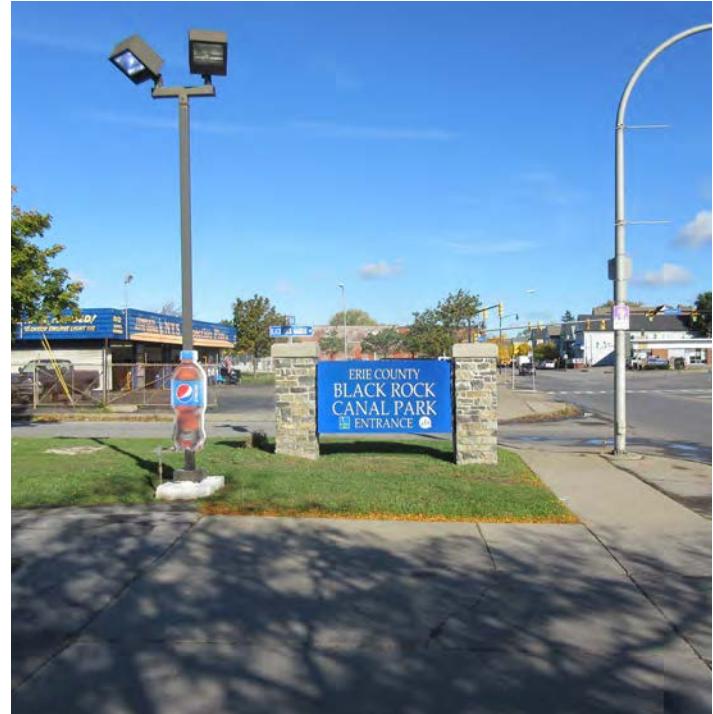
- (C: 12.0) Design/create possible gateway areas at south and north end of Shoreline Trail.
  - This can be a small node with decorative pavement, landscaping elements, and seating areas, etc.
    - Priority: Low
    - Partner: Greenway funding
- (C: 13.0) Long term improvement to consider land acquisition to the south to expand Isle View Park to the Grand Island Bridge.
  - Priority: Low
  - Partner: Greenway funding





Parking area

- **Provide potential area for seasonal food trucks, small summer events.** Possible partnerships with local stakeholder groups and community members could provide 'family-oriented' opportunities.
  - Priority: Low
  - Partner: Private Businesses
- **(C: 1.0)** The existing gateway signage off of Niagara Street, which is in good condition, does not conform to the signage used on the other parks. It is recommended that in the event the sign requires to be repaired or reconstructed it conforms to the branding of the parks system.
  - Priority: Low
  - Partner: In-House



Gateway signage off of Niagara Street



- **(P: 4.0) Provide additional sculptural elements along the aviary walk. Improve and maintain walk and plaza.**
  - Priority: High
  - Priority: Greenway funding/In-House
- **(P: 5.0) Explore possible partnership opportunities with Niagara River Greenway to provide further enhancements and amenities to Black Rock Canal Park.**
  - Priority: Medium
  - Partner: Greenway funding
- **(P: 2.0) Work with City of Buffalo to improve road conditions and pedestrian connectivity on Black Rock Harbor Road.**
  - Improvements could include possible sidewalk on south side of road, additional street trees, and on-road bike lane connection to Niagara Street.
  - Priority: Medium
  - Partner: City of Buffalo
- **(P: 7.0) Coordinate with community groups and stakeholders to create 'community gardens' within maintained lawn areas of the park. Would be a volunteer based opportunity, could reduce some of the mowing maintenance needed, and would provide a great sense of community stewardship.**
  - Priority: Medium
  - Partner: Community Groups - Niagara River Greenway Funds
- **(P: 6.0) Improve I-190 underpass to park; potential public art/murals, additional lighting to improve safety, etc.**
  - Priority: Medium
  - Partner: Albright Knox Public Art Curator/Buffalo Arts Studio/Private Businesses



Black Rock interpretive area



Conditions under the I-190



Sidewalk connection to Niagara Street



Tow Path Park sign and interpretive signage

- (P: 1.0) Install security camera system – tie into City of Buffalo Police Department blue light security camera system.
  - Coordinate with Sheriffs and other agencies to have more of an on-site presence.
    - Priority: High
    - Partner: City of Buffalo
- (P: 6.0) Enhance habitats for both resident and migratory birds;
  - Emphasize the plantings of native vegetation which provides food, cover, and nesting locations for birds.
  - Seek input and technical expertise from groups such as the NYSDEC and US Fish and Wildlife Service.
    - Priority: High
    - Partner: NYSDEC, US Fish and Wildlife Service
- (P: 7.0) Provide pollinator friendly plants and pollinator gardens for the presence of Hummingbirds, Butterflies, Bumblebees, Clear-winged moths, and others.
  - Plant late season nectar sources such as New England Aster, which would improve late summer/early fall migrating periods.
  - Prioritize protection and enhancement of sensitive ecological areas;
  - Propose appropriate additional native plantings throughout the park;
    - Priority: High
    - Partner: NYSDEC/Cornell Cooperative Extension/ECSWD/In-House
- (A: 3.0) Provide a parks rules sign near entry signage.
  - Priority: Medium
  - Partner: In-House
- (A: 4.0) Install signage at intersection of Hertel Avenue and Niagara Street to provide wayfinding and awareness of the park.
  - Priority: Medium
  - Partner: In-House



- **(P: 2.0)** Explore possible partnership opportunities with Niagara River Greenway to provide further enhancements and amenities to Tow Path Park (i.e. additional landscaping/planting areas, viewing binoculars, etc.)
  - Priority: Medium
  - Partner: Niagara River Greenway
- **(P: 3.0)** Work with City of Buffalo to improve road conditions and pedestrian connectivity on Hertel Avenue from Niagara Street. Improvements could include additional street trees, and on-road bike lane connection to Niagara Street.
  - Priority: Low
  - Partner: City of Buffalo
- **(P: 4.0)** Improve I-190 underpass to park; potential public art/murals, additional lighting to improve safety, etc.
  - Priority: Low
  - Partner: Albright Knox Public Art Curator/Buffalo Arts Studio/Private Businesses
- **(A: 2.0)** Clean, prime, and paint railing near shoreline; starting to show rust and deterioration.
  - Priority: Low
  - Partner: In-House
- **(C: 1.0)** Upgrade or enhance park gateway sign to coordinate with other parks in the system.
  - Priority: Low
  - Partner: In-House
- **(P: 5.0)** Possible partnership and long-term opportunity to design and build small facility within park; featuring restrooms, possible concessions, and additional small area to keep park maintenance equipment. Park is in strategic location along the Shoreline Trail to feature such a facility.
  - Priority: Low
  - Partner: Greenway funding/Empire State Trail funding



