

Project Registration Number (office use only) \_\_\_\_\_

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

Type of Review Required: \_\_\_\_\_ Mandatory Consultation  
\_\_\_\_\_ Voluntary Review and/or Endorsement

**PROJECT SPONSOR INFORMATION**

Name:

Buffalo & Erie County Naval & Military Park

Mailing Address:

1 Naval Park Cove Buffalo

State:

NY Zip Code: 14202

Federal ID#

16-1133535 Charities Registration # \_\_\_\_\_  
(EIN)

**PROJECT TYPE**

Check all that apply: \_\_\_\_\_ Environmental ☒ Cultural/Heritage ☒ Land or Water Public Access

☒ Cultural ☒ Trail ☒ Educational/Interpretive

☒ Waterfront or Land Based Development \_\_\_\_\_ Signage

\_\_\_\_\_ Recreational \_\_\_\_\_ Other

Funding Committee  
Request:

\_\_\_\_\_ Host Community Standing Committee

☒ Buffalo and Erie County Standing Committee

\_\_\_\_\_ Ecological Standing Committee

\_\_\_\_\_ State Parks Standing Committee

\_\_\_\_\_ Unsure at this time

**PROJECT INFORMATION**

Project Name: Master Site Plan - Priorities #1 and #2  
Location: Buffalo & Erie County Naval & Military Park  
Site Address: 1 Naval Park Cove Buffalo  
State: NY Zip Code: 14202  
Minor Civil Division(s): \_\_\_\_\_  
County: Erie

Project Proponent Property Interest (own, lease, easement or other): \_\_\_\_\_  
City of Buffalo owns the property

**AUTHORIZED OFFICIAL**

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
Business Address: \_\_\_\_\_  
State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_ Cell Number: \_\_\_\_\_  
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**PROJECT POINT OF CONTACT**

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**1. In a brief paragraph, describe the project and its purpose, how and when it will be accomplished, and why it is important.**

In December of 2017, Buffalo & Erie County Naval & Military Park (BNMP) was awarded Greenway funding through the Consolidated Funding Application process to complete a Master Plan assessing the Park's needs and resources. Completed in April 2018, the Park's Master Plan addresses site and facility improvements, including a multi-phased development recommendation for the land adjacent to the current Park site. Over the next several years, BNMP anticipates completing all phases of the Master Plan, as funding becomes available. This application focuses on the first two priorities of this plan and will bring improvements to the stretch of land between the canal and Marine Drive/Erie Street immediately adjacent to BNMP's offices and the docked ships.

The project will enhance waterfront space that is currently under-utilized by the public, and proposes landscaping, lighting and walking trails that connect the site visually to the BNMP while creating inviting and safe spaces for public use. Additionally, the project will prepare the site for landscaping and development in future priorities of the Master Plan, which include enhanced landscaping, tree placement, signage, and BNMP access gates at the west entrance on Erie Street, at the intersection of Erie Street and Marine Drive, and at the east entrance on Marine Drive.

**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.**

The BNMP Master Plan aligns strongly with the goals of the Niagara River Greenway Plan:

- \*Improve Access- the BNMP plan creates access points, trails, and lighting that will encourage thousands of visitors to use land that is currently unappealing, unsafe (due to poor lighting and obscuring foliage), and offers no destination of interest for tourists.

- \*Make Connections- the proposed project physically connects BNMP and Canalside to a wider stretch of waterfront land, and expands the scope of Canalside in a logical, inviting direction.

- \*Protect and Restore Environmental Systems- BNMP's plan for the area respects the environment and includes pedestrian circulation and lighting designs that reduce concrete, pavement and roadways while installing walkways and paved pathways that integrate with the surrounding green space.

- \*Spark Revitalization and Renewal-development of the site will spark revitalization by drawing the interest and curiosity of Canalside visitors, joggers, bikers and walkers, giving them new waterfront areas to explore and enjoy.

- \*Promote Long Term Sustainability- BNMP's volunteer corps will contribute to the long-term maintenance of the improved site as part of its ongoing operation, reducing sustainability costs to an efficient minimum. Site improvements also prepare the area for future memorial/monument/statue additions, creating ongoing, long term interest.

- \*Extend the Legacy of Frederick Law Olmsted- design elements for the site incorporate features and principles central to Olmsted's design.

\*Celebrate History and Heritage- BNMP's mission includes honoring members of our U.S. Armed Forces for their contributions of service to our country; and to educate the public about the sacrifices made by those that served and the rich history of our region in formulating a free and independent nation. This mission aligns strongly with the Greenway principle of celebration of the history and heritage. Our development of this site extends that mission to the area while simultaneously celebrating the beauty of the landscape and the waterfront.

