

Project Registration Number \_\_\_\_\_

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

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

**Project Sponsor Information**

**Name:** Niagara Frontier Transportation Authority

**Mailing Address:** 181 Ellicott Street

**State:** New York

**Zip Code:** 14203

**Federal ID:** 166008839 (EIN/TIN)

**Charities Registration:** N/A

**Project Type**

**Check all that apply:**

  X   Environmental

  X   Cultural/Heritage

       Signage

  X   Cultural

  X   Trail

       Other

  X   Waterfront or Land Based Development

  X   Land or Water Public Access

  X   Recreational

  X   Educational/Interpretive

**Project Name:** Canalside/Cobblestone District Transit Enhancement Project

**Location:** NFTA-Metro Rail Yard and Shop Facility (DL&W Terminal)

**Site Address:** 15 Main Street, Buffalo

**State:** NY

**Zip Code:** 14204

**Minor Civil Division(s):** Buffalo

**County:** Erie

**Project Proponent Property Interest (own, lease, easement, or other):** Own

## **Authorized Official**

**Name:** Kimberley Minkel

**Title:** Executive Director

**Business Address:** 181 Ellicott Street, Buffalo

**State:** New York

**Zip Code:** 14203

**Telephone Number:** 716-855-7470

**Cell Number:**

**Fax Number:** 716-855-7466

**Email Address:** [kim\\_minkel@nfta.com](mailto:kim_minkel@nfta.com)

## **Project Point of Contact**

**Name:** Darren Kempner

**Title:** Manager, Grants

**Business Address:** 181 Ellicott Street, Buffalo

**State:** New York

**Zip Code:** 14203

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**Fax Number:** 716-855-7466

**Email Address:** [darren\\_kempner@nfta.com](mailto:darren_kempner@nfta.com)

## Project Narrative

### **1. Project Description and Purpose**

The NFTA respectfully submits our proposed project to extend transit service to the DL&W Terminal and enhance access to surrounding destinations as recommended in the recently completed NFTA Access Enhancement Study for the Canalside and Cobblestone Districts for review and endorsement by the Niagara River Greenway Commission for consistency with the Niagara River Greenway Plan.

In April 2016, the NFTA completed a planning and feasibility study to examine ways to enhance transit access to the Canalside and Cobblestone Districts in downtown Buffalo, facilitate the reuse/reactivation of the NFTA-owned DL&W Terminal, and provide the capability to extend Metro Rail service beyond the Special Events Station. Based on an evaluation of project alternatives, a Locally Preferred Alternative (LPA) was selected that calls for an extension of Metro Rail service from Main Street into the existing DL&W Terminal along the Buffalo River. The proposed project would construct a new station platform inside the DL&W Terminal, provide vertical circulation to the 2<sup>nd</sup> level of the building, implement station-area enhancements, and provide direct access from the Terminal to the Shoreline Trail, Buffalo River, Canalside, and Ohio Street.

By extending Metro Rail access to the DL&W Terminal and activating the public realm in and around the proposed station this project will enhance multi-modal connectivity to some of the region's most popular waterfront entertainment and activity centers. In addition, it will create a signature waterfront destination that catalyzes future economic development, attracts additional tourist activity, and fosters a renewed interest in Buffalo's waterfront resources. Together, these positive economic, cultural, and physical impacts will positively contribute to the Niagara River Greenway's benefits and attraction.

The NFTA plans to issue a Request for Proposals (RFP) for preliminary design and environmental reviews in late 2016. The NFTA also plans to pursue federal TIGER funding for detailed design and construction of the eligible portions of the project. The NFTA requests a finding of consistency and endorsement from the Niagara River Greenway Commission for the project and plans to request funding for preliminary design/environmental reviews, Shoreline Trail enhancements, and installation of water access elements including kayak, ferry, and boat docs from the Buffalo and Erie County Standing Committee.

### **2. Advancing Niagara Greenway Vision, Goals, and Principles**

The proposed project will advance the Niagara River Greenway vision, including the principles, goals, and criteria that define that vision through the following:

#### Greenway Principles

*Excellence* – By extending Metro Rail service to the DL&W Terminal and enhancing access to the surrounding waterfront assets this project will build off of nearly \$200 million in private investment and \$30 million in publically-funded pedestrian-oriented infrastructure projects in the Canalside/Cobblestone Districts in recent years to create a destination Metro Rail station along the Buffalo River that is like no other in Buffalo. This station will generate public intrigue and interest in the DL&W Terminal and surrounding area, encourage Metro Rail ridership, and facilitate the continued redevelopment of the Canalside/Cobblestone Districts.



*Sustainability* – Public transit infrastructure investments in the Canalside/Cobblestone Districts and the DL&W Terminal will implement the sustainability and smart growth fundamentals espoused in the WNY Regional Economic Development Council’s Strategy for Prosperity, One Region Forward, and the City of Buffalo’s Comprehensive Plan by creating infrastructure supportive of healthy and attractive development and enhanced quality of life that promotes the ecological, economic, and physical viability of the region’s waterfront.

*Ecological Integrity* – Throughout the project, the NFTA will work with community stakeholders to ensure the quality of the natural landscape around the DL&W Terminal is maintained and enhanced. The NFTA will also work to ensure all nearby aquatic and wildlife habitats are not adversely impacted by the proposed project.

*Public Well-Being* – The proposed project will enhance the traveling experience for thousands Metro Rail riders who use transit services to access the many employment and tourist assets located near Downtown Buffalo’s waterfront. Specifically, this project will provide a coatless connection between Metro Rail nearby attractions, as well as additional rider amenities not available at the current outdoor rail stations along Lower Main Street. These transit service improvements in the Canalside/Cobblestone Districts will provide a more convenient and enjoyable method of access to the many special events that take place along the waterfront each year.

*Accessibility and Connectivity* – Under existing conditions, public access is not permitted within the DL&W Terminal with limited public access provided along the Buffalo River directly abutting the DL&W Terminal. This lack of access serves to create a gap in nearby Shoreline Trail and limits public interaction with Downtown Buffalo’s waterfront and the surrounding public spaces. This project will open up the DL&W Terminal to the traveling public and make streetscape/pedestrian enhancements along South Park Avenue and the Buffalo River side of the site to improve access to the waterfront and the Shoreline Trail, as well as better connect transit to the many job and tourism generators in the Canalside/Cobblestone Districts. Affordable and accessible connections between the Canalside/Cobblestone Districts and growing tourism, health, education, and life-science clusters along Main Street where Metro Rail operates will also be enhanced through the implementation of this project.

*Restoration* – Just a few years ago, the land around what is now the Canalside/Cobblestone Districts was blighted and underutilized. Since then, significant public infrastructure investments in the Districts and along Buffalo’s waterfront have attracted additional private investment that has stimulated economic activity and revitalized public spaces. By extending Metro Rail access to the DL&W Terminal and the surrounding area, this project will complement and catalyze additional transit-oriented development and public access that further advances the reclamation of Buffalo’s waterfront. This includes the potential to redevelop the 2<sup>nd</sup> floor of the existing Terminal for reuse as an indoor public gathering place, market, or retail/shopping center. Examples of redevelopment possibilities referenced by project stakeholders include the Reading Terminal Market in Philadelphia and Union Station in St. Louis.

*Authenticity* – Up until the late 1970’s the DL&W Terminal served both freight and passenger rail operations with trains arriving and departing from both the upper and lower levels of the building. In 1979 the train station was demolished and the remaining building repurposed as the maintenance and storage yard for Metro Rail. In the spirit as its former use as an inter-modal transportation hub along Buffalo’s



waterfront, the proposed project will return transit service to the DL&W Terminal and reactivate the site for multi-modal transportation activity.

*Celebration* – Accompanying the significant investments that have been made in and around the Canalside/Cobblestone Districts in recent years has been a rapid expansion of special events along the waterfront including concerts, sporting events, historic tours, and other recreation activities that celebrate Buffalo’s heritage as a waterfront community. This project will provide enhanced transit and pedestrian access to the Districts and the surrounding waterfront that provides residents and visitors a convenient and affordable transportation option to attend these events and enjoy the rejuvenated public spaces along the Buffalo River. Currently, it is estimated that 10 to 15 percent of Canalside eventgoers use Metro Rail to and from their event.

*Partnerships* – Extending Metro Rail access to the DL&W Terminal will provide the NFTA the opportunity to partner with several public and private entities including the Buffalo Sabres, HarborCenter, the Key Bank Center, and Erie Canal Harbor Development Corporation to further enhance connections in the Canalside/Cobblestone Districts and provide an improved rider experience for transit users traveling to and from nearby special events. The NFTA will examine joint development and public-private partnership possibilities to complete the full project including the build-out of the 2<sup>nd</sup> floor of the Terminal. With the potential for the DL&W Terminal to become a multi-modal transportation hub, additional partnerships may also be forged with neighboring park-and-ride, kayak/canoe, and/or recreational watercraft activity that integrate transit service and passengers with the surrounding Greenway, Shoreline Trail, and Buffalo Waterfront.

*Community Based* – Throughout the Transit Options Canalside/Cobblestone Access Study, the NFTA worked with a Project Steering Committee, various stakeholders, the Citizens Advisory Committee (CAC), and the broader public to develop a vision for the study and solicit input on the many alternatives considered for the project through meetings and individual interviews. The NFTA will continue to engage these groups and the public throughout project implementation to ensure community-based citizen involvement in the project. As evidence of its alignment with the public’s vision for their community’s future, this project has been included in several local planning documents and initiatives. In 2013, the project was included as a priority project in the Western New York Regional Economic Development Council’s Opportunity Agenda for its potential to create jobs, promote smart growth principles, and encourage economic and community development in the region.<sup>1</sup> The project was also cited in the City of Buffalo’s Local Waterfront Revitalization Plan for its potential as an adaptive reuse site within one of Buffalo’s water enhanced mixed-use development zones.<sup>2</sup> Finally, the project is included in the GBNRTC’s 2040 Long Range Metropolitan Transportation Plan for its ability to promote the smart growth and livability principles espoused within the Plan.<sup>3</sup>

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<sup>1</sup> “A Strategy for Prosperity: Progress Report 2013.” WNY Regional Economic Development Council. Retrieved on November 1, 2016 from <http://regionalcouncils.ny.gov/themes/nyopenrc/rc-files/westernny/wny-2013-PR.pdf>.

<sup>2</sup> “Local Waterfront Revitalization Plan.” City of Buffalo. Retrieved on November 1, 2016 from <http://www.buffalogreencode.com/green-code-components/waterfront-2/>.

<sup>3</sup> “2040 Metropolitan Transportation Plan.” Greater Buffalo Niagara Regional Transportation Council. Retrieved on November 1, 2016 from <http://www.gbnrtc.org/metropolitan-transportation-plan/>.