Promenade - View towards Niagara River



Tennis court parking area



Casino



Casino signage

- (A: 12.0) Restone or pave parking lot near tennis courts. Repair pot holes leading to parking area.
  - Priority: Medium
  - Partner: In-House
- (C: 14.0) Improve safety and functionality of parking lot 12 (off main road near soccer fields); reduce size of the lot, provide asphalt surface, striping, and accessible parking spaces.
  - Priority: Medium
  - Partner: Contractor/Greenway funding
- (C: 16.0) Improve functionality and organization of Casino parking area.
  - Possibly reduce size of lot to increase green space.
  - Provide possible rain gardens to capture runoff before it enters the creek and to divert it from Casino building.
    - Priority: Low
    - Partner: In-House

#### Connectivity/Signage:

- (A: 7.0-7.4) Establish minor gateways, welcome sign and rules, for the park at the following locations:
  - Old Niagara Falls Blvd.
  - Ellicott Creek Road, kayak launch parking.
  - Ellicott Creek Road, pedestrian bridge near Thistle Avenue
  - Creekside Drive
    - Priority: Medium
    - Partner: In-House/Greenway funding
- (A: 8.0-8.2) Provide consistent wayfinding and directional signage within the park:
  - Provide directional signs to various points of interest.
  - Provide overall park maps showing park features, comfort stations and shelters.
    - Priority: Medium
    - Partner: In-House

- **(A: 9.0-9.4) Provide directional signage to the park at strategic locations:**
  - Advance signage on Niagara Falls Blvd, both north and south of the main entrance.
  - Intersection of Creekside Drive and Niagara Falls Blvd.
  - Intersection of Young Street and State Street (Tonawanda Rails to Trails)
  - Twin Cities Highway at E Niagara Street exit
    - Priority: Medium
    - Partner: In-House
- **(C: 1.0-1.2) Establish more dominant gateway features for the park, including upgraded entrance signs, enhanced landscaping with seasonal interest, etc. at the following locations:**
  - Niagara Falls Blvd.
  - Creekside Drive
  - At Thistle Ave and Ellicott Creek Drive pedestrian bridge
    - Priority: Low
    - Partner: In-House/Greenway funding
- **(C: 2.0-2.4) Provide new interpretive signage and informational kiosks that tie the park better “into the mix” with other local cultural and historical attractions.**
  - Provide an interpretive “story-line” for the Park’s history, i.e. How and when the park was developed?; What is the history of the Erie Canal through this area?; When was the flood control system established?; What’s the history behind the 3-mile island? What were some significant historic happenings in the area, or in the park?;
  - Provide interpretive signs or markers at key historic and natural sites, such as at the site of the old boathouse, etc.
  - History of WPA structures?
    - Priority: Low
    - Partner: In-House/Greenway funding
- **Promote the recreational trail system along the Erie Canal / Tonawanda Creek, including new interpretive signage and wayfinding signage.**
  - Priority: Low
  - Partner: In-House/Greenway funding



WPA Pump Shelter



Typical entry signage



Ellicott Creek Trailway

## CHAPTER 1 – INTEGRATED BICYCLE & PEDESTRIAN NETWORK

*Goal: Provide bikeway and walkway systems that are complete and fully integrated with other transportation systems*

An integrated transportation network provides a comfortable, safe, and efficient system of streets and trails designed for all travelers. A combination of bikeways, walkable streets and off-road trails demonstrates a commitment to multi-modal travel, which increases visibility and encourages use.

*Consistency and visibility are critical to creating a successful network since it must have a visible presence to motorists, bicyclists and pedestrians.*

A Regional Bikeway Network offers convenient access to major bicycle travel demand generators for bicyclists across the region. This requires that it extends between these generators and residential centers, and that the connections are safe and attractive. In addition to utilitarian purposes, the network will encourage recreational usage by offering safe and scenic trails for bicyclists and walkers of all abilities.

The routes for the Regional Bikeway Network were originally developed through the processes of the *1981 Bicycle Route Plan* and the *1998 Bicycle Master Plan for Erie and Niagara Counties*. This network plan has been subsequently updated to reflect changing generators and residential patterns as well as to reflect new input from the bicycle community and town and city officials. Several municipalities have in fact added a large number of local circulator routes to the regional system. The **Regional Bikeway Network** can be found in the back pocket of this report illustrated on two maps: **1A - City of Buffalo** and **1B - Erie and Niagara Counties**.

In order for the Network to be considered legitimate, it must have a visible presence to motorists, bicyclists and pedestrians. Network facilities should be designated with signage and on-street markings in appropriate areas. Consistency and visibility are critical to creating a successful network.

Off-street bicycle/pedestrian trails are generally the most desirable facilities since they accommodate the widest range of skill levels. They also are the safest for bicyclists. The current off-street network should be expanded and improved to make the facilities more available to users throughout the region. Abandoned railroad right-of-ways offer such opportunities. Some abandoned right-of-ways have already been converted into multi-use paths, and several localities are exploring the possibility of utilizing others. In the back pocket of this report are two maps documenting the locations of these railroad abandonments, as well as active lines that many become available. The **Rail Corridors** maps are labeled: **2A - City of Buffalo** and **2B - Erie and Niagara Counties**.

Often space and cost restrictions limit the opportunity to enhance the bikeway network. However, innovative designs can provide alternative solutions within the given restrictions. These include colored bike lanes, special pavement markings along streets too narrow for bike lanes, “bike boulevards” on streets with low traffic volumes, and



# WHAT DO WE SAY WE VALUE?

Our  
Values

OUR  
**VALUES**  
CONNECT  
US

## What do 160+ plans tell us about our values?

There is an ongoing public conversation in Buffalo Niagara about where we want to go as a region. The plans we have made in the recent past, and the tens of thousands of citizens who participated in their formation, are an important part of that conversation.

As a starting point for One Region Forward, our research team collected, read, and analyzed more than 160 planning documents from the region, its cities and towns, its neighborhoods and districts. All of these plans contain statements about our vision, values, and goals. We've added these statements up, sorted them into categories, illustrated them in "word clouds" and translated them into draft value statements for public review in early 2013.

The result of that engagement process, which consulted local government leaders, the business community, and the public at large, yielded a revised set of value statements which are outlined to the right.