Niagara River Greenway principles permeate all elements of BNMP's Master Plan. Accessibility, Connectivity, Ecological Integrity, Restoration and Celebration are listed above. Public Well-Being is central to our plan in promoting an atmosphere of contemplation, reflection and serenity for visitors to BNMP; Excellence and Authenticity are keystones of all BNMP's programming, exhibits and services; and Community Based Partnerships define how we operate and succeed as partners in Canalside's ongoing rejuvenation and Buffalo's renaissance. Andy Rabb, Deputy Commissioner of Public Works for Parks & Recreation, City of Buffalo, and Ken Swanekamp, Planner (retired), Department of Environment and Planning, Erie County, along with the consultants credited on the opening pages of the attached Master Plan, provided design and architectural expertise in formulating the multi-phase plan.

BNMP's Master Plan priorities align closely to Niagara River Greenway's criteria of Economic Soundness and Viability, Consistency and Clear Benefits. BNMP's Ability to Match or Leverage Funds, Availability of Local Sponsor or Partner and Consideration of Other Planning Efforts are described in responses to items #3 and #4 below, and detailed in the Master Plan attached as a response to item #5.

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

Planning	\$ _____
Construction	\$ <u>\$464,374</u>
Acquisition	\$ _____
Administration	\$ _____
Operation and Maintenance / Year	\$ _____
TOTAL PROJECT COST	\$ <u>\$464,374</u>

**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.**

BNMP is seeking full funding for the first two program components: Priority #1, Lighting Replacements for the area along Marine Drive and Erie Street (\$261,229); and Priority #2, Pedestrian Circulation measures along the same stretch of land (#203,145). Maintenance of the lighting replacements and pedestrian circulation measures that comprise this project will become the responsibility of BNMP's dedicated corps of Groundskeeping Volunteers, largely United States Armed Forces Veterans who dedicate hours of service in maintaining all aspects of the

Park and its facility throughout the year. Operation of the site designated for improvement will be largely self-determined and will require no overhead besides maintenance.

**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.**

The BNMP has had a strong collaborative relationship with both the City of Buffalo and Erie County for many years and has provided both financial and in-kind support of various projects during that time. The Master Plan has been shared with both entities, and both support implementation of all components of the Plan. BNMP is identified as a key component of the waterfront district in the City of Buffalo's comprehensive plan, *The Queen City in the 21<sup>st</sup> Century*. The completion of projects identified in BNMP's Master Plan further the development of the esplanade, a goal of the Local Waterfront Revitalization Plan's target for the Canalside district, developing vacant areas identified in the LWRP's October 2015 report.

The proposed projects improve safety and aesthetics of urban portions of the Riverwalk trails, a priority identified in Volume 3- Waterfront Access and Trailways of Erie County's 2018 Parks Master Plan Update (draft, pg. V3-19).

BNMP is in the process of securing a Municipal Resolution from the City of Buffalo Common Council in support of the completion of the Master Plan. We are also gathering letters of support from the Erie County Legislature (Resolution of Support); Mayor Byron Brown (letter of support); Congressman Brian Higgins (letter of support); and the Western New York Regional Economic Development Council/ESD. These supporting documents will be attached to our Full Application to the Buffalo & Erie County Greenway Standing Committee in January 2019.

BNMP communicates regularly with these stakeholders, and their input guided the development of the Master Plan (notably, Andy Rabb, City of Buffalo and Ken Swanekamp, Erie County) and the project proposed in this application. BNMP's Board members and volunteers contributed to the development of the Master Plan, and are committed to working together to secure the funding necessary to implement all Plan components.

Prior to the 2018 completion of the BNMP Master Plan, a small group of Board members applied to the Greenways Commission on behalf of the BNMP for funding for the 'Circle of Heroes Memorial,' and, in early 2018, was awarded \$60,000 toward the project. The completion of the Master Plan has reprioritized many of the Park's needs, and while the 'Circle of Heroes' remains a future objective, other objectives must be achieved first to ensure the Park's integration with Buffalo waterfront development, continued community appeal, and long-term financial viability. As a result, BNMP has declined funding for the "Circle of Heroes" project so BNMP can focus on completion of the Master Plan first. This decision was made with the full support of BNMP's Board of Directors.