## Greenway Goals

*Improve Access* – As noted above, public access is not currently permitted within the DL&W Terminal with limited public access provided along the Buffalo River directly abutting the DL&W Terminal. This serves to limit the public viewshed of the Buffalo River near Canalside and prevents people from fully enjoying Buffalo's waterfront resources. As part of the light rail alignment selected through the Transit Options Access Enhancement Study, the DL&W Terminal will be retrofitted to include a new Metro Rail station platform and vertical access to the 2<sup>nd</sup> floor of the terminal, placement of a seating area along the Buffalo River side of the building, and daylighting near the southern side of the ground level of the building with operable windows and doors to allow access to/from the Shoreline Trail and Buffalo River viewshed. As a result, public access to the Buffalo River and Shoreline Trail from the DL&W Terminal will be restored, providing a more welcoming experience for travelers using Metro Rail to attend the many events that take place at or near the Canalside/Cobblestone Districts.

*Make Connections* – Under existing conditions, Metro Rail service terminates at the Erie Canal Harbor Station, with the Special Events Station only open for Sabres games and other seasonal Canalside events. As a result, transit riders and pedestrians are cutoff from direct access to the Buffalo River near the DL&W Terminal and must navigate around the rear of the Key Bank Center to get to the nearby Cobblestone Entertainment District and other areas to the south including Buffalo River Fest Park, Silo City, and the RiverWorks complex. By extending Metro Rail service to the DL&W Terminal, creating a new station within the Terminal along the Buffalo River, and implementing streetscape enhancements along South Park Avenue this project will reestablish transit rider and pedestrian connections that link the Canalside and Cobblestone Districts together, allowing visitors and eventgoers easier access to the many events and entertainment destinations located in the area. Such improvements will enhance the public's ability to enjoy Buffalo's Waterfront assets and encourage increased usage of the nearby Shoreline Trail.

*Protect and Restore Environmental Systems* – Given the DL&W Terminal's proximity to the Buffalo Harbor Brownfield Opportunity Area, this project represents a significant opportunity to adaptively reuse an underutilized and mostly vacant waterfront asset for public use. By creating a new Metro Rail Station in the DL&W Terminal and enhancing pedestrian access along the Buffalo River side of the Terminal, this project will provide nearly 20,000 weekly and 6,000,000 annual Metro Rail riders a unique traveling experience that increases their exposure to Buffalo's waterfront and its many attractions. This will help stimulate the renewed interest in Buffalo's Waterfront and increase the public's awareness of the importance of the City's environmental resources.

*Celebrate History and Heritage* – For much of the 19<sup>th</sup> century Buffalo's canal district stood at the heart of the city's growth and development. Its many slips, wharfs, warehouses, and grain elevators served as key locations that supported the movement of goods and people and came to define the character of Buffalo. In the center of this activity was the DL&W Terminal which serviced both passenger and freight rail operations from across the northeast and provided a transfer point to the city's streetcar and waterway transportation network. After decades of disinvestment and environmental degradation, the Canalside District is being transformed with its historic canals and wharfs being recreated to provide residents and visitors greater access to the city's reclaimed waterfront. Today, nearly 1,000 annual events are held in the District that allow people to celebrate the City's waterfront heritage. By extending Metro Rail access to the DL&W Terminal and activating the site for potential adaptive reuse this project will embrace the building's history as an inter-modal transportation hub along the banks of the Buffalo River, provide transit riders and pedestrians improved access to the city's historic waterfront attractions, and encourage



greater public participation in the many events and recreational activities that take place in the District that celebrate Buffalo's legacy as a national port and industrial center.

*Spark Revitalization and Renewal* – By extending Metro Rail service to the DL&W Terminal and reactivating the public realm along the Shoreline Trail and South Park Avenue, this project offers the community an opportunity to capitalize on prior public and private-sector investments in the Canalside/Cobblestone Districts, catalyze future transit-oriented development in the downtown core, and support the continued expansion of special events along the waterfront. As economic activity continues to grow in this area, so too will the development potential of other key assets along Lower Main Street, including the 2<sup>nd</sup> floor of the DL&W Terminal where 80,000 square feet of vacant outdoor/indoor space is available for redevelopment. This project will enhance the viability of the reuse of the 2<sup>nd</sup> floor of the Terminal for commercial, retail, or recreational purposes. The new station, along with the potential redevelopment of the 2<sup>nd</sup> floor of the Terminal, will position the DL&W Terminal as a cornerstone waterfront destination in its own right that attracts additional tourists to the Canalside/Cobblestone Districts and extends the length of stay of those visiting. In addition, it also provides the NFTA the capability of extending Metro Rail beyond the DL&W Terminal to areas south of the Canalside/Cobblestone Districts, further enhancing regional connections to significant employment, recreation, health care, and education assets along the Main Street Corridor. For every \$1 invested in public transit infrastructure, the state and region will realize \$4 in economic activity.

*Promote Long-Term Sustainability* – This project will represent a significant investment in Buffalo's waterfront that expands jobs and business in the downtown core, reuses and improves existing transit infrastructure, and creates a more dynamic urban environment that is pedestrian-friendly and attracts new visitors to the waterfront. This project will create a regional transit asset that supports sustainable and attractive development and provides an efficient and affordable transportation alternative to access the Canalside/Cobblestone Districts, helping to reduce local emissions and roadway congestion.

*Extend Olmsted's Legacy* – This project will build on Olmsted's vision for a system of interconnected parks and public spaces along Western New York's waterfront. Specifically, this project will provide a seamless connection for transit users and pedestrians who reside in neighborhoods along the Main Street Transit Corridor to access public event and gathering spaces at Canalside, as well as areas south of the Terminal including Buffalo Harbor State Park, the Ohio Street Corridor, and Buffalo River Fest Park. Given that nearly 80 percent of NFTA transit users do not have access to a car and 37 percent come from households with an annual income below \$10,000 this project will advance one of Olmsted's cornerstone park-planning objectives to ensure equitable public and park space access for people of all walks of life, including traditionally underserved and low-income populations.

### Greenway Criteria

*Consistency with Niagara River Greenway Principles* – As captured above, this project advances the Niagara River Greenway Principles by enhancing transit rider and pedestrian connections to and around one of Buffalo's premier waterfront destinations. By promoting the adaptive reuse of the historic DL&W terminal this project stands to create a unique destination near the Canalside/Cobblestone Districts that provides the public additional opportunities to enjoy and celebrate Buffalo's waterfront resources and heritage. Grounded in previous planning efforts and extensive public input, this project has already significantly engaged the community, and will continue to engage additional stakeholders and project



partners, to promote the economic, ecological, and environmental well-being of the site and surrounding waterfront.

*Priority Status* – By improving transit rider and pedestrian access to waterfront resources, reestablishing connections to the Shoreline Trail near the DL&W Terminal, promoting public awareness and appreciation of Buffalo’s natural and historic waterfront resources, and contributing to the continued economic and social revitalization of the Canalside/Cobblestone Districts and Downtown Buffalo, this project will advance several of the Niagara Greenway Commission’s priority goals and objectives for waterfront revitalization and preservation.

*Focus Area* – With public access along the Shoreline Trail limited near the DL&W Terminal, pedestrians are discouraged from walking and biking from areas south of the Terminal to areas north, including destinations along the Niagara River. Given its strategic location in the heart of the Canalside/Cobblestone Districts, reactivation of the DL&W Terminal for transit operations and public access will not only enhance connections within the District and areas immediately adjacent to it, but will physically reconnect trails and public spaces between the Buffalo River and the Niagara Greenway. This enhanced connectivity will help establish stronger linkages between communities along the Buffalo River, Lake Erie Waterfront, and Niagara River, especially for non-drivers, tourists, and other alternative transportation users.

*Environmental Soundness* – This project will improve existing transit infrastructure in the City’s urban core that connects people to community assets, reestablishes linkages between downtown neighborhoods and the waterfront, and facilitates reuse and redevelopment of the DL&W Terminal for future transit, commercial, and retail purposes. In addition, this project is concentrated in an area of mixed land uses and targets a key location along Buffalo’s Main Street Corridor, which serves as a vital connection for Downtown Buffalo’s Central Business District, the Inner and Outer Harbors, Buffalo’s Local Waterfront Revitalization Program, and several current and future transit-oriented developments. Together, these project elements will promote the use of public transit and other alternative modes of transportation, thus reducing the region’s dependency on the automobile and related congestion and greenhouse gas emissions. Through the environmental review phase, this project will undertake a serious evaluation of the potential environmental impacts redevelopment of the DL&W Terminal may have on its surroundings and identify solutions to any negative impacts that may be found.

*Implementable/Economic Viability/Matching Funds/Local Sponsorship* – Thanks to support from Empire State Development, the NFTA recently completed a planning and feasibility study of transit improvements in the Canalside/Cobblestone Districts. The study carefully examined the next steps and options for implementation of the Locally Preferred Alternative to extend Metro Rail access to the DL&W Terminal with a new station being constructed along the Buffalo River. This analysis also included a review of potential funding and financing options for implementation.

The next key milestone in the project is the completion of preliminary design and required environmental documents (i.e. NEPA and SEQR). Completion of these environmental reviews will allow the NFTA to pursue federal funding from the U.S. Department of Transportation TIGER Program. The NFTA has drafted a RFP for the environmental reviews and plans to release it in late 2016.

TIGER funding will be targeted for detailed design and construction of a station at the DL&W Terminal, access to the 2<sup>nd</sup> floor, NFTA Metro Rail track, trackbed, and catenary improvements, and all other



station-area improvements needed. Other potential sources of federal funding are the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program. Matching funding for any federal investment will come from the NFTA, New York State, and other local sources. The NFTA will also target private sector investment to complete the full project. Such investments could be in the form of capital to finish the 2<sup>nd</sup> floor space, lease payments to NFTA as part of a joint-development project, or naming rights revenue for the station and development.

The NFTA has a history of implementing regionally significant transit infrastructure projects similar to the one proposed at the DL&W Terminal. Over the past 3 years the NFTA has partnered with SUNY UB to execute an agreement to demolish and reconstruct a portion of the Allen-Medical Campus Station as part of the new \$350 million UB Medical School, which will be incorporated into the rail station. In addition, as part of the City of Buffalo's Cars on Main Street Program, the NFTA has recently invested over \$6 million to replace light rail track and trackbed along the 500 and 600 blocks of Main Street.

The NFTA operates and maintains all 14 Metro Rail stations, 6.4 miles of light rail track and trackbed, and all other related transit infrastructure as part of the light rail transit system. As a direct recipient of federal capital grants and state capital and operating assistance, the NFTA will use these funding sources in conjunction with revenues generated from any public-private partnerships developed through this project, to continue to operate and maintain the DL&W Terminal station, track, and trackbed for public use well into the future.

*Consideration of Other Planning Efforts* –By investing in public transit infrastructure in Buffalo's Downtown core and along the Main Street Corridor, this project directly advances the smart growth principles and development strategies espoused in the WNY REDC's Strategy for Prosperity and the GBNRTC's 2040 Long Range Metropolitan Transportation Plan. In addition, by improving inter-modal transportation connectivity between Canalside and Downtown Buffalo, this project aligns with several of the visioning directions identified in the Buffalo Harbor Brownfield Opportunity Area Study<sup>4</sup> and Local Waterfront Revitalization Plan.