## A Good Place to Start: 10 Broad Values We Share

Build a more competitive, creative, prosperous, broadly shared, locally rooted, and sustainable 21st century regional economy.

Manage **infrastructure** strategically, investing in existing areas and maintaining, removing, or extending urban systems to lower costs, improve efficiency and enhance quality of place.

Expand **transportation** options to improve **access** to jobs, services, and recreation; meet the needs of students, seniors, persons with disabilities, and the transit dependent; move goods to market; and promote energy **efficiency** and **safety**.

Repair, renew, redesign and preserve our **housing** stock and to provide healthy, affordable, and efficient **choices** to a changing population in **neighborhoods** that are great places, safe, accessible, well-served and distinctive.

Protect **farmland** and forests, support farmers, promote sustainable farming, encourage urban agriculture, connect farms to local markets, foster value-added processing, cultivate agri-tourism, and ensure access to **healthy**, affordable, locally-sourced **food**.

Use less energy, promote **green energy** through direct incentives, technology development and pricing policy, to reduce greenhouse gas emissions while we prepare to cope with the impacts of climate change.

Restore and protect our water, air, soil, wildlife habitat and other **natural resources** to promote a healthy ecology, economy and community.

Protect and develop cultural, **heritage**, and architectural resources to preserve community identity, enrich daily life, create great places, attract visitors, and build our economy.

Maintain, improve, expand and connect our **parks**, trails and greenways, **waterfronts**, recreation areas, and open spaces for a wide range of users, to protect the environment, attract visitors, and grow the economy.

Foster **collaboration**, coordination, and strong implementation, share information widely, educate broadly, and plan with a **diverse** and engaged public including not-for-profit and community-based organizations, public bodies, and **citizens** in general.

## Pursue neighborhood-specific asset-based strategies for redevelopment.

Public and private resources for housing and neighborhood redevelopment need to be strategically targeted where new investments can build on strong neighborhoods nearby, leverage existing assets, engage active residents and help neighborhood-scale housing markets work again. Municipal leadership and collaboration with community based organizations and residents is key to set strategy, conduct participatory planning, and align capital investments with neighborhood plans.

### Emphasize community based planning.

Planning with residents and stakeholders can maximize participation, leverage diffuse resources and focus on quality of life improvements. Working closely with residents and stakeholders is essential because so much of the knowledge, energy and money that is needed to regenerate neighborhoods exists at that local scale. Success will depend as much on investments by home owners and small scale entrepreneurs as it does on municipal government, developers, or banks. The active engagement of all is needed to produce plans that work for specific neighborhoods and have the active support of those who stand to benefit. But neighborhood planning can be resource intensive. A strong commitment from local government, philanthropy and business will be needed to provide the support structure for local planning that lasts.

### Focus and coordinate public investments in neighborhoods with strategic assets.

It's crucial to coordinate public policy and capital investment priorities with local plans to create complete neighborhoods. Even mundane capital projects like street paving, curbs, sidewalks and street lighting can buoy resident efforts at regeneration. Larger investments in parks, transit, schools, community centers, business districts and the like can have an even greater impact – but only if all of these are coordinated with local planning initiatives. Participatory budgeting and crowd-sourced project financing can support these strategic investments. But alignment of local, county, state and federal investments with local plans is the key. Also important is treating neighborhoods holistically where "complete streets," local services and neighborhood retail are part of the mixed use environment that supports diverse, accessible, quality housing. For some communities, this means repairing or restoring existing fabric. For other communities, this may mean retrofitting or repurposing dated and underutilized commercial stock, or creating town centers where none currently exist.

What if we had robust tools to address vacancy and abandonment?



### MOMENTUM TO BUILD ON

**The Buffalo Erie Niagara Land Improvement Corporation –** Buffalo Niagara's new land bank – is now up and running. Equipped with new powers from the New York State Legislature, the agency is beginning to acquire distressed properties, preparing them for redevelopment, and putting these properties in the hands of responsible new owners. The new land bank is an essential element in addressing 77,000 tax delinquent loans in Erie County alone and promoting neighborhood redevelopment and infill projects in both counties.

- Continue participation in the One Region Forward initiative sponsored by the UB Regional Institute to ensure that Tonawanda is well represented as decisions are made on future planning and funding opportunities.
- Maintain a positive relationship with the NFTA to ensure that the location transit facilities serve Tonawanda's changing working population.
- The Town should coordinate with the NFTA and private developers to ensure that new bus stops are located at appropriate locations to service shoppers, commuters and local workers.
- The Town should work with the NFTA to facilitate the installation of new bus shelters that incorporate "Next bus" technologies along transit routes in the community.
- Work with NFTA to address needs for commuter bicycle storage at strategic locations.
- Implement recreational improvements to enhance public access and waterfront development opportunities. Potential projects include Cherry Farm Park (developed privately or via a public/private partnership) and the waterfront park near the foot of the Grand Island Bridge.
- Support improvements and continued upgrades to Isle View Park, which is a County-owned recreational facility.
- The area along the waterfront located between Cherry Farm Park and north to Isle View Park should be prioritized for recreational improvements and waterfront access.
- Extend Riverwalk Parkway through the Riverview Solar Technology Park to connect with Two-Mile Creek Road. This roadway should also be continued through the North Youngmann Commerce Center, thereby connecting the two business parks, continuing out to Military Road, to the east. Ultimately, this road should be extended further to connect these areas with the Spaulding Fibre site in the City of Tonawanda.
- Continue positive relationship with the developers of the Riverview Solar Technology Park and Colvin Woods Business Park, to ensure full build out.
- The Town should continue its efforts to build out the North Youngmann Commerce Center.

Other major industrial facilities such as Chevrolet, Western Electric, and the Frontier Oil Refinery complex continued to be developed during the 1930's and 1940's. The presence of large-scale industry was enormously beneficial to the Town's fiscal well-being. Partly because of this, the Town became extremely attractive for residents (due to favorable residential tax rates), and Tonawanda experienced rapid growth in the first wave of post-war suburbanization. The Town's residential areas were fully-developed by 1970, with the Town's population exceeding 107,000<sup>3</sup>. Table 1 presents population figures for the Town during the 1940 and 1990 periods.

The construction of the New York State Thruway in the mid 1950's and of the Youngmann Highway during the 1960's once again greatly increased accessibility to the Tonawanda waterfront area. Truck terminals were attracted by the convenience of access to the interstate system, as transportation shifted from a rail to a highway emphasis.