**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.**

BNMP's Master Plan, attached, describes and documents the existing setting and conditions of the proposed project site. Page 13 displays a grid detailing Project Priority #1 (Lighting Replacements) and #2 (Pedestrian Circulation), which are the project components that form the focus of this request for funding. Priorities #3-5, Middle, West, and East Gateway Development, build on the foundations laid by Priorities 1 and 2, and further enhance landscaping at Park access points along Erie Street and Marine Drive, while adding pavilions to serve as pedestrian way stations and gateways to the Park. Environment-friendly signage will orient visitors to BNMP services and other Canalside attractions.

The Master Plan includes conceptual plans and drawings that detail the existing site and the proposed improvements, along with detailed descriptions of the proposed improvements to the site. BNMP will partner closely with the City of Buffalo to assure that all elements of the project comply with SEQRA. The project will impact no aquatic habitats nor any plant or animal species classified as rare, threatened or endangered.

Ownership of the land will continue to be in the hands of the City of Buffalo, who are involved partners in this proposal.



# Buffalo and Erie County Naval and Military Park Master Plan



July 2018





# Acknowledgements

## ***This report was prepared with the guidance of the following individuals:***

- Captain Brian Roche USCG (Ret.) – Executive Director, Buffalo & Erie County Naval & Military Park
- Paul Marzello Sr. – Director of Development, Buffalo & Erie County Naval & Military Park
- Jon Branning – Superintendent of Ships, Buffalo & Erie County Naval & Military Park
- Andy Rabb – Deputy Commissioner of Public Works for Parks and Recreation - City of Buffalo
- Ken Swanekamp – Planner (Ret.) Department of Environment and Planning, Erie County

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# Project Need

The **Buffalo & Erie County Naval & Military Park (BNP)** is a 501(c) (3) corporation and was formed and incorporated in 1976, in the State of New York. The Park opened in 1979 and included the destroyer, USS THE SULLIVANS, and the Guided Missile Cruiser, USS LITTLE ROCK, and a small Visitor Center. In 1988 the Park added the WWII submarine, USS CROAKER. In 2008, the BNP moved to include an outdoor exhibit area, and a new museum building and gift shop. Today, the Park has an extensive collection of artifacts including aircraft, boats, and military vehicles. The BNP also includes numerous monuments scattered throughout the property.

**In recent years, the waterfront of Buffalo has undergone a major renaissance** due to several factors including the development of the Canalside area with the Commercial Slip, Boardwalk, and the Historic Replica Canals. Other local improvements include Outer Harbor improvements such as parks, trails and the Queen City Bike Ferry. The nearby HarborCenter is a new building with ice rinks, a hotel, and retail area has been attracting tourists as well. More than 1.5M visitors per year come to Canalside, and that number is expected to grow as development occurs. **As a result of this development, the volume of foot traffic in the vicinity of the BNP has exploded to a level far beyond what was anticipated.**

***Though the BNP has been very successful at expanding and obtaining equipment, there has not been an organizational plan developed to arrange and organize current and future displays and to guide the ever increasing number of visitors.***



# The Existing Museum and Park

## 1. Location

The BNP is located on the newly revitalized Buffalo River waterfront in the City of Buffalo, New York. It is accessible via Marine Drive with parking at numerous locations a short walk away. This site is also located near the southern terminus of the Riverwalk, major bike route connecting all the way to The Tonawandas along the Niagara River. The Park is also near the end of the Queen City Bike Ferry which shuttles cyclists across the Buffalo River to the Outer Harbor Trail.

The existing Naval Park property is approximately 2 acres in size. The Naval Park has no on-site parking. There is currently an arrangement with the Buffalo Municipal Housing Authority to use approximately 20 spaces in the BMHA lot directly across Commercial Street from the Naval Park. These spaces are marked as for the use of Naval Park and Liberty Hound restaurant. There is no guarantee of long term availability of these spaces and these spaces are not sufficient during peak periods of Naval Park and restaurant usage.

## 2. Buildings

There are two buildings on the site. The one to the southeast is occupied by the Naval Museum and 'The Liberty Hound' restaurant. The Naval Museum and offices are on the second floor with the restaurant and BNP shop on the ground floor. The Liberty Hound is very popular, particularly on pleasant, summer days due to its, outdoor patio overlooking the river. The Hangar Building is just opposite the cobble-paved Commercial Street. It was built as unheated storage for military equipment (hangar), and will be modified for year-round use. It is used as museum display space, and secondarily, as a food storage area for the Liberty Hound. At the writing of this report, there are plans to upgrade the building including a new entrance facing Commercial Street (See Concurrent Projects).