*Clear Benefits* – The project will improve access to one of Western New York's premier waterfront destinations, catalyze future economic development and tourist activity in and around the Canalside/Cobblestone Districts, promote a renewed interest in the region's ecological resources along the Buffalo River, and provide a critical multi-modal transportation link at the junction of the Buffalo River, Erie Canal Harbor, and Niagara River Greenway. Together, these project benefits advance the Niagara River Greenways vision to become a world-class waterfront corridor.

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<sup>4</sup> "Buffalo Harbor Brownfield Opportunity Area Study." City of Buffalo. Retrieved on November 3, 2016 from <http://www.buffalogreencode.com/green-code-components/brownfield-opportunity-areas-2/>.

### 3. Project Budget and Funding Sources

Cost Element	Budgeted Cost	Potential Funding Source
Planning (Preliminary Design & Environmental Reviews)	\$500,000	Private Foundation
Construction	\$33,920,000	Federal TIGER funding and, state/local NFTA funding match
Acquisition	N/A	
Administration (Engineering, Design and Construction Management/Inspection)	\$7,060,000	Federal TIGER funding and, state/local NFTA funding match
Operation and Maintenance/Year	\$0	
<b>TOTAL PROJECT COST</b>	<b>\$41,480,000</b>	

\*A detailed budget breakdown is attached to this application as Attachment

NFTA-Metro Rail will operate and maintain the new station, as well as all related transit infrastructure constructed as part of this project. As a direct recipient of federal capital grants and state capital and operating assistance, the NFTA will use these funding sources in conjunction with revenues generated from any public-private partnerships developed through this project, to continue to operate and maintain the DL&W Terminal station, track, and trackbed for public use well into the future.

### 4. Community Outreach and Support

From the onset of the NFTA Access Study for the Canalside and Cobblestone Districts the NFTA sought community and stakeholder input to guide the development and progress of the study and offer input into the alternatives being evaluated as part of the study. A Project Steering Committee made up of agencies involved in the financing and implementation of the project was established to outline study needs and goals, screen high-level options for NFTA-Metro service extensions and reuse of the DL&W Terminal, and evaluate the pros and cons of project alternatives. This committee included representatives from the following agencies:

- Greater Buffalo-Niagara Regional Transportation Council
- Empire State Development
- Erie Canal Harbor Development Corp.
- New York State Department of Transportation
- City of Buffalo Office of Strategic Planning
- Buffalo Niagara Partnership

Individual in-person meetings and phone interviews were also held throughout the study with several government, business, and community stakeholders to discuss project alternatives and solicit feedback on potential service and access enhancements for the district. As a follow up to these outreach efforts, stakeholders were also invited to participate in a Stakeholder Roundtable to provide feedback on the final alternatives chosen for development. Stakeholders interviewed as part of the study included:

- Amtrak



- Benderson Development
- Bricks for Buffalo
- Buffalo Niagara Medical Campus
- Buffalo Sabres
- Ciminelli Real Estate
- Doug Swift Development
- Ellicott Development
- Erie County Department of Environment and Planning
- HSBC Bank
- Old First Ward Community Association
- Savarino Companies
- Seneca Nation of Indians
- Sinatra and Company
- Uniland Development Company

Finally, the NFTA provided the public multiple avenues to get involved in the project, including establishing a public webpage and holding several open houses to provide information and collect feedback on various project alternatives. NFTA staff also provided updates on the project to the NFTA Board of Commissioners at several regular board meetings, which were open to the public and streamed online.

Based on the feedback gathered from these various stakeholder and community groups, a general preference for an alternative that places a Metro Rail station directly within the ground level of the DL&W Terminal with access to the 2<sup>nd</sup> level to encourage reuse of that space prevailed. These groups were also interested in reactivating the area along the Shoreline Trail and providing direct linkages to the Key Bank Center and Canalside.

Throughout the implementation phase of the LPA, the NFTA will continue to engage these groups and the public to encourage broad-based participation and decision-making in any service or project alterations and environmental determinations. In addition, the NFTA will continue to provide the public and other stakeholders the opportunity to comment, review, and monitor service and program improvements, especially those concerning this project, through its Citizens Advisory Board (CAC). The NFTA plans to issue an RFP to solicit the services of a consultant group to conduct the required environmental reviews (i.e. SEQR and NEPA) for this project in late 2016.

As previously noted this project is cited in several local planning documents for its consistency with the goals and objectives of those plans. Copies of the applicable parts of these plans are attached to this application for your reference and include:

- WNY Regional Economic Development Council Strategy for Prosperity;
- GBNRTC 2040 Metropolitan Transportation Plan; and
- City of Buffalo Local Waterfront Revitalization Plan

## **5. Project Environmental Setting and Existing Conditions**

The DL&W Terminal and NFTA-Metro Rail Yard and Shop Facility, which are owned, maintained, and operated by the NFTA, are located at the foot of Main Street directly behind the Key Bank Center in the Canalside/Cobblestone Districts. These districts are generally bounded by the Buffalo River to the south, Michigan Avenue to the east, Exchange Street to the south, and Marine Drive and Pearl/Commercial

Street to the west. Along Main Street, Metro Rail operates on dual tracks running from the Erie Canal Harbor Station, as well as the Special Events Station during Buffalo Sabres games and other events. Photographs showing the current site, as well as conceptual plans showing potential future buildout scenarios, are attached to this application.

Federal laws, rules, and regulations require that the Secretary of Transportation ensure National Environmental Policy Act (NEPA) mandates have been met before applications for federal financial assistance can be approved. As such, the NFTA must complete environmental reviews required under the NEPA to pursue federal funding for the proposed project.

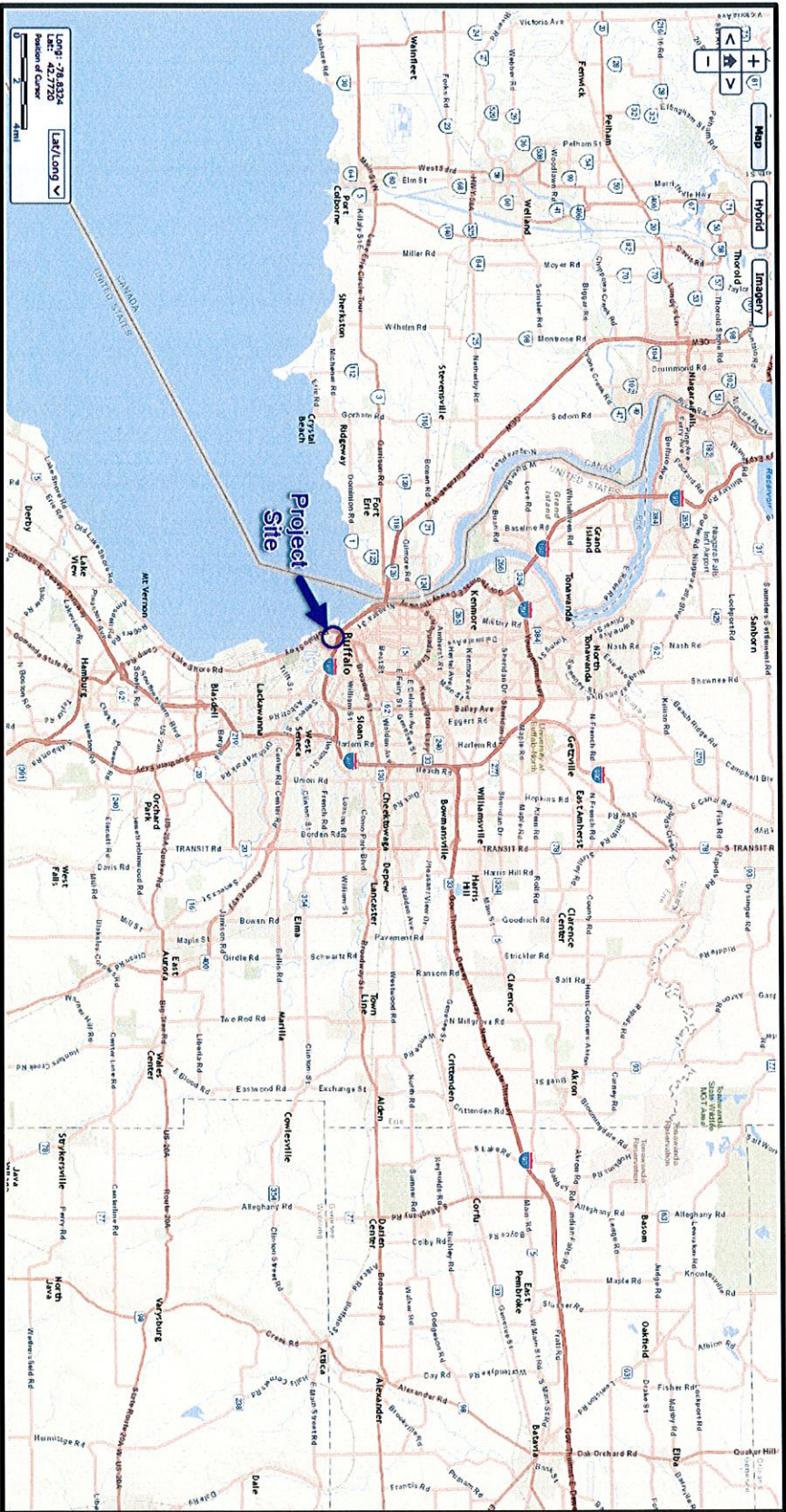
In addition, most discretionary projects and activities sponsored by the NFTA require an environmental impact assessment as prescribed by 6 NYCRR Part 617 State Environmental Quality Review Act (SEQR). Where a finding of no significant impact or other written threshold determination that the action will not require a federal impact statement has been prepared under NEPA, the determination will not automatically constitute compliance with SEQR. In such cases, state and local agencies like the NFTA remain responsible for compliance with SEQR.

The NFTA plans to issue a Request for Proposals (RFP) to solicit proposals from qualified consultants to provide preliminary engineering and environmental documentation services for the proposed project in late 2016, with a consultant selection made by April 2017. The RFP will focus on identifying a consultant team with extensive experience with environmental clearance and federally funded infrastructure projects. Both processes for NEPA and SEQR will be coordinated concurrently to ensure both federal and state requirements are met.