A significant consequence of industrialization has been the use of large areas of land for industrial waste disposal. Such activities have been occurring since the earliest days of industrial development. Today, the waterfront and immediate surroundings are dotted with nearly 30 waste sites, some of which remain active today<sup>4</sup>. These sites contain a wide range of deposits, including several toxic substances. The precise extent and composition of hazardous waste deposits have not yet been completely documented, and continue to undergo analysis.

During the 1960's and 1970's the pace of industrial expansion in Tonawanda declined in a manner common to the Buffalo metropolitan area at large. Industrial obsolescence and overall market factors have resulted in frequent abandonment and underutilization of facilities. Lately, the general public has developed a heightened awareness of the untapped potential of the waterfront for recreation. Beginning in the mid-1970's, attention throughout the Buffalo area has increasingly focused on this potential. In the Town of Tonawanda, efforts to increase public use of the waterfront began in the 1970's with construction of the Town's waterfront park and boat launch at the foot of Sheridan Drive. Segments of the Erie County Riverwalk are currently in varying stages of design and construction. A section of this hike-and-bikeway between the Grand Island Bridges and Erie County's Isle View Park opened in May 1988. Eventually, about one half of the Town's shoreline will be accessible for public recreation at a scale never before possible.

The waterfront is in transition. While industrial uses are still dominant, efforts are underway to diversify activities in the area. This process of change, begun twenty-five years ago, is likely to continue for some time to come. The Town's response to and intervention in this process will ultimately determine the future of this critically important area.

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<sup>3</sup> U.S. Bureau of the Census, U.S. Census of Population, 1990

<sup>4</sup> U.S. Environmental Protection Agency, "Preliminary Evaluation of Chemical Migration to Groundwater and the Niagara River from Selected Waste Disposal Sites", EPA-905/4-85-001, March 1985, pp. 210-284; and NYS Department of Environmental Conservation Division of Solid and Hazardous Waste, Inactive Hazardous Waste Disposal Sites in New York State, Appendix Volume 3, January 1984, pp. 3-11.

## SECTION III - Waterfront Revitalization Program Policies

### Development Policies

#### Policy 1

**Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.**

##### Policy 1A

**Revitalize the waterfront area between the northern limit of the Erie County water authority property to the southern limit of the county-owned isle view park for a mix of uses, with an emphasis on water-dependent and water-related uses on the shoreline.**

##### Policy 1B

**Wherever feasible, consolidate industrial operations to maximize public access.**

The waterfront region in the Town of Tonawanda is in a period of transition. The area has a strong industrial heritage, but it is increasingly focused on waterfront recreational and scenic purposes. The Riverwalk, Isle View Park, Niawanda Park, Veteran's Park, Fireman's Park, Aqua Lane Park, the Town Boat Launch and the Two- Mile Creek Greenway are some of the recreational assets in or near the Town's waterfront region. These amenities have increased public access and open space in the region, and are helping to change the character of the area. Former environmental concerns have largely been addressed.

The area is ready for redevelopment in a new context—one that recognizes the importance of industrial and commercial uses, but that also increasingly accommodates recreational use, public access to the waterfront and the aesthetic potential of the area.

The Southern Sector of the Tonawanda waterfront is essentially fully developed in active uses. Redevelopment is not likely to occur in this sector for the foreseeable future. The Central and Northern Sectors of the Tonawanda waterfront do contain vacant and underutilized parcels which offer important opportunities for redevelopment. The appropriate revitalization of the once-dynamic waterfront industrial corridor represents an effective means to regain the public's positive perception of their shoreline. It will also serve to increase the marketability of vacant, underutilized sites by improving land use compatibility, the visual environment, and the economic potential of the area.

Water-dependent uses will be given priority for location immediately adjacent to the shoreline wherever feasible, with water-enhanced uses having secondary priority. For the upland portion of the waterfront revitalization area (east of River Road) water- enhanced and non-water-dependent uses are

1. Avoidance of risk or damage from flooding by the siting of buildings outside the hazard area.
2. Flood-proofing of buildings or raising their elevation above the base flood level.

See Policy 11.

## General Policy

### Policy 18

**To safeguard the vital economic, social and environmental interests of the state and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the state has established to protect valuable coastal resource areas.**

Proposed major actions may be undertaken in the coastal area if they will not significantly impair valuable coastal waters and resources, thus frustrating the achievement of the purposes of the safeguards which the State has established to protect those waters and resources. Proposed actions must take into account the social, economic, and environmental interests of the State and its citizens in such matters that would affect natural resources, water levels and flows, shoreline damage, Hydroelectric Power Generation, And Recreation.

## Public Access Policies

### Policy 19

**Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources. In providing such access, priority shall be given to public beaches, boating facilities, fishing areas and waterfront parks.**

#### Policy 19A

Maintain the ease of public access to Aqua Lane Park, town boat launch, and Erie County Riverwalk.

#### Policy 19B

**Increase access opportunities, wherever practical, at the Erie County isle view park, Strawberry Island, New York State Thruway Authority property under the grand island bridges, and the two mile creek corridor.**

Within the Town's waterfront, there are important public recreational resources that provide opportunities for the public to reach and enjoy the Niagara River shoreline. These areas include: Aqua Lane Park, Erie County Riverwalk, Town Boat Launch, and Erie County's Isle View Park. Maintaining access to these recreation facilities is a primary concern of the Town. In addition, there are currently undeveloped publicly-held areas which have the potential to provide expanded riverfront access in the

a. Reinforce the Great Lakes Seaway Trail and Ohio Street as the City's primary multi-modal local waterfront transportation corridors with streetscape improvements and clear wayfinding signage;

b. Reinforce the Shoreline Trail and Jesse Kregal Creekside Trail multi-modal off-road routes with improved signage and amenities;

c. Minimize the adverse impact of NYS Route 198 on Delaware Park, Scajaquada Creek, public water access, noise, light, and property values;

d. Minimize the adverse impact of I-190 on waterfront public access, noise, light pollution and property values in the short term through:

i. Improved pedestrian connections below Route I-190 in Black Rock/Riverside;

ii. Improvement of the former Breckenridge Toll Plaza land along Black Rock Canal for public access, habitat regeneration, and stormwater management;

iii. Improvements to the parking facilities located beneath the I-190 to maximize parking, manage stormwater, and provide attractive gateways between the downtown and the water; and

iv. Improvements to the Virginia/Carolina Thruway interchange;

e. Minimize at-grade parking facilities within the WRA to preserve land for public access along the water's edge and adjacent in-land commercial development;

f. Minimize waterfront truck traffic to the maximum extent practicable, redirecting through traffic to non-waterfront routes, while supporting truck traffic associated with local business; and

g. Improve the connection between Main Street and the waterfront by returning cars to Main Street, reestablishing the Erie Street radial between Main Street and Lakefront Boulevard, and calming traffic along Church Street (Buffalo Policy).