*Hangar Building (right) and The Liberty Hound*

## 3. The Naval Park

Occupying approximately 2.4 acres, the BNP contains a variety of military monuments. The linear parkland extends northwest from the buildings to the turn at Erie Street and has a waterfront walkway with railing at the bulkhead. Much of the walkway at the western end is constructed of unit pavers and the width is not adequate for the volume of pedestrian traffic as evidenced by a worn path at the outer edge. In addition there has been settling of pavers in some areas. The walkway is a very popular location for visitors to stroll along year-round.





There is a central, curvilinear walk between Marine Drive and the waterfront walkway that winds between berms and tree plantings with several monuments alongside. This path is ideal for monuments since its curvilinear nature causes pedestrians that are simply walking through to stay on the more direct waterfront walkway leaving the curvilinear path to users that want to enjoy the monuments in a quiet and thoughtful manner. There is a small pavilion along the walkway that is occasionally used for picnicking or as a rain shelter but does not contain a monument or memorial. The ceiling height is low for a public shelter and its appropriateness for this location has been questioned.



There is a group of electrical panels and dumpster storage near the buildings along Marine Drive. Relocating the panels to reduce their visual impact is impractical due to the expense and the dumpsters need to be close to the road to allow easy garbage truck access. Currently, these areas are partially screened with a five-foot chain-link fence with privacy slats and fabric for screening. Future plans may include building a more permanent structure to enclose the utility panels and dumpster storage with the possibility of building useable storage space above it.



*Electrical Panels and Trash Area along Marine Drive*

#### **4. Property Boundary**

The specific legal boundary for the BNP property has been a source of confusion. As part of this project, Frandina Engineering and Land Surveying, P.C. was retained to define the site's metes and bounds. After an extensive search of records, Frandina prepared a new boundary for the BNP and for the proposed property extension. A copy of the survey was provided to the BNP and it is not included in this report.

## 5. Exterior Displays

By far, the largest features are the fleet of naval vessels located in the river alongside the waterfront bulkhead. These are the backbone of the BNP and are very popular with visitors. Admission onto the vessels requires a ticket which is available at the buildings. Visitors then queue up along the crowded waterfront walkway waiting to board. There is a wheel chair access to the USS LITTLE ROCK via a lift at the far end of the Liberty Hound's outdoor patio. This is also an access point for caterers to bring their equipment aboard the ship. The concern is that the narrow patio is a choking point of congestion when the restaurant is operating.

Near the buildings, along the waterfront walkway, there is a fenced yard with several pieces of military equipment on display. Though the equipment are valuable artifacts that tell a story about our military history, the six-foot fence creates a high security look that is not appealing to visitors.

However, the concern is that if the public is allowed access to this area, there may be injuries from unrestrained climbing and play on the equipment, or vandalism to the equipment could occur.



## 6. Lighting & Electrical

There is an aging set of light poles along the waterfront walkway that, in many cases, have become obscured by tree growth limiting their effectiveness at lighting the walkways. There is also a lack of outlets for miscellaneous features such as holiday lighting, laser shows, or electricity for vendors. The light poles could be upgraded to a more attractive and energy efficient style with options for attachments such as speakers, banners, and spot lights. Lighting should illuminate the waterfront walkway and the central monument walkway.

# Concurrent Projects:

### 1. Naval Museum Renovation

The former hangar building at the BNP is scheduled to undergo renovations for phase one in the fall of 2018. Phase one includes an expansion at the corner near Commercial Street that will become the new entrance as well as numerous internal changes. There is currently no schedule for the second phase which includes an addition onto the northeastern side of the building which will house a new gift shop. It also includes a mezzanine-level deck on the southwest end and a pergola on the northwest side opposite Commercial Street.

### 2. Union Block Building and Central Wharf Pavilion

The Erie Canal Harbor Development Corporation (ECHDC) is proposing a project called the "Interpretive Structures Project". The building proposed nearest the Liberty Hound/Naval Museum is the four-story



1,300 square-foot Union Block Building which will be used for public and private gatherings, and includes an information booth, and a variety of historical interpretation features. The upper floor will have an outdoor deck partly covered by a roof. The Pavilion is proposed on the opposite side of the



Commercial Slip. It will include programming space, restrooms, a food vendor, and a covered observation deck. The two building are proposed for completion in 2019.

### **3. Explore & More Children's Museum**

Located on the opposite side of Marine Drive from the BNP, The new 43,000 square-foot Explore & More at Canalside building is under construction at the writing of this report and is scheduled for completion in late 2018.