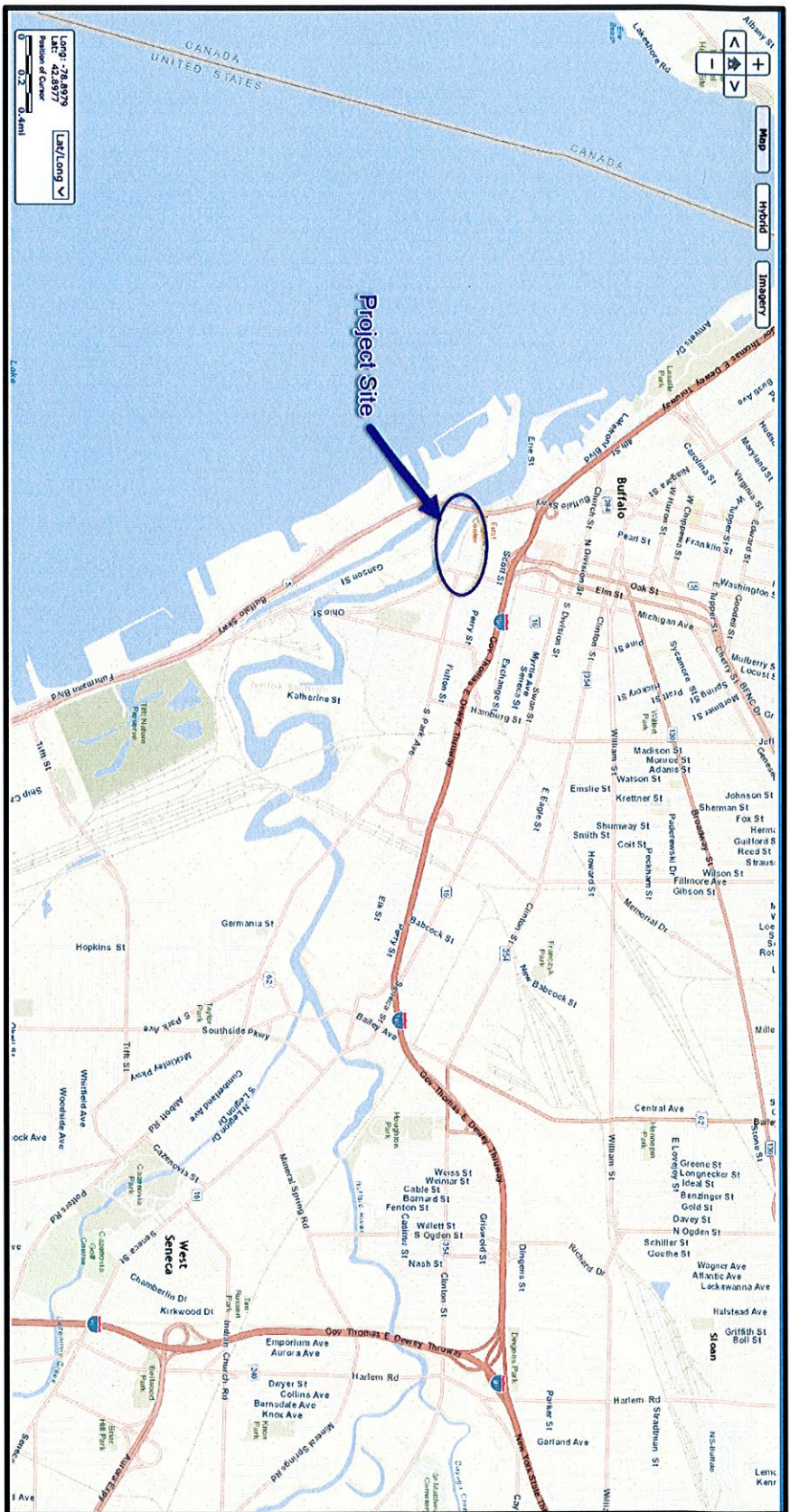
Niagara River Greenway Commission  
NFTA Canalside/Cobblestone District Transit Enhancement Project

Attachment A: Project Maps, Photographs, and Conceptual Renderings  
November 2016



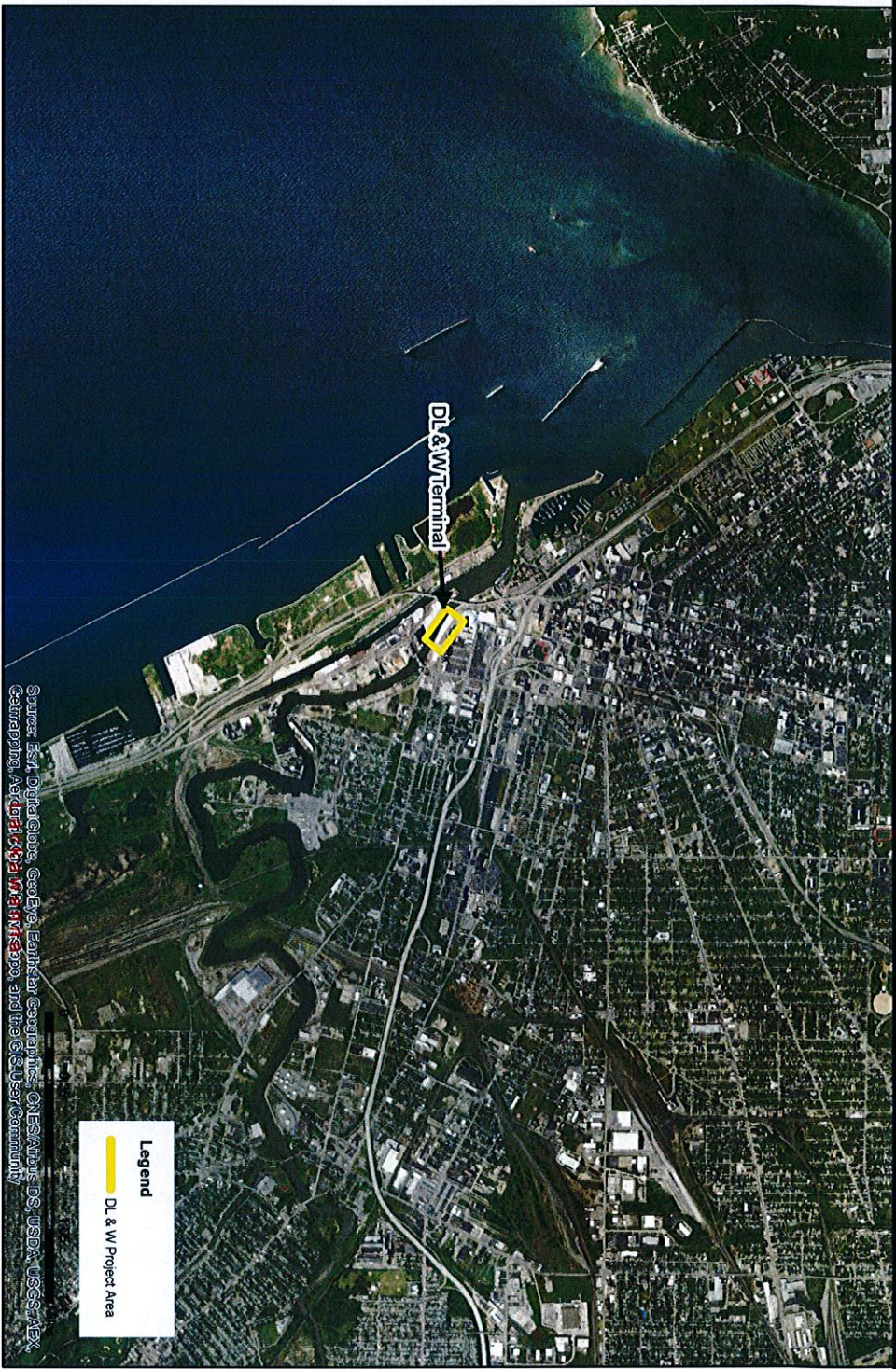
Map 1: Project Site in the Region





Map 2: Project Site in the City of Buffalo





**DL & W Project Area**  
Scale 1:24,000



NFTA Service Planning Department  
November 2016  
Source: NFTA Data  
Created in ArcGIS 10.3.1 Using ArcMap