#### **5G - The following long term waterfront transportation projects should be encouraged within the WRA (Buffalo Policy):**

a. Reduction of the footprint of the I-190 and the adverse impacts on Niagara Street redevelopment areas, public access and property values. Options previously considered include improved regional traffic management, relocation of the I-190 in Black Rock/Riverside to the Tonawanda rail corridor and/or the conversion of Route I-190 to a boulevard;

b. Reduction of the impact of the NYS Route 198/I-190 interchange on Scajaquada Creek, Black Rock Canal and the Scajaquada Harbor redevelopment areas, public access and property values;

c. Development of the Buffalo River Greenway as the southern complement to the Jesse Kregal Creekside Trail system;

d. Construction of a connection between the Tiff Street and Route 190 to redirect truck traffic from the waterfront inland and support the redevelopment of the South Buffalo Brownfield Opportunity Area;

e. Analysis of the impact of removing the Skyway bridge overpass; and

f. Mitigation of the barrier to the waterfront created by the rail corridor.

#### **5H - Utilize signage within the WRA to assist in wayfinding and celebrate unique WRA cultural, recreational and environmental features (Buffalo Policy).**

SEQRA, site plan and consistency review of actions within the WRA should review consistency with:

- a. The Unified Development Ordinance;
- b. federal National Scenic Byway signage regulations; and
- c. Niagara River Greenway signage guidelines.

#### **GOAL 6. PROMOTE BUFFALO AS AN INTERNATIONAL GATEWAY**

The international border between the US and Canada serves as the western boundary of the Buffalo WRA. The Buffalo Niagara region serves as the second largest port of entry along the nation's northern border, home to 15%

# CHAPTER 2

- ♦ **Conservation of natural and cultural resources** is another core principle. Tonawanda's highly accessible waterfront is an asset that can be built upon to attract visitors to the city and improve residents' quality of life.
- ♦ **The City of Tonawanda lies entirely within the plan's Developed Planning Policy Area.** The downtowns of Tonawanda and North Tonawanda are also identified together as one of several Regional Centers, which represent areas that support the majority of the region's residents, jobs, and important cultural and educational institutions. These centers are favored for future development and reinvestment due to their mixed land uses and potential for future economic vitality, high intensity development and public transportation service.

## *Niagara River Greenway Plan (2007)*

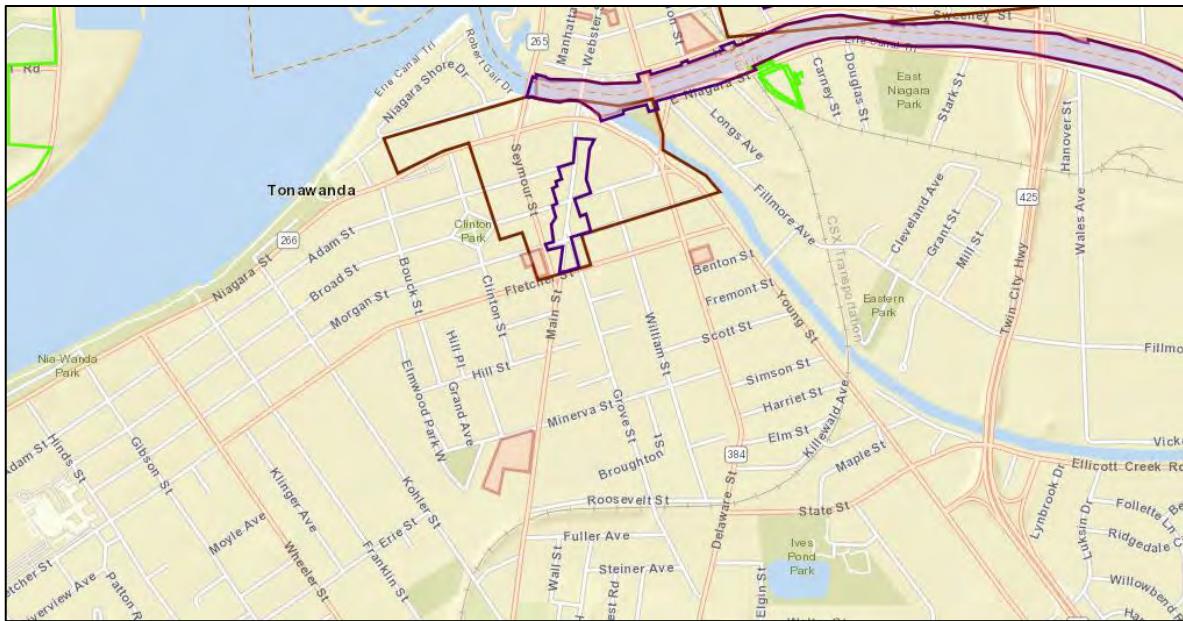
The Niagara River Greenway Plan recognizes the Niagara River corridor as an environmental and economic asset of international significance and serves as a guide for identifying priority areas and projects, partnerships, funding sources, and transportation issues related to the river corridor. Dedicated funding for Greenway projects is provided through the New York Power Authority (NYPA) Relicensing Agreement Funds, which was established through a settling agreement during NYPA's 50-year federal relicensing process to support the creation and maintenance of a Niagara River Greenway. Projects that align with the Greenway Plan may also be eligible for competitive funding from outside sources. Tonawanda's waterfront location and existing Riverwalk trail

mean that many of the Greenway Plan's goals are directly applicable to the city, including:

- ♦ **Improving riverfront access** by creating or enhancing existing multi-use trails, improving signage, and providing interpretive historical information along trailways.
- ♦ **Making connections by physically linking communities** through multi-use trails along the entire length of river.
- ♦ **Protecting and restoring natural systems** (including brownfields) and providing educational information regarding these resources to the public.
- ♦ **Promoting long-term sustainability** through the maintenance and care of facilities, infrastructure, and natural resources.
- ♦ **Sparking revitalization and renewal through sustainable development, tourism, and improved quality of life.** Although economic development is not the focus of the Greenway Plan, **revitalizing urban centers is a priority, and developing Local Waterfront Revitalization Programs (LWRPs)** in communities with waterfront access is encouraged. These local plans are important tools for implementing the Greenway Plan because LWRPs seek a balance between economic development and natural resource protection. Supporting downtown development (such as along Main Street in Tonawanda) is a natural result of planning to achieve the Greenway's goals.