### **4. African American Veteran's Monument**

A new monument is being proposed for location at the BNP. Plans are preliminary at the writing of this report though the location that is being proposed is at the west end of the current BNP property just west of the intersection of Erie Street and Marine Drive. Early plans include a series of columns with interpretive information about African American Veterans on a heated paved patio.

# Master Plan

*A BNP Master Plan was prepared (at the end of this report) that addresses issues of identity, organization, programming, and aesthetics:*

## BNP Property Expansion

The current BNP has a large number of monuments occupying the property with limited room for additions in spite of the demand to do so. Currently the Park property ends on the western side near the intersection of Marine Drive and Erie Street. However, there is additional City of Buffalo-owned property due west of the existing boundary that is available for the Park to expand into. By acquiring this narrow, waterfront property, which is approximately three quarters of an acre and 700-feet in length, additional monuments, interpretive features, and event spaces can be added without overcrowding. The additional three quarters of an acre will not allow any on-site parking for the Naval Park. To insure long term survivability, the Naval Park will need to work with the City of Buffalo, Erie Canal Harbor Development Corporation, Explore and More Museum to secure dedicated parking for patrons of the Naval Park.

## Interpretation and Wayfinding

An element that is lacking from the existing BNP is an outdoor system of interpretation and orientation. A series of interpretive and wayfinding features would allow visitors to understand the layout and theme of the monuments and inform them of the history of the area. There could be simple, yet consistent, markers along the pathway identifying each monument. A map of the Park showing monument locations would also be helpful to visitors that are seeking a specific monument.

Some suggested display themes are:

- History of the Naval Fleet
- Map showing layout of the park, monuments, and museum
- War or 1812 history due to local events

Part of the wayfinding component would be the creation of prominent gateway features to announce the boundary of the Park at the most popular arrival points (see Gateways discussion following). These could consist of arched overhead features, prominent signs, columns or pylons, or a combination thereof. The design of these features will require a study unto itself but this Master Plan provides suggested locations.

## Monument Layout

The existing BNP property is nearly at capacity for monument spaces in the opinion of the consulting team that prepared this report. There is one small additional area that will become available if a small existing pavilion is removed. Otherwise, new monument spaces are shown on the Park expansion area to the west. New spaces are laid out in informal clusters rather than in an evenly-spaced arrangement. This arrangement will allow monuments to be gradually constructed over time without having an incomplete appearance that a rigid, uniform layout would have. The proposed Circle of Heroes could be located in the new expansion area and designed as a “Walk of Heroes” in a linear design. It could also be incorporated as an indoor exhibit as part of future expansions.

## Lighting

New lighting poles may be able to be installed using existing wiring and light pole bases. By using high-efficiency LED lighting, the electrical demand will be reduced allowing the addition of pole-mounted outlets and perhaps some pedestals with outlets for events. This proposal will require more study by an electrical engineer who can look for replacement poles that uses the same bolt template. Given the current, and growing, popularity of the waterfront walkway in the BNP, the investment in improved lighting and option for events that require electrical hookups is well warranted.

## Buildings

In the Restaurant/Museum/Office building, the Liberty Hound Restaurant has been a very successful venture. Originally open in the summer, operations have extended to include year round service. On pleasant summer days the space is overcrowded, especially on the patio which looks over the commercial slip and naval vessels. To accommodate the growing success, the patio space could be extended out over the water. This could be accomplished by placing a patio extension on pilings or by cantilevering out several feet to gain some very valuable space that is sure to payback the investment it requires.

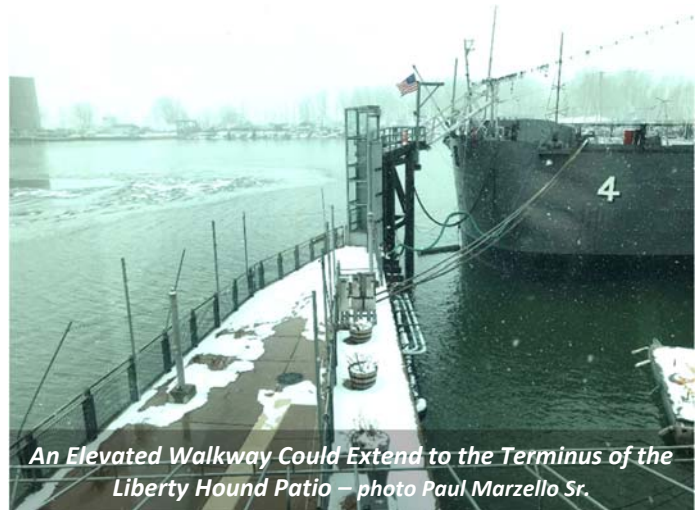
Another option to increase patio space is to have a second story deck above the existing patio. The existing patio is already covered by an awning to shade the diners. By simply replacing the awning with a new elevated deck, the amount of choice outdoor patio space could be greatly increased. By adding lighting under the deck, it would extend the usability into evening hours. And the view from the elevated deck would be even better than at ground level.