Map 3: Project Area - Scale 1:24,000







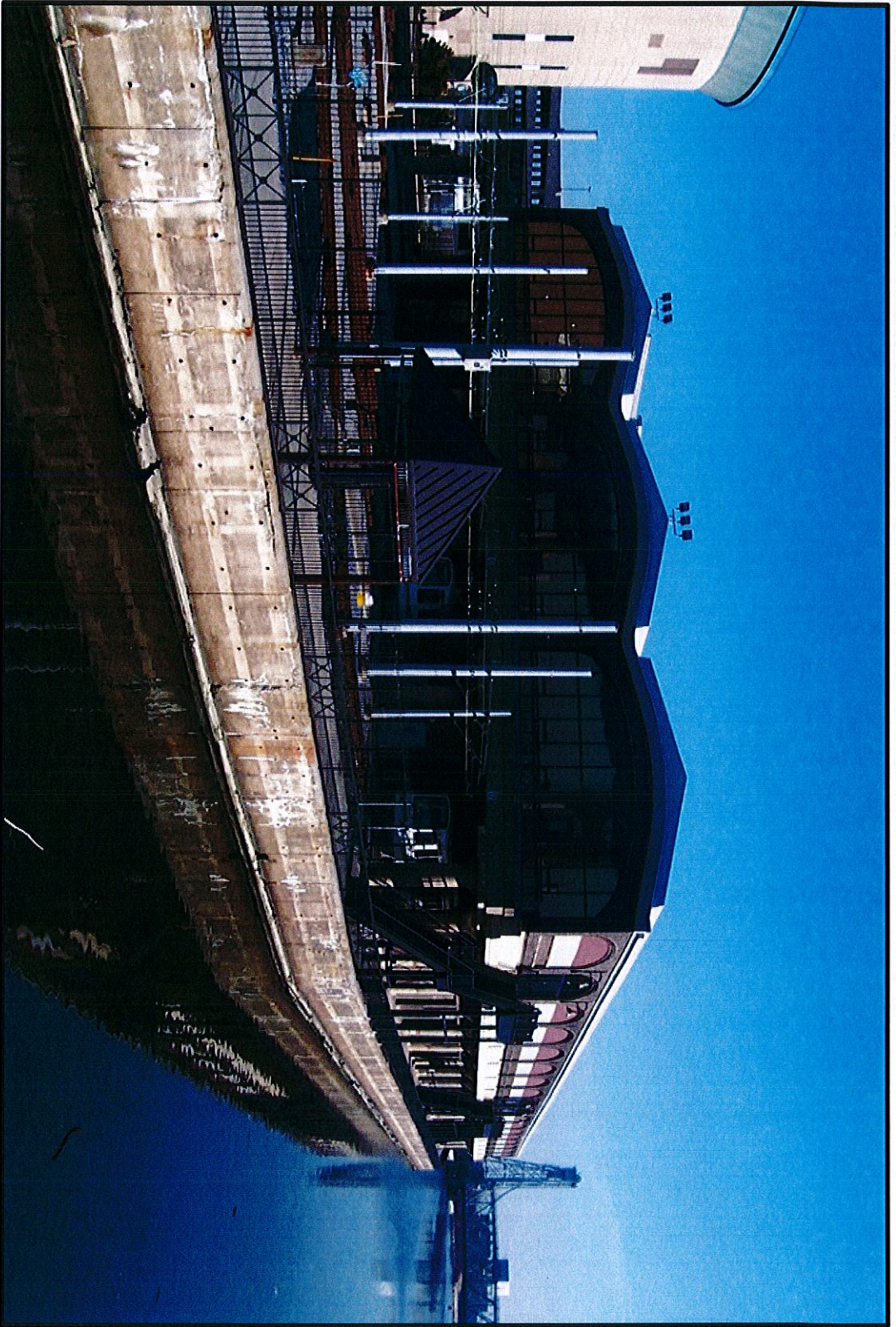


Figure 1: DL&W Terminal - Current Buffalo River View



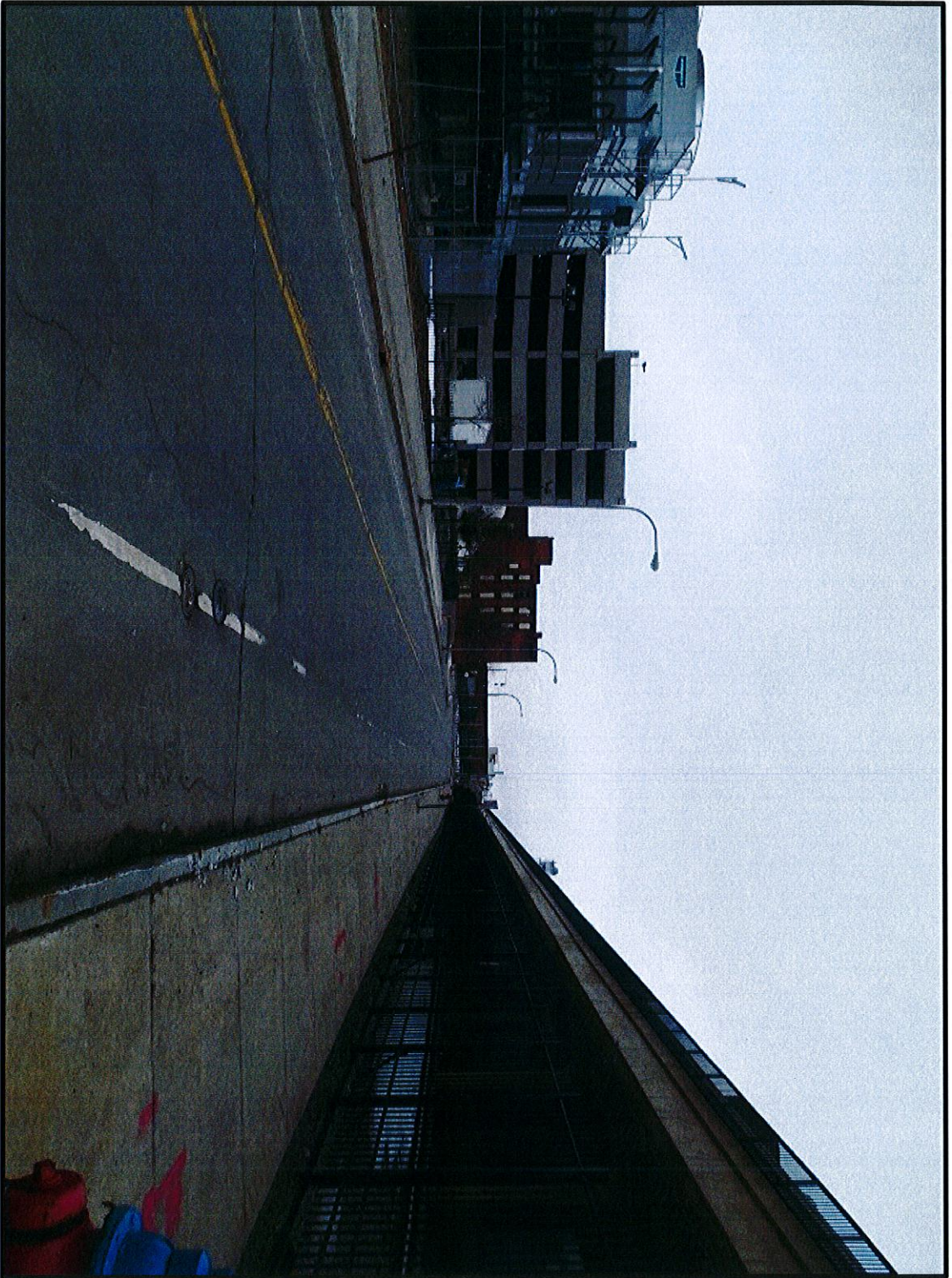


Figure 2: DL&W Terminal - Current South Park Avenue View





Figure 3: DL&W Terminal - Current Ground Floor View





Figure 4: DL&W Terminal - Current 2nd Floor View





Figure 5: Conceptual DL&W Station Platform





Figure 6: Shoreline Trail Access





Figure 7: South Park Avenue Enhancements





Figure 8: Conceptual DL&W Station - Illinois Street View





Figure 9: Conceptual DL&W Station 2nd Level Build-Out





Figure 10: Conceptual DL&W Station - Buffalo River View





Niagara Frontier Transportation Authority  
*Serving Buffalo Niagara*

**Niagara River Greenway Commission**  
**Project: NFTA Canalside/Cobblestone District Enhancement Project**

**Attachment B: Project Schedule**

<b>Milestone</b>	<b>Anticipated Date</b>
Environmental Review/Preliminary Design Bid/Proposals Due	March 30, 2017
Environmental Review/Preliminary Design Consultant Selection	April 15, 2017
Complete Environmental Reviews/Preliminary Design	March 28, 2018
Apply for U.S. DOT TIGER Funding	April 30, 2018
Design Bid/Proposal Due	July 30, 2018
Design Consultant Selection	August 15, 2018
Design Completion	August 30, 2019
Construction Bid/Proposal Due	September 30, 2019
Construction Consultant Selection/Notice to Proceed	October 30, 2019
Project Completion	November 30, 2022

\*Based on the preliminary and final project design, the NFTA will obtain any regulator permits required for project construction.





Niagara Frontier Transportation Authority  
*Serving Buffalo Niagara*

**Niagara River Greenway Commission**  
**Project: NFTA Canalside/Cobblestone District Enhancement Project**

**Attachment C: Applicability of SEQR and NEPA**

**Background**

In 2016, the NFTA completed an Access and Enhancement Study for the Canalside and Cobblestone Districts to develop and evaluate alternatives for enhancing transit access for these districts and support redevelopment of the second floor of the DL&W Terminal. This study evaluated several alternative service and station alignments and concluded an extension along the Buffalo River with a new station constructed within the DL&W Terminal was the locally preferred alternative. It is this proposal that is being advanced to the preliminary design and environmental review stage of project implementation.

**Environmental Review Applicability**

Federal laws, rules, and regulations require that the Secretary of Transportation ensure National Environmental Policy Act (NEPA) mandates have been met before applications for federal financial assistance can be approved. As such, the NFTA must complete environmental reviews required under the NEPA to pursue federal funding for the proposed project.

In addition, most discretionary projects and activities sponsored by the NFTA require an environmental impact assessment as prescribed by 6 NYCRR Part 617 State Environmental Quality Review Act (SEQR). Where a finding of no significant impact or other written threshold determination that the action will not require a federal impact statement has been prepared under NEPA, the determination will not automatically constitute compliance with SEQR. In such cases, state and local agencies like the NFTA remain responsible for compliance with SEQR.

**Environmental Next Steps**

The NFTA plans to issue a Request for Proposals (RFP) to solicit proposals from qualified consultants to provide preliminary engineering and environmental documentation services for the proposed project in late 2016, with a consultant selection made by April 2017. The RFP will focus on identifying a consultant team with extensive experience with environmental clearance and federally funded infrastructure projects. Both processes for NEPA and SEQR will be coordinated concurrently to ensure both federal and state requirements are met.





Niagara Frontier Transportation Authority  
*Serving Buffalo Niagara*

**Niagara River Greenway Commission**  
**Project: NFTA Canalside/Cobblestone District Enhancement Project**

**Attachment D: Applicable Local Planning Documents**



CREATING  
**JOBS**

BUILDING ON OUR  
**STRENGTHS**

INVESTING IN THE  
**FUTURE**



A strategy for

**prosperity**

**Progress Report 2013**

WNY Regional Economic Development Strategic Plan  
September 2013





5 Yr Jobs Created/  
Retained **524**

5 Yr Indirect Jobs **1,248**

Total Investment **\$174,527,730**

Total REDC Grant  
Award Recommended  
by REDC **\$25,000,000**

Total Excelsior Jobs  
Program Funding  
Recommended by REDC **\$10,000,000**

# Proposed Priority Projects 2013

The Western New York REDC identified 16 priority projects that it recommends for state support. The projects vary in scope, representing the region's diversity; but are complementary to the REDC strategies, taking a regional approach or focusing on key strategic investments to boost economic growth within a particular county. The projects collectively support direct creation/retention of more than 524 jobs and 1,248 indirect jobs, and represent more than \$174 million in total investment. WNY's priority projects support investments in downtowns, waterfronts, and brownfields in Chautauqua, Cattaraugus, Allegany, and Erie counties, as well as transportation infrastructure in downtown Buffalo; strengthen our regional capacity to drive innovation and commercialization through computing infrastructure; train and prepare our workforce in Niagara Falls; attract and retain more visitors by investing in cultural and recreational tourism assets; drive advanced manufacturing in food production and sustainable energy; create opportunities for the life sciences sector through unique services to the fast-growing cancer research market; and help manufacturing and high tech companies grow with Excelsior Jobs Program tax credits. These projects represent critical opportunities to build upon the region's strengths and competitive advantages, and immediately accelerate job creation and economic growth.



## Implement Smart Growth

- Enhanced MetroRail Evaluation, *Niagara Frontier Transportation Authority*
- Dunkirk Seawall and Lake Front Redevelopment, *City of Dunkirk*
- Brownfield Land Acquisition, *County of Erie*
- McNallie Building Rehabilitation, *Town of Randolph*
- Rushford Elementary School, *Cuba Rushford Central School District*



## Foster a Culture of Entrepreneurship

- Computing Infrastructure, *University at Buffalo*



## Prepare Our Workforce

- Trades Job Training Facility, *City of Niagara Falls Development Department*



## WNY Industry Sector: Tourism

- Herschell Carrousel Factory Museum, *Carousel Society of the Niagara Frontier*
- Darwin D. Martin House Interior Restoration, *Martin House Restoration Corporation*
- Lockport Ice Arena, *Lockport Ice Arena & Sports Center, Inc.*
- Historic Hollywood Theater, *Gowanda's Historic Hollywood Theater, Ltd.*



## WNY Industry Sector: Advanced Manufacturing

- Chautauqua Regional Water, *Chautauqua County*
- Sustainable Advanced Manufacturing Center, *Alfred State College*
- Rare Earth Recycling, *TAM Ceramics Group of NY, LLC*
- Flying Bison New Brewery, *Matt Brewing Co., Inc.*



## WNY Industry Sector: Health | Life Sciences

- Clinical Implementation of Next Generation Sequencing, *Personalized Medicine Pathways, LLC*

# Excelsior Projects 2013

5 Yr Jobs  
Created/  
Retained  
**419**

Total  
Investment  
**\$58,459,995**

AlSher Pigments Inc.  
Doolli Inc  
Rigidized Metals



# Enhanced MetroRail Evaluation

Buffalo, Erie County

The project will recommend infrastructure investments that will multiply the economic impact of the development occurring in downtown Buffalo while promoting smart growth principles. The project will address issues and opportunities presented by the burgeoning Canalside and Cobblestone Districts and at the Buffalo Niagara Medical Campus, namely how public transit can provide better connections between the city's tourism destinations and the health and life sciences clusters.