## ~ Living Niwanda ~

### City of Tonawanda Local Waterfront Revitalization Program



**Figure 2-15:**

*Cultural resources identified in the City of Tonawanda by the State Historic Preservation Office CRIS application as Listed (pink/purple fill) or Eligible (maroon outline). This entire portion of the City is contained within a sensitive archeological area.*

### 2.9.3 Scenic Resources

There are no designated Scenic Areas of Statewide Significance (SASS) within the WRA. Although not formally designated, the scenic resources along the waterfront areas in the City of Tonawanda are locally important. These scenic resources consist primarily of the dramatic vistas of the Niagara River and its shoreline, as well as the Erie Barge Canal/Tonawanda Creek and Ellicott Creek, which although smaller in scale still offer scenic beauty. River Road and Niagara Street (NYS Route 266), which runs along the Niagara River waterfront to the City of North Tonawanda, is a segment of the NYS Great Lakes Seaway Trail and a designated National and State Scenic By-Way.

In accordance with the Scenic By-Way designation, views of the Niagara River should also be protected and improved, wherever possible, through the site plan review process (currently under the authority of City Council). Efforts should be taken to protect, and where possible, improve the visual quality and visual accessibility of the waterfront areas in the WRA. Furthermore, in accordance with federal regulations, the erection of new off-premise signs along State and National Scenic By-Ways is prohibited. The City of Tonawanda sign regulations (Article 6 of Chapter 82) also currently prohibit this type of signage.

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*City of Tonawanda Local Waterfront Revitalization Program*

During the development of the LWRP, the City explored the potential of closing this portion of Young Street and transforming it into more of a pedestrian/civic space to connect the City to the waterfront and trail. This section of the road acts as a buffer between the City from the waterfront and Gateway Harbor Park and a recent transportation study indicates that closure or configuring this road would not have any level of service or volume impacts to surrounding roads. The City has formally closed this portion of the roadway and is actively developing plans for future mixed-use redevelopment with an emphasis on recreational/civic uses.

There are three trail systems that extend and interconnect through the WRA including the Shoreline Trail (Riverwalk section), the Two-Mile Creek Greenway, and the Erie Canalway Trail. The Shoreline Trail, which traverses Niawanda Park, is the most heavily utilized and brings a large number of pedestrian and bicyclists to the City, though the terminus of the trail at Seymour Street/State Route 265 is haphazard and essentially disappears due to a lack of signage and change in visual materials (e.g. sidewalks). This negatively impacts economic development opportunities downtown as users may not continue east, but rather turn around and head away from Main Street.

The Shoreline Trail is part of a larger regional system that contains a standard for signage that provides useful information, but there are areas where more wayfinding information should be considered. 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 among all 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 systems in and through 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.



*For sidewalks and crossings, attention needs to be paid to connections, especially on Niagara Street. Lack of receiving sidewalks and worn street markings make for dangerous conditions.*

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*City of Tonawanda Local Waterfront Revitalization Program*

### 3.4 GENERAL POLICY

**Policy 18** To safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the State has established to protect valuable coastal resource areas

#### **Explanation of Policy**

Proposed major actions may be undertaken in the City of Tonawanda WRA 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 WRA*

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

**Policy 19C** *Improvements along Niagara Street shall consider pedestrian safety, public access and wayfinding*

#### **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.

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 WRA, 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

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*City of Tonawanda Local Waterfront Revitalization Program*

the park (along Niagara Street) is proposed to improve opportunities for pedestrian activity and to create an additional focus area to help extend the length of visits to Niawanda Park and the surrounding area.

Waterside use improvements in Niawanda Park are also proposed to increase opportunities for public viewing and shoreline fishing, enhancing recreational use of the park. This would include improvements to the existing Police dock and public fishing dock, as well as the additional viewing platforms/piers boat that could enhance use of the public pavilion located in Niawanda Park. Additionally, the operation of a bicycle/pedestrian ferry across the Niagara River to Grand Island is also envisioned in the future.

Two areas along Niagara Street, at Hinds Street and the area between Franklin and Kohler Streets, are also proposed for a mix of neighborhood-scale commercial and retail uses that will be tied with the enhancements for Niagara Street and Niawanda Park. The vision for this area is to allow for a mix of uses that will support park users and local residents, bringing increased vitality to this area.

**The far western end of the waterfront**, in the area surrounding the intersection of Two-Mile Creek Road and Niagara Street, is proposed for infill development with mixed commercial/retail and residential uses to improve use and activity in this area. This intersection is also proposed for gateway improvements to recognize entry into the City, celebrate Niagara Street as a segment of the Great Lakes Seaway Trail and a National and State Scenic By-Way, and improve overall visual quality at this entrance to the City of Tonawanda waterfront. Other improvements in the western portion of the waterfront include better connections between Veterans Park and the adjacent Two-Mile Creek and Greenway, streetscape improvements along Niagara Street to improve visual quality and pedestrian accommodations, better signage and wayfinding, and upgrades at Isle View Park. The goal is to tie this area together and improve its overall connection with Niawanda Park and the eastern section of Niagara Street.

The **area around City Hall**, at the eastern end of Niawanda Park, is proposed for land use improvements, including the Niagara Street corridor in this area. Recreational enhancements at this end of Niawanda Park, and better use of the land behind City Hall for public access and activity will strengthen the recreational use and public enjoyment of this area of the park. Improving Niagara Street as a “parkway”, with the addition of greenspace and a planted median, and public amenities (such as an Art Walk), is also envisioned as a means of improving land use activity and traffic calming in this area.

The **central business district** area includes areas for mixed use development and redevelopment to increase density, encourage a greater variety of uses, and enable development flexibility. Streetscaping and complete street treatments, improved signage and wayfinding, and potential roadway realignments and improvements will help to recreate a more distinctive downtown to support waterfront activity. These land use improvements will also help to tie the downtown with the eastern end of Niawanda Park, particularly through proposed improvements to Niagara Street and strengthened land use in this vicinity. The possibility of closing or narrowing Young Street for vehicular traffic from Main Street to Delaware Avenue would allow for the expansion of the public use area at Gateway Harbor, an improved connection between the Shoreline Trail and Erie Canalway Trail (as part of the Inter-Modal Depot that is being developed in this area to strengthen the “blue-

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Harbor management, or the regulation and management of local surface water use and public marine infrastructure, in the Tonawanda WRA is overseen by the City of Tonawanda Harbormaster, the City of Tonawanda Police Marine Unit, and the New York State Canal Corporation. There is a federally-designated navigation channel that extends through the center of the Niagara River, which is delineated by navigational lights and buoys. Similar navigational aids are used along the Erie Canal.