A further add-on to the elevated deck would be an elevated walkway that extends over the patio to its terminus at the elevator to the USS LITTLE ROCK. This would allow controlled entry onto the ship's deck without walking through the crowded restaurant patio.

Currently the museum displays are housed above the restaurant and in the Hangar building. However, the Hangar is being improved so that more of the museum operations and displays can be relocated there. When this separation is complete, it will allow the restaurant to use the upstairs for additional dining and banquet space. It would also allow the museum to have its own identity apart from the operations of the restaurant.

## Bicycle Corral

The BNP's location at the intersection of a major bike route and a major tourism location make it a logical location for a facility for cyclists. This could include upscale covered bike racks, bike rentals, bike route mapping and benches. If built, this would not only allow convenient access to the BNP but would become a transportation hub.



*An Elevated Walkway Could Extend to the Terminus of the Liberty Hound Patio — photo Paul Marzello Sr.*



## Gateways

Currently the BNP suffers from a lack of identification of its bounds. Numerous visitors that stroll along the waterfront are not aware of the BNP and assume that they are in a City Park. Clear identification at the entry points would make the public much more aware of the facility and its mission.



***There are three entry points (gateways) that are described below along with suggested improvements:***

### 1. West Gateway

Assuming that the bounds of the BNP are expanded into the City-owned property to the west, as shown above, there will be a new gateway point near the Miss Buffalo boat launch area. Visitors entering at this gateway will be either walking along the waterfront or will park at one of the privately-owned lots across Erie Street and cross the road to access the waterfront. Of the three gateways, this is likely to be the least used due to surrounding transportation patterns.

Gateway sign features are proposed along the road and waterfront trail. A new walkway will draw visitors from Erie Street into the Park toward the waterfront trail. The walkway is designed to skirt around an existing berm at the west end of the property. Pedestrians entering the park at this location will continue eastward toward several proposed monument clusters. Another possibility for this location that would create event space is one or two floating barges that are outfitted with museum displays, a stage for lectures and music, or concessions. This has been done at other locations and may provide a creative solution to the lack of space on narrow section of land.



*West Gateway  
Existing and Proposed*



## 2. Middle Gateway

This prominent gateway at the intersection of Marine Drive and Erie Street, is the entry point for many visitors, though there are some difficulties with the current layout. The wide, concrete-paved entry does not align with the center of the intersection and crosswalks, limiting its visibility. It also awkwardly aligns with the end of a raised median island on Erie Street. A new entry is proposed just a few feet away which connects with the crosswalks and is much more visible to passing vehicles. The proposed entry also aligns with the new anchor monument creating a logical symmetry. Construction of the new entry would necessitate the removal of approximately four River Birch trees and would require some regrading. The current entry paving would be removed and replaced with lawn and trees. A prominent gateway feature would further draw attention to the entry point and identify the BNP.



## 3. East Gateway – Building Area

Located at the Museum and Hangar buildings, this area is heavily used by visitors. And as the proposed improvements on the Erie Canal Harbor Development Corporation's properties occur in the near future, the number of pedestrians will increase even further, making a clear plan for this gateway to the BNP critical. There are some difficulties presented by the current layout of this area; there is not a clear roadside identification of the BNP and Museum, the large, uneven cobble pavers between the buildings on Commercial Street presents challenges for those with mobility issues, and the relationship between the buildings is not clearly defined with the intermingled uses.

A new layout for this area is partly dependent on the BNP boundary. As part of this project, the boundary is being defined as including the Restaurant/Museum/Office building, and crossing Commercial Street at the northeast end of the building to include the Hangar Building before extending out to the curb along Marine Drive and heading northwest. This means that only the part of Commercial Street between the buildings is part of the BNP and the remainder of the cobble road will not be included in this plan. The future function of the buildings also influences the design. The plan to move museum functions into the expanded Hangar Building will eliminate the need for the flow of visitors between buildings. Restaurant visitors can be separate from Museum visitors.