The study will analyze existing NFTA service and assets in the Canalside and Cobblestone Districts including MetroRail and bus service; the Erie Canal Harbor and Special Events Light Rail Stations; the former DL&W Terminal first floor, which now serves as the NFTA Metro Rail Maintenance Facility, the second floor of the Terminal—140,000 SF of vacant indoor/outdoor space, and other NFTA-owned property and rights-of-way. The study will recommend service adjustments and capital projects to address existing and near-term development and attractions for the Districts and transit demand generators along the Metro Rail line.



## Implement Smart Growth

Total Project Cost: \$ 200,000
REDC Recommended ESD grant: \$40,000
5 Yr Jobs Created/Retained: 0
5 Yr Jobs Indirect: 0

**Applicant:** Niagara Frontier Transportation Authority (NFTA)

Priority Project Funding CFA #: 28627

Total CFA Ask: \$40,000

Sources of Funds		Uses of Funds	
Public Sources of Funds		Use	Amount
NYS Capital Funds	\$40,000	Planning Study	\$200,000
NYS Tax Credits	\$0		
Other State Funds	\$0		
Other Public Funds	\$160,000		
<b>Total Public Funds</b>	<b>\$200,000</b>		
Private Sources of Funds			
Private	\$0		
Not-for-Profit	\$0		
<b>Total Private Funds</b>	<b>\$0</b>	<b>Total Cost</b>	<b>\$200,000</b>

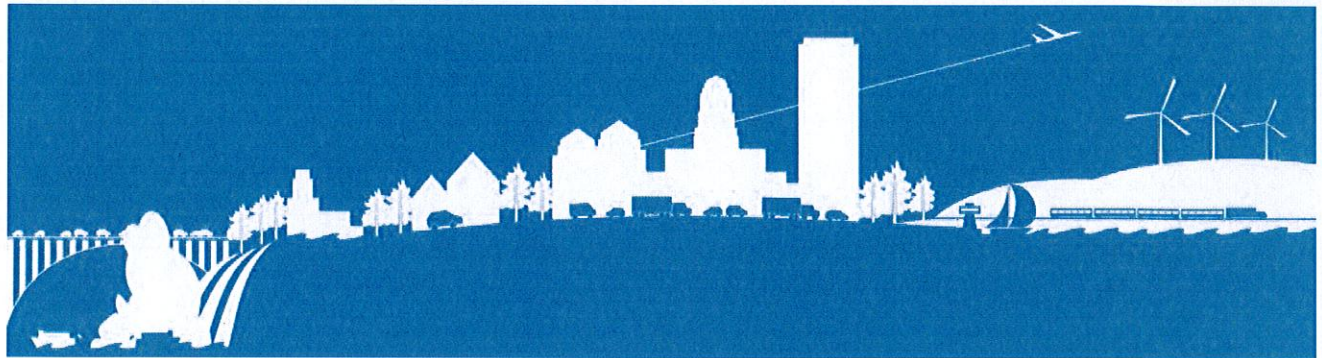
**Budget Narrative**

Funds will be used for the future planning study. NFTA will provide \$160,000 towards the total project cost.



# 2040 MTP

METROPOLITAN TRANSPORTATION PLAN  
UPDATE



MAY 2014



GREATER BUFFALO NIAGARA REGIONAL TRANSPORTATION COUNCIL  
438 Main Street Suite 503, Buffalo, NY 14202 | 716.856.2026 | [www.gbnrtc.org](http://www.gbnrtc.org)



# 2040 MTP



## Metropolitan Transportation Plan Update

### The Constrained Plan

The individual constrained plans presented for the NFTA, the NYSTA, NYSDOT and locals on the previous pages were compiled into the composite listing below.

### 2040 Long Range Metropolitan Transportation Plan Update Draft Constrained Project Listing (2016-2040)

Project	Project Description	Inflated Cost Estimate
Preservation and Local Capital Investments	Basic roadway & bridge investments to maintain current system	\$1,869,000,000
Beyond Preservation Investments	Reconstruction & replacement of roads and bridges on current system	\$801,000,000
Buffalo-Amherst Corridor Transit Enhancements	University Station to Crosspointe	\$450,000,000
South Grand Island Bridge	New South Grand Island Bridge with six travel lanes	\$400,000,000
Preventive Maintenance/Paratransit	Transit system investments	\$369,000,000
TIP FFY 2016-18 (committed)	Previously programmed projects	\$343,000,000
Metro Bus Replacements	Vehicle replacements to meet average fleet age criteria	\$241,000,000
I-90 Widening between Exit 50 and Exit 53	Two lanes added in each direction subject to revision in Buffalo Corridor Study. The number of lanes added should correspond to what is necessary to bring highway to acceptable LOS in 2040	\$240,000,000
NYS Thruway Preservation and Capital Investments	Basic Thruway capital and maintenance needs in WNY	\$235,000,000
Toll Barrier & Toll Collection Modernization	Re-strategize toll locations and collection operations	\$180,000,000
Light Railcar Replacements	End of service life replacement of LRRT cars	\$85,000,000
I-90/290 Interchange Improvement (Exit 50)	Reconfigure interchange at Blue Water Tower (50%)	\$64,000,000
Tonawanda Corridor Transit Enhancements	LaSalle Station to Tonawanda City (Main and Niagara Street)	\$59,000,000
Bicycle Pedestrian Projects	Implementation of the Bicycle/Pedestrian Master Plan	\$47,000,000
Escalator Rebuilds	Rebuild LRRT station escalator systems	\$22,000,000
Canalside-Cobblestone District Transit Enhancements	Lower Main Street enhancements and amenities	\$20,000,000
NFTA Program Management	Management oversight of transit projects	\$6,000,000
Light Rail Trackbed Replacement	Rebuild of LRRT trackbed	\$5,000,000
<b>Total:</b>		<b>\$5,436,000,000</b>

Color Key: Blue = NYS Thruway Authority Projects; Brown = NFTA Projects; Green = NSYDOT and Local Projects; Black = Mix





# LOCAL WATERFRONT REVITALIZATION PLAN

City of Buffalo



## SECTION III - ACTION STRATEGY (PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS)

The vision for the City is to reestablish the waterfront as a thriving and vital part of the community and a destination for tourism and economic activity.

Over the last 20 years, substantial investments have been made in the City's public waterfront access infrastructure, including canals, boat launches, marinas, fishing sites, waterfront trails, promenades, active recreation parks and nature preserves. Significant ecological improvements have also been made, including sewer overflow reductions, brownfield cleanups, habitat restoration projects and the Buffalo River sediment remediation project. Together, these efforts have dramatically transformed Buffalo's former industrial, polluted waterfront into a vibrant asset showing real signs of recovery. Opportunities exist to expand and improve upon these improvements but capital and operational funding constraints remain the primary impediment to new investments.

While open space and recreational opportunities have been expanded, year round waterfront entertainment, retail, housing, and employment opportunities remain limited. Recent programming efforts sponsored by Erie Canal Harbor Development Corporation (ECHDC) have generated high-volume visitor activity. There is, however, a need to build self-sustaining mixed uses in the City's redevelopment focus area. The goal is for the waterfront to be an "exciting urban place, where restaurants, retail, entertainment, recreational activities, and cultural and family destinations - in short, "things to do" - are embedded into an authentic, walkable district".<sup>1</sup>

This City of Buffalo LWRP proposes a waterfront revitalization strategy that activates the City's built waterfront and develops a long-term funding strategy for the implementation of the Niagara River Greenway open space and heritage preservation vision.

Specifically, the strategy aims to:

- ▶ Clearly identify waterfront redevelopment and open space areas in the Unified Development Ordinance(UDO) based upon the Brownfield Opportunity Area and Local Waterfront Revitalization Program inventories and analyses;
- ▶ Make strategic public investments in those redevelopment areas to encourage private development investments and generate long-term revenue;
- ▶ Develop a mechanism to capture new waterfront revenue for reinvestment in the LWRA; and
- ▶ Leverage that waterfront revenue to improve, expand and maintain public boating, fishing, open space, habitat and heritage assets.

### I. Proposed Land Uses

Buffalo's Comprehensive Plan was adopted by the Buffalo Common Council in 2006. The Plan set the agenda for the city's future by outlining five fundamental principles: fix the basics; build on assets; implement smart growth; embrace sustainability and invest strategically. The LWRP and the Buffalo Harbor, Buffalo River Corridor, South Buffalo and Tonawanda Street Corridor. BOA's generated a detailed inventory of the City's waterfront resources. The LWRP's policies utilize the inventory to tailor State coastal policies to reflect local conditions.

Based upon these guiding documents, the City of Buffalo Land Use Map and UDO:

- ▶ Protect existing water-dependent industrial uses, such as General Mills and ADM through industrial zoning provisions and setback exceptions for water dependent uses;
- ▶ Promotes water-enhanced uses that get added value from their waterfront location including housing,

<sup>1</sup> Mayor's Waterfront Forum Summary



restaurants and cultural amenities through zoning that reflects actual conditions;

▶ Encourages new water-enhanced infill and redevelopment of waterfront vacant land and buildings through mixed use zoning at:

1. Black Rock Harbor;
2. Scajaquada Creek Campus\*;
3. Niagara Street\*;
4. Cotter Point Maritime Community;
5. Erie Street between Main and Lakeside Boulevard\*

▶ 6. Canalside\*;

7. Ohio Street including "Freight House Landing\*";

8. Ford Terminal Complex / Freezer Queen\*; and

\*indicates a Brownfield Opportunity Area Strategic Site.

- ▶ Supports light industrial redevelopment in the LWRA at Silo City, Lakeside Commerce Park, Riverbend (adjacent South Park), Elk Street and Niagara Street;
- ▶ Protects publicly held water-dependent and water-enhanced recreation and natural resources through open space zones;
- ▶ Protects the numerous ecological functions of shoreline buffer areas through required waterfront setbacks and vegetated buffer requirements; and
- ▶ Minimizes the impacts of non-water dependent or water-enhanced activities such as trucking and junkyard operations, while limiting the introduction of new uses that would be deleterious in a waterfront environment.

Map 2 illustrates the proposed land uses and zoning for the City's LWRA. Map 3 indicates the City's priority mixed use, water enhanced development areas.

## II. Proposed Water Enhanced Mixed Use Development Areas

Under the City's Land Use Plan and Unified Development Ordinance, several major waterfront mixed use nodes are proposed. These areas, highlighted on Map 3, offer access to the water; waterfront parks, trails and views; the presence of adequate utilities and shoreline protection structures; location on strategic waterfront transportation routes; waterfront heritage resources; and the potential to elevate adjacent neighborhood property values. These sites are uniquely suited to the development of water-enhanced uses that derive benefit from a waterfront location, but do not require such a location to function, such as a restaurant or residential properties.