There are provisions in the Section 3 Policies that apply to harbor management planning in the City of Tonawanda WRA. They include:

- Policy 1 that promotes the restoration and revitalization of waterfront lands, which could result in the development of new surface water use infrastructure;
- Policy 2 that encourages the maintenance of existing and development of new water-dependent and water-enhanced uses along the shoreline;
- Policy 9 promotes increased opportunities for the recreational use of surface water resources;
- Policy 19 that calls for the protection, maintenance and provision of public water-related recreational resources and facilities;
- Policy 21 that supports water-dependent and water-enhanced recreation uses and facilities along the shoreline, including marinas, docks and similar uses;
- Policy 22 that encourages shoreline development and redevelopment to include water-related recreation;
- Policy 28 that calls for the implementation of proper ice management practices to protect waterfront resources and facilities;
- Policy 34 that warrants property regulation of vessel waste discharges to protect water quality;
- Policy 35 that promotes proper dredging practices and the protection of marine resources;
- Policy 36 that requires the shipment and/or storage of petroleum products to be undertaken in a manner that prevents or minimizes spills to coastal waters

### **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

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*City of Tonawanda Local Waterfront Revitalization Program*

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 11 - 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. The projects include 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**

**Project #1 Title:**  
Implement Niagara Street Corridor Improvements

**Project Description:**

The development of the Niagara Street Improvements Study was a direct result of this LWRP Update. This study provides preliminary design recommendations for improvements to Niagara Street to transform it into a *Complete Street* that provides dedicated bike facilities for commuter traffic, easing the congestion on the Shoreline Trail, as well as additional pedestrian facilities, better connections between the waterfront and Downtown and residential neighborhoods, improving traffic circulation and safety, and providing economic development opportunities for underutilized public spaces. The study also identifies improved connections between the Shoreline Trail and other recreational trail amenities such as the Intermodal Hub, Gateway Harbor, the Erie Canalway Trail, and the future Rails-to-Trails extension. Recommended improvements are segmented into 3 distinct phases which can be funded at various stages between the western City line and the future Young Street public/civic space.

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*City of Tonawanda Local Waterfront Revitalization Program*

**Project #7 Title:**  
West End Gateway

**Project Description:**

This area is a prime location for infill development, public access improvements and the creation of a gateway amenity, offering opportunities for businesses that could support waterfront use and recreation. The intersection of Niagara Street and Two-Mile Creek Road would be improved with streetscaping treatments to define a formal gateway entrance to the City. Other improvements would include a sidewalk or pathway connection from Veterans Park to the Two-Mile Creek Greenway Trail and enhanced signage and wayfinding, as this area also includes the eastern end of Isle View Park.

**Project Location:**

Niagara Street at Two Mile Creek Road

**Project Partners:**

City of Tonawanda, NYS DOT (review/input)

**Project Rendering, Site Plan or Other Graphic:**

See following page

**LWRP Policies:**

Policy 1, 2, 20, 22, and sub policies

**Cost Estimate for Implementing the Project:**

Not applicable, dependent on level of development/redevelopment.

**Project Status & Potential Funding Sources:**

Under consideration. Future funding potential through Consolidated Funding Application, local, ECIDA, or private developer

**Benefits:**

Additional water- and recreation-related businesses to support economic development efforts within the City, taking advantage of nearby parks and trails.

**Timeframe:**

10-12 months for conceptual planning, construction dependent on level of development

**Regulatory Requirements:**

Local (City) approval, NYS DEC (stormwater), DOS federal consistency review for any required federal permits, licenses or other forms of approval

**Project Jurisdiction:**

City of Tonawanda

Jobs that embrace the future, especially renewable energy generation.

A balanced and resilient economy that isn't over-dependent on one or two companies or industries.

Keep our large employers in Tonawanda while growing opportunities for small businesses and new start-ups.

Good corporate citizens that are committed to their workers and the well-being of the community.

Competitive wages, benefits and working conditions.

Career pathways that contribute to positive impacts locally and globally.

Schools and local businesses working together to prepare our young people for the jobs of tomorrow.

Equip and re-train people for life-long career success.

Awareness among Tonawanda residents, workers and students about jobs of the future and resources that can advance career pathways.

Promote workforce opportunities for all people regardless of age, race, gender, ethnicity, or ability.

A vibrant and accessible waterfront that balances both industry and public access.

A connected Town that is walkable and served by high quality public transit.

A healthy, green, and sustainable environment.

Opportunities to celebrate Tonawanda's unique history, identity and sense of community.

Maintain affordability, but expand amenities that will keep young people and families in the Town for the long run.

Make Tonawanda an inclusive and inviting community that supports opportunity for all.

Repurpose former brownfield sites for reuse in the new economy.

### Guiding Principles **Economy**

Principles that describe the economic sector mix Tonawanda wants to see for the future.

### Guiding Principles **Workforce**

Principles for the types of jobs Tonawanda wants to attract and the tools and resources needed to make it happen.

### Guiding Principles **Placemaking**

Principles for how Tonawanda should invest in its places and infrastructure to grow the economy and further enhance the Town's quality of life.

# Strategies for Tonawanda Tomorrow



## Economy

**Position the town of Tonawanda as a regional center for sustainable manufacturing and trade**

**Extend support services to Tonawanda's small and medium sized businesses to export and expand**

**Connect businesses and entrepreneurs to our region's growing innovation ecosystem**



## Workforce

**Help businesses with aging workforces cultivate talent and attract new workers**

**Strengthen the career pipeline for students to access jobs in Tonawanda**

**Create a local workforce network focused on the needs of Tonawanda workers and businesses and bringing together resources for increasing access to opportunities**



## Placemaking

**Cultivate tools, programs, and ownership solutions that can pave the way for increased public access to the water**

**Revamp the Town's zoning code to emphasize walkability, diverse transportation options, mixed-use development, and other design principles attractive to young people and families**

**Connect Tonawanda's recreation and tourism attractions and niches to regional destinations and initiatives**



What we heard  
from community  
meetings and  
workshops

**“Make  
Huntley  
and rest of  
waterfront a  
destination.”**

*Feedback from the Community Kickoff  
November, 2016*

## Cultivate tools, programs, and ownership solutions that can pave the way for increased public access to the water

### Why it matters and what it means

Tonawanda residents resoundingly want more access to their waterfront. The sentiment appears in numerous land use plans and waterfront policies, some going back decades.