***Following are a series of suggested improvements for the East Gateway:***

- **Restaurant Seating** – Part of Commercial Street could be repaved to be a smoother surface that would allow the Liberty Hound to place relocatable tables and chairs out during good weather.
- **Hangar Building** – Additional floors should be considered for the Hangar Building since it will not only create more display space and fit into the context of surrounding buildings, but would allow for the creation of a walkway onto The SULLIVANS vessel through the building rather than have visitors que outside. Though there is the need for crane access along the waterfront, a retractable, or lift-type, pedestrian bridge could be designed.
- **Patio Space** – The outside area west of the Hangar Building is currently occupied by a crowded grouping of military equipment, part of which could be relocated offsite leaving the ones that are pedestal-mounted and thereby less likely to be vandalized. Removing the equipment would open up views from the sidewalk toward THE SULLIVANS. The space could be used as an alternative access route to the building's back door or directly to the waterfront walkway. There would also be space for a quiet patio for events away from the crowded walkway and Commercial Street.
- **Deck** - The area behind (northwest of) the Hangar Building under the trees could be have a deck installed to increase the useable area without compacting the soil and harming the beech trees, which are particularly sensitive to this.
- **Trash and Utility Area Screening** – These areas are a given in their current location considering the cost and inconvenience of relocating them. A short-term solution is opaque fencing and additional vegetative screening to hide them from the adjacent street and sidewalk. A more permanent structure could also be built to enclose the utility panels and dumpster storage with the possibility of building usable storage space above it.



*East Gateway –  
Existing and Proposed*



## **Sidewalks**

There are two locations where new roadside sidewalks are suggested. The first is along Marine Drive between the East and West Gateways. The lawn behind the curb in this area shows wear from use clearly indicating the need. The second section of proposed sidewalk is from the Middle Gateway westward, until the location where the proposed walkway turns inward directing visitors toward the waterfront walkway where the parkland becomes too narrow for two parallel walkways.

There is a city-wide standard for sidewalks which is four feet wide, however, that is currently under review and may be changed to five feet. That width will require some adjustment of grades where berms occur near the curb. This can be dealt with by simply pulling the slope back or, in the most severe cases, with small retaining walls.

## **Waterfront Walkway Pavers**

The western portion of the waterfront walkway in the BNP Expansion Area, is constructed of unit pavers that are sinking in some areas. This is not unusual considering the age of the pavers and the weather extremes of the waterfront location. The benefit of pavers is that they can be easily reset. The walkway is also too narrow and should be widened with matching pavers by three feet wherever possible.



# Precedent Images

The following images are presented here as examples of projects and features that may be applicable to the Naval Park development. They are examples only and are intended for consideration of concepts:

## Interpretive and Gateway



## Barge Exhibits



## Site Furnishings



# Project Components and Costs

Following is a breakdown of some of the individual projects at, and components of, the Buffalo BNP. Costs for each are approximate and may change as plans and details are refined. Costs are in 2018 dollars and labor is assumed to be prevailing wage rates.

Priority #1 - Lighting Replacements				
Item	Quantity	Unit	Cost/Unit	Cost
Remove Existing Poles (bases Remain)	40	EA	\$900.00	\$36,000.00
New Light Poles	40	EA	\$3,500.00	\$140,000.00
Panel Upgrades	1	EA	\$12,000.00	\$12,000.00
Electrical Outlet Pedestals	4	EA	\$2,000.00	\$8,000.00
			Subtotal	\$196,000
			4% Mobilization	\$7,840
			15% Contingency	\$29,400
			<b>Construction Total</b>	<b>\$233,240</b>
			12% Design & Const Admin	\$27,989
			<b>Project Total</b>	<b>\$261,229</b>

Priority #2 - Pedestrian Circulation				
Item	Quantity	Unit	Cost/Unit	Cost
West Entry - <b>Orange</b>	720	SF	\$9.50	\$6,840.00
Mid Entry to West - <b>Magenta</b>	2,040	SF	\$9.50	\$19,380.00
Mid Entry to East Entry - <b>Red</b>	3,000	SF	\$9.50	\$28,500.00
Reset Pavers 680 LF - <b>Yellow</b>	6,800	SF	\$14.00	\$95,200.00
Maintenance of Traffic	1	EA	\$2,500	\$2,500.00
			Subtotal	\$152,420
			4% Mobilization	\$6,097
			15% Contingency	\$22,863
			<b>Construction Total</b>	<b>\$181,380</b>
			12% Design & Const Admin	\$21,766
			<b>Project Total</b>	<b>\$203,145</b>