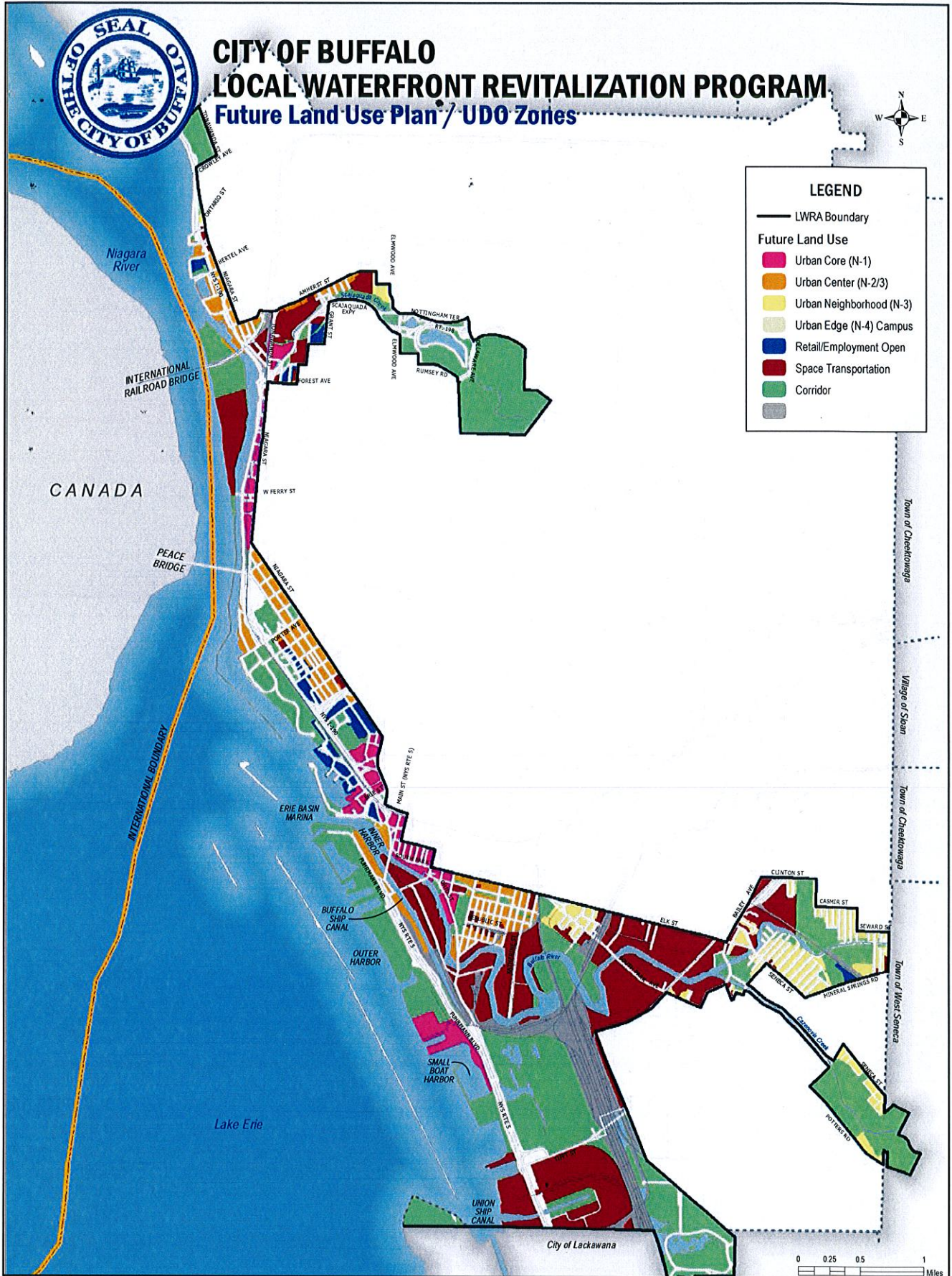


# CITY OF BUFFALO LOCAL WATERFRONT REVITALIZATION PROGRAM Future Land Use Plan / UDO Zones



**LEGEND**

- LWRA Boundary
- Future Land Use**
  - Urban Core (N-1)
  - Urban Center (N-2/3)
  - Urban Neighborhood (N-3)
  - Urban Edge (N-4) Campus
  - Retail/Employment Open
  - Space Transportation
  - Corridor



MAP 2 - FUTURE LAND USE PLAN / UDO ZONES



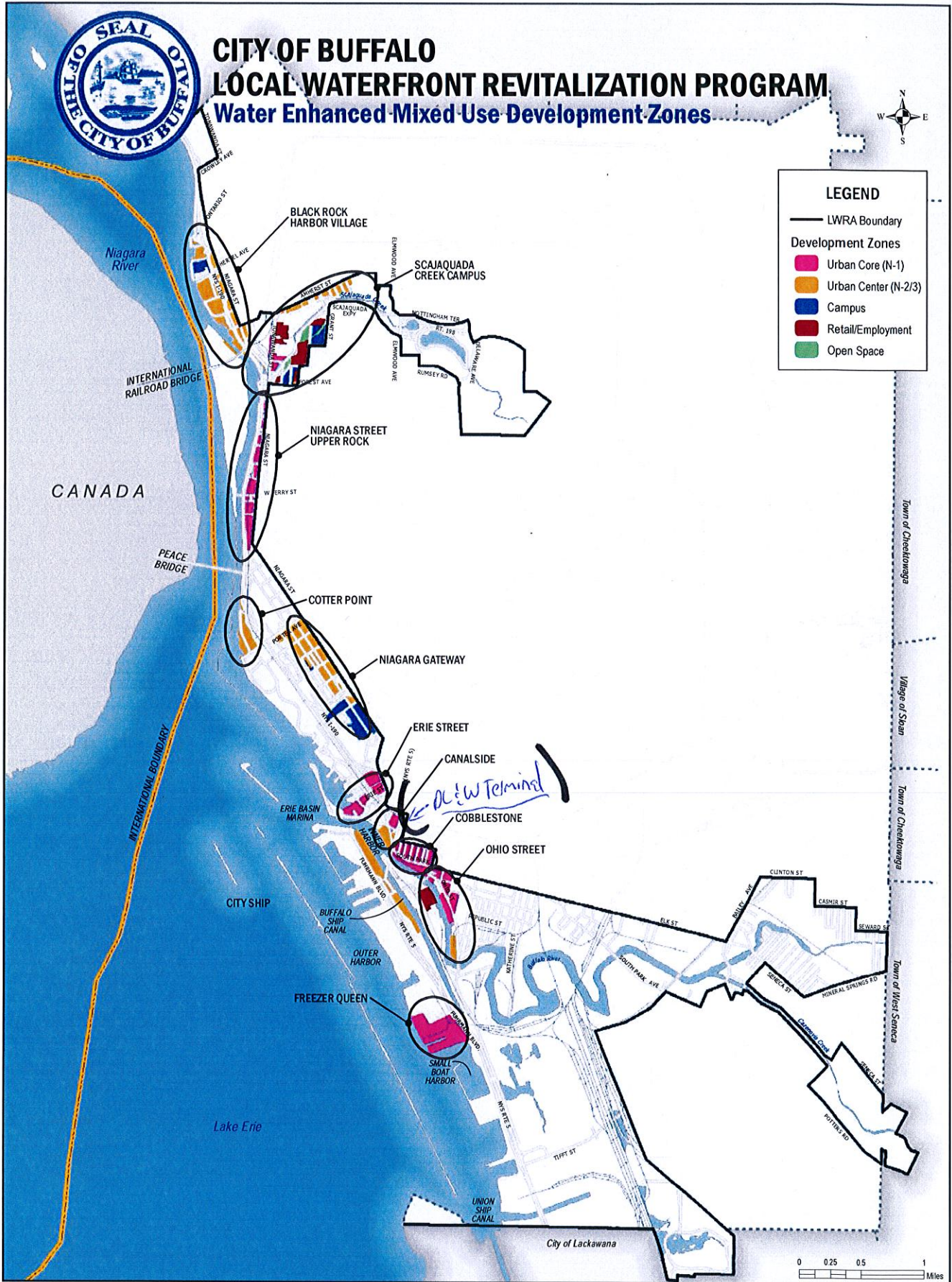


# CITY OF BUFFALO LOCAL WATERFRONT REVITALIZATION PROGRAM Water Enhanced Mixed-Use Development Zones



**LEGEND**

- LWRA Boundary
- Development Zones
  - Urban Core (N-1)
  - Urban Center (N-2/3)
  - Campus
  - Retail/Employment
  - Open Space



MAP 3 - WATER ENHANCE MIXED USE DEVELOPMENT ZONES



The following table summarizes the major development nodes and sites, the acreage at each site and building square footage where available, whether the site build out is complete or would involve infill, building reuse or construction on a vacant lot, site ownership and the UDO place type that will govern its redevelopment.

	Site	Acres	Estimated Sq Foot	BUILD OUT STATUS (Complete/Infill Opportunity/Vacant)	Ownership	UDO Zone/ Future Place Type
Black Rock Harbor Village	Black Rock Canal Park Mixed Use Building Site	.10		Vacant Lot	Erie County	Open Space
	Acqua/West Marine	5.28		Infill	Private	N-2R Residential, N-IS Secondary Employment
	Watergate and Riverview	7.23		Complete	Private	D-R Residential Campus
	Rich Marine	23.55		Smelting Works Building Reuse/Infill	Private	D-R Residential Campus
Niagara Street/"Upper Rock"	Porter to Forest		1,079,983	Multiple Building Reuse/Infill/	Private	N-IS Secondary Employment
	Vacant Lots			Vacant Lot		N-IS Secondary Employment
Cotter Point	Maritime Center	6.67		Cinder Block Building Reuse/Infill	New York State	N-3E Mixed USe Edge



	Site	Acres	Estimated Sq Foot	BUILD OUT (Complete/Infill Opportunity/Vacant)	Ownership	UDO/Future Place Type
Waterfront Village/Erie Basin	Lakefront Commons, Harborpoint, The Breakwaters, Rivermist, Admiral's Walk, Waterfront Place, The Pasquale, Waterfront Circle and Gull Landing			Complete	Private	D-R Residential Campus
	240-260 Lakefront Boulevard	2.4		Vacant Lot	BURA	D-R Residential Campus
	100 Lakefront Boulevard	2.77		Vacant Lot	BURA	D-R Residential Campus
	25,35 and 73 Ojibwa Circle	5.43		Vacant Lot	BURA	D-R- Residential Campus
	Waterfront Office Buildings	2.67		Complete	Private	N-IC Mixed Use Core
	10 LaRiviere Drive	1.34		Vacant Lot	BURA	N-IC Mixed Use Core
Erie Street Corridor	20 Lakefront Boulevard/Parcel A	2.93		Vacant Lot	BURA	N-IC Mixed Use Core
	Parcel B/F (aka 10 LaRiviere Drive, 20 Wilkeson Way)	7		Vacant Lot	Ellicott Development through 2014	N-IC Mixed Use Core
	Parcel C – Templeton Landing	2	83,074	Complete	Private	N-IC Mixed Use Core
	Parcel G	1.2		Vacant Lot	City of Buffalo	N-IC Mixed Use Core
	Parcel E	3.675		Vacant Lot	City of Buffalo	N-IC Mixed Use Core
	Parcel D	2.76		Vacant Lot	City of Buffalo	N-IC Mixed Use Core
	Marine Drive Apartments	6.44		Complete	BMHA	D-R Residential Campus