Yet the majority of the nearly six miles of shoreline in the town are inaccessible. According to the draft Tonawanda Opportunity Area Nomination Study (2016), lack of roads and trails, environmental concerns, and private land ownership are some of the reasons why waterfront access in the town is limited.



A significant amount of work has taken place to prepare for implementing the community's vision for the waterfront: land use regulations were updated, several brownfields were remediated and

**“Repurposing  
- it’s a great  
idea to take  
advantage of  
the spaces we  
are given**

*and turn it into something exciting  
for members of the community.”*

*Feedback from the Community Workshop  
February 16, 2017*

redeveloped, and there are ongoing efforts to address other sites.

But to achieve full implementation within one generation, there must be a champion for the redevelopment of this area who can get all parties to the table. This work will require overcoming substantial ownership and liability concerns, making strategic infrastructure investments, lining up adequate funding support and incentives, and a spirited marketing campaign.



What we heard  
from community  
meetings and  
workshops



## **Revamp the Town's zoning code to emphasize walkability, diverse transportation options, mixed-use development, and other design principles attractive to young people and families**

### **89%**

**of survey respondents said they can find the things they need at local stores and service providers. However, 39% have a hard time getting around town without a car.**

#### **Why it matters and what it means**

Over a series of recent and ongoing planning efforts, the Town of Tonawanda has been crafting and sharpening a vision for developing sustainably in the 21st Century. Its Comprehensive Plan, updated in 2014, notes the need to promote walkability, diverse transportation options, and mixed use development. The Town's Complete Streets Policy, adopted in 2017, has been instrumental in leveraging projects like Rails to Trails and the region's first pedestrian-friendly "HAWK" street crossing signal on Sheridan Drive. The range of waterfront planning - from the Local Waterfront Revitalization Program (LWRP) Plan to the Brownfield Opportunity Area (BOA) plans - all stress the need to increase public access and diversify

**"Making the streets - landscaping, building facades, streetlights, etc. - should be a priority."**

## **We especially need an attractive town center...**

**A community needs an attractive and active place that feels like the hub of interaction..."**

*Feedback from Community Survey  
November 2016-January 2017*

**"Walkability and bike trails are a must for residents as we get younger/active people."**

*Resident comment during the public draft review process  
May, 2017*

development.

Though Tonawanda has many pieces in place to promote a sustainable and walkable built environment in the Town, the zoning code currently reflects a previous era of development. Options like mixed-use development on many commercial corridors are limited, especially for creating dense transit-oriented development that maximizes tax revenue generation around the proposed Niagara Falls Boulevard Light Rail Extension. Public access to the water and other waterfront land uses promoted in the LWRP and BOA planning are not easily achieved without revised zoning. Further, residential options that can continue to attract and keep young people and families should be explored, while maintaining the town's affordability and sense of community.



Tonawanda's diverse recreation assets can benefit from better coordination with regional initiatives and programs.

### Priority Actions and Next Steps

Work with Visit Buffalo Niagara to integrate Town of Tonawanda recreations and attractions into marketing and event recruiting activities.

In coordination with Erie County and nearby communities, invest in the Tonawanda portion of the Shoreline Trail to bring people to the Tonawanda waterfront from Buffalo, Niagara Falls, and other connected communities.

Pursue a "Playful City" designation to celebrate Tonawanda's commitment to family-friendly recreation activities and set Tonawanda up for grants to expand creative play spaces in the Town.

Build off the success of rails-to-trails as a regional recreation asset by fulfilling existing enhancement plans, connecting the trail to business districts, and creating spin-off opportunities at key access points.

Develop niche waterfront recreation opportunities that build on the Town's strengths, such as fishing.

Examine tourism-related re-use options for the former Huntley site, including art and performance venues, an industrial museum, commercial activities, or a sports and recreation complex.

Regional partners, as well as nearby municipalities can offer important partnership opportunities for elevating Tonawanda's tourism assets.

### Partnership Opportunities

Town of Tonawanda Department of Youth, Parks, and Recreation

Visit Buffalo Niagara

Erie County

Clean Air Coalition of WNY

Cities of Buffalo and Tonawanda

Niagara River Greenway Commission

### Momentum to Build On

#### People flock to Tonawanda trails

The Tonawanda Rails-to-Trails opened in 2016 after being in the works for the past 16 years. Built on top of an old rail bed owned by the Niagara Frontier Transportation Authority with support from the federal government, Erie County, and the New York State Department of Transportation, this 3.9-mile pedestrian and bicycling trail operated by the City and Town of Tonawanda has been a roaring success. With 13 different access points and connection to the North Buffalo Rails-to-Trails, town residents and visitors alike can move safely through town, enjoying the outdoors and local retail offerings.

## **Fast track implementation of the Brownfield Opportunity Area program along the industrial riverfront corridor.**

### **Focus areas reinforced**



**Economy**



**Placemaking**

Tonawanda's Brownfield program, "Tonawanda Opportunities" has outlined detailed land use, infrastructure investment, and development recommendations for nearly 2,400 acres along the industrial waterfront. Through NYS's Brownfield program, significant resources are available for cleaning up contaminated sites and building out shovel ready sites for economic and public use.

<b>What to Accomplish First</b>	<b>Getting Started</b>	<b>Taking the Lead</b>
<b>Secure Brownfield Opportunity Area Step 3 funds to advance redevelopment of strategic sites along the waterfront.</b>	Apply for funding through the NYS Department of State in 2018	Town of Tonawanda
<b>Repurpose the landfill site on River Road, locally known as "Cherry Farm" to provide public access to the water.</b>	Finalize the ownership agreement in partnership with National Grid and Honeywell.	Town of Tonawanda
<b>Create access and infrastructure support to the Niagara River World site to open opportunities along Tonawanda's waterfront.</b>	Seek funding for needed infrastructure investments	Town of Tonawanda
<b>Implement street reconfigurations on River Rd., along with the intersection of Riverview Parkway, to improve safety, open up access to strategic development sites, and provide an opportunity to build and expand public access to Isle View Park and the Riverwalk.</b>	Work collaboratively with stakeholders and state agencies to secure resources to implement this project.	Town of Tonawanda