Priority #3 - Middle Gateway Area				
Item	Quantity	Unit	Cost/Unit	Cost
Misc Site Clearing	1	EA	\$5,800.00	\$5,800.00
Temporary Construction Fencing	1	EA	\$5,800.00	\$5,800.00
Tree Removal	4	EA	\$900.00	\$3,600.00
Sawcut Concrete	25	LF	\$23.00	\$575.00
Concrete Paving Demo	1,250	SF	\$3.50	\$4,375.00
Demo 10' X 20' Pavilion and Paving Below	1	EA	\$3,500.00	\$3,500.00
Site Grading	1	EA	\$3,000.00	\$3,000.00
Concrete Paving	920	SF	\$12.50	\$11,500.00
Deciduous Trees 2"	4	EA	\$600.00	\$2,400.00
Gateway Sign Feature	1	EA	\$3,000.00	\$3,000.00
Benches	6	EA	\$1,600.00	\$9,600.00
Naval Park Map Sign Panel	1	EA	\$2,000.00	\$2,000.00
Topsoil	10	CY	\$41.00	\$410.00
Seed	3000	SF	\$0.60	\$1,800.00
Misc Site Restoration	1	EA	\$5,800.00	\$5,800.00
Bike Racks with paving	4	EA	\$1,200.00	\$4,800.00
			Subtotal	\$67,960
			4% Mobilization	\$2,718
			15% Contingency	\$10,194
			<b>Construction Total</b>	<b>\$80,872</b>
	12% Design & Const Admin			\$9,705
			<b>Project Total</b>	<b>\$90,577</b>





Priority #4 -				
Item	Quantity	Unit	Cost/Unit	Cost
Misc Site Clearing	1	EA	\$5,800.00	\$5,800.00
Temporary Construction Fencing	1	EA	\$5,800.00	\$5,800.00
Site Grading	1	EA	\$5,800.00	\$5,800.00
New Sidewalk	900	SF	\$9.50	\$8,550.00
Gateway Sign Feature	1	EA	\$3,000.00	\$3,000.00
Benches	4	EA	\$1,600.00	\$6,400.00
Naval Park Map Sign Panel	1	EA	\$2,000.00	\$2,000.00
Topsoil	10	CY	\$41.00	\$410.00
Seed	1000	SF	\$0.60	\$600.00
Misc Site Restoration	1	EA	\$5,800.00	\$5,800.00
Bike Racks with paving	4	EA	\$1,200.00	\$4,800.00
			Subtotal	\$48,960
			4% Mobilization	\$1,958
			15% Contingency	\$7,344
			<b>Construction Total</b>	<b>\$58,262</b>
			12% Design & Const Admin	\$6,991
			<b>Project Total</b>	<b>\$65,254</b>



Priority #5 - East Gateway Area				
Item	Quantity	Unit	Cost/Unit	Cost
Misc Site Clearing	1	EA	\$5,800.00	\$5,800.00
Temporary Construction Fencing	1	EA	\$5,800.00	\$5,800.00
Remove Cobble Paving Between Buildings	1,700	SF	\$6.00	\$10,200.00
Deck	3,600	SF	\$41.00	\$147,600.00
Unit Paving in place of cobbles	1,700	SF	\$30.00	\$51,000.00
Site Grading	1	EA	\$5,800.00	\$5,800.00
Concrete Paving - Exposed Aggregate	5970	SF	\$12.50	\$74,625.00
Deciduous Trees 2"	4	EA	\$600.00	\$2,400.00
Shrubs - #5 Container	30	EA	\$200.00	\$6,000.00
Gateway Sign Feature	1	EA	\$3,000.00	\$3,000.00
Wood Fencing 6'	130	LF	\$80.00	\$10,400.00
Fencing - Decorative Metal 4' Fencing	350	LF	\$175.00	\$61,250.00
Naval Park Map Sign Panel	1	EA	\$2,000.00	\$2,000.00
Topsoil	5	CY	\$41.00	\$205.00
Seed	2000	SF	\$0.60	\$1,200.00
Misc Site Restoration	1	EA	\$5,800.00	\$5,800.00
Bike Racks with paving	4	EA	\$1,200.00	\$4,800.00
Relocate Military Equipment Allowance	1	EA	\$20,000.00	\$20,000.00
			Subtotal	\$417,880
			4% Mobilization	\$16,715
			15% Contingency	\$62,682
			<b>Construction Total</b>	<b>\$497,277</b>
			12% Design & Const Admin	\$59,673
			<b>Project Total</b>	<b>\$556,950</b>







# Buffalo Naval Park - Site Master Plan

March 2018



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