	Site	Acres	Estimated Sq Foot	BUILD OUT (Complete/Infill Opportunity/Vacant)	Ownership	UDO/Future Place Type
Canalside	One Canalside (former Donovan )	1.4	160,000	Complete	Private	N-ID Downtown Hub
	Harbor Center/ Webster	1.75		Complete	Private	N-ID Downtown Hub
	Donovan -South	.34		Vacant Lot	ECHDC	N-ID Downtown Hub
	Aud Block	3.54		Vacant Lot	ECHDC	N-IC Mixed Use Core
	Thruway Block	1.68		Vacant Lot	City/Thruway	N-ID Downtown Hub
	Comm Slip Block	5		Vacant Lot		N-2C Mixed Use Center
	EC Harbor Parcels	4.16		Vacant Lot	City of Buffalo	N-2C Mixed Use Center
	First Niagara Center	8.6		Complete	BURA	N-IC Mixed Use Core
	Atrium HSBC	1.94		Complete	ECIDA	N-ID Downtown Hub
	Buffalo News	3.54		Complete	Private	N-ID Downtown Hub
Cobblestone District	DLW	8.6	100,000	Building Reuse	NFTA	N-IC Mixed Use Core
	HSBC Parking	5.74		Vacant Lot	City of Buffalo	N-ID Downtown Hub
	News Parking	2.66		Vacant Lot	Private	N-ID Downtown Hub
	Perry Street Lots	11		Vacant Lot	City of Buffalo	N-IC Mixed Use Core
	Cobblestone Historic Structures Block	3.45		Building Reuse	Private	N-IC Mixed Use Core



## PF5. Delaware, Lackawanna & Western (DL&W)

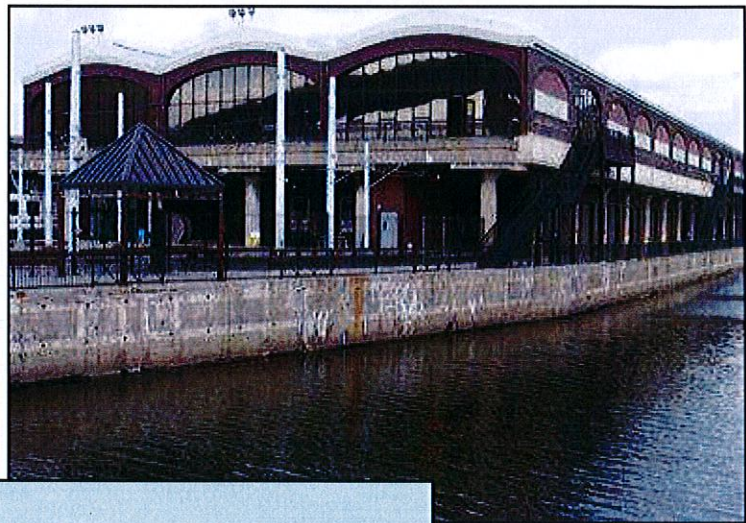
### Terminal Reactivation

**PROJECT SPONSOR:** Niagara Frontier Transportation Authority (NFTA)/Erie Canal Harbor Development Corporation

**PROJECT LOCATION:** Foot of Main Street and South Park, Canalside/Cobblestone

**PROJECT DESCRIPTION:** NFTA has applied for about \$200,000 from the Western New York Regional Economic Development Council to finance a feasibility study for the DL&W terminal. The NFTA has used the first floor of the facility to house its Metro Rail trains since 1984, taking up where the Erie-Lackawanna Railroad— the DL&W's successor – left off after passenger service ended in 1962. In early 2013, a private developer proposed the terminal's 80,000 square feet of indoor space along with another 60,000 square feet of outdoor patio provided an ideal venue for a public market similar to train shed developments at Union Station in St. Louis or the Reading Terminal Market in Philadelphia.

### PROJECT GRAPHIC:







**BUFFALO HARBOR**  
**Brownfield Opportunity Area**  
**Step 2 Nomination Document**



# 4 STRATEGIES

The analysis of demographic characteristics and market potential, along with the inventory of assets, form the basis for establishing a vision for the Buffalo Harbor. In undertaking this process, priorities must be set, since some land may not be development ready for many years. To ensure success that ultimately reaches all corners of the BOA, initial efforts need to create critical mass by focusing on targeted areas and strategic locations.

## 4.1 Alternative Scenarios

As the first step in this process, the consultant team prepared three alternative scenarios for guiding future development within the BOA. These were presented to the public to determine how much support there was for each. This feedback was then used to inform the city's Land Use Plan and Unified Development Ordinance. Public input also assisted with the selection of strategic sites for further study under Step 3 of the BOA process.

To help frame the discussion of the alternative scenarios, a set of visioning directions and emerging principles were prepared:

### Visioning Directions

- The water is an important community asset that should be public and accessible to all.
- Canalside is a key destination that should continue to be a focus for the city and region.
- Vacant sites along the Outer Harbor are expansive and will take longer to redevelop.
- Downtown, Canalside, and the Inner and Outer Harbors should be connected by a variety of transportation modes.
- On-going environmental remediation on the land and in the water will positively impact the perception of the area.

The goal of Step 2 process is to develop an understanding of the BOA's long-term potential, which can then be translated into the city's proposed Land Use Plan and Unified Development Ordinance. These documents will guide the city's development over the next 20 years, and are designed to make long-neglected areas more attractive to investment and redevelopment.

### Emerging Principles

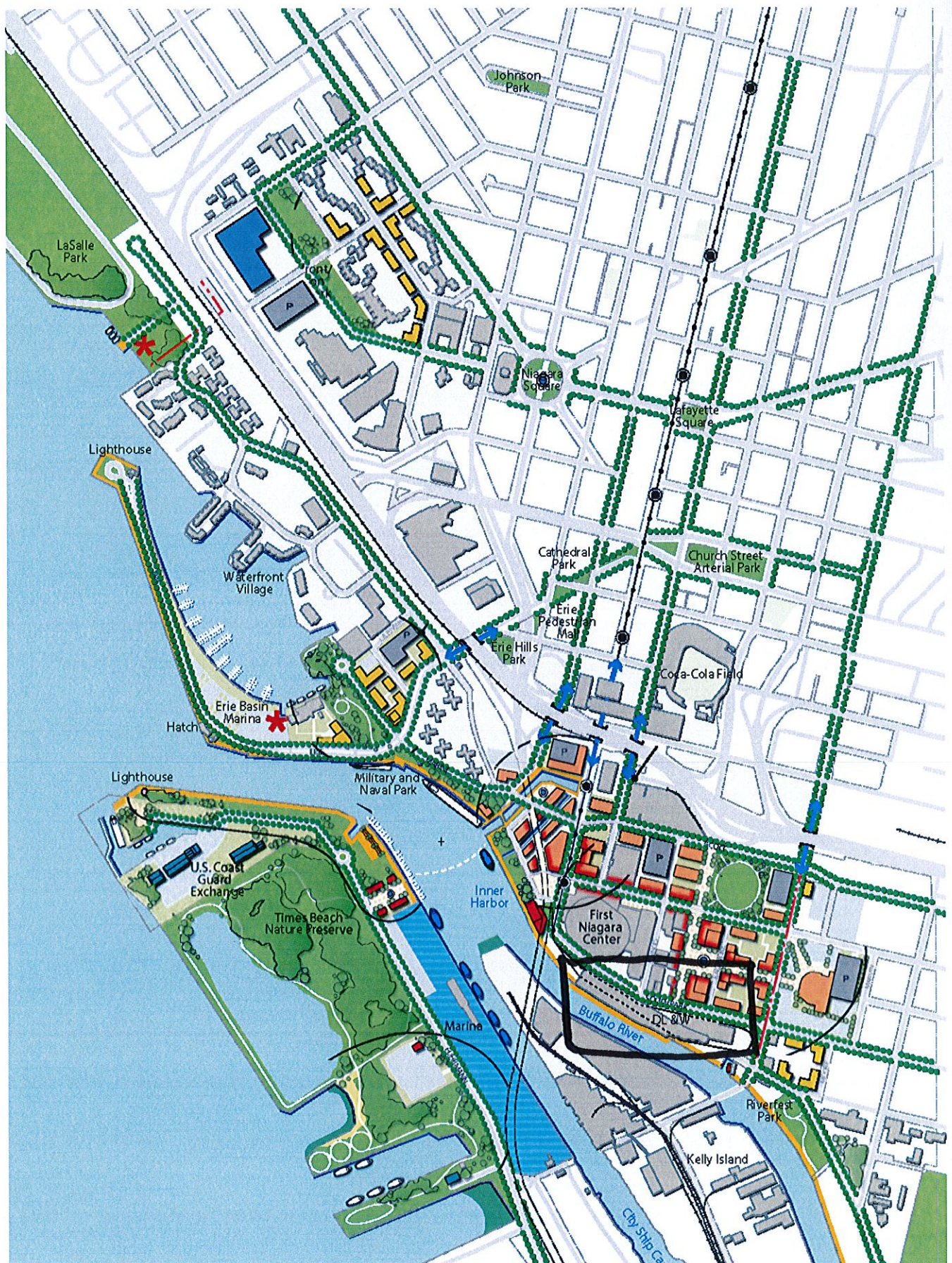
- Create a remarkable and regionally significant waterfront.
- Design a destination accessible for everyone.
- Focus on the northern section of the BOA as a unique waterfront entertainment district and extension of Downtown.
- Knit the BOA into the wider community by creating a connected pedestrian, cycling, and open space network.
- Focus investment and development to optimize benefits. Plan for incremental growth over time, and don't allow short-term activities to preclude long-term goals.
- Create a clean and green waterfront.



## **1. Integrated Canalside / Cobblestone Entertainment District**

- A regionally significant, mixed-use waterside entertainment district.**
- Complement and support efforts aimed at downtown renewal.**
- New offices, hotels, mixed-use buildings, and attractions.**
- New event space on Scott Street.**
- New residential development along Erie Street.**
- New park space on the northern end of the Outer Harbor, with the remainder left for environmental open space and marine use.**









Niagara Frontier Transportation Authority  
*Serving Buffalo Niagara*

**Niagara River Greenway Commission**  
**Project: NFTA Canalside/Cobblestone District Enhancement Project**

**Attachment E: Project Detailed Budget**

<b>Item</b>	<b>Estimated Cost</b>
Preliminary Design & Environmental Reviews	\$500,000
Road Work & Infrastructure	\$730,000
Station & Amenities	\$3,400,000
Floating Docks	\$120,000
Pedestrian Corridors/Bridges, Elevator/Stairs	\$10,000,000
Trackwork	\$2,300,000
Train Control Modifications	\$2,500,000
Signals and Communications	\$1,300,000
Building Modifications	3,500,000
Contingency	\$10,070,000
Engineering/Design & Construction Management Inspection	\$7,060,000
<b>Total Cost</b>	<b>\$41,480,000</b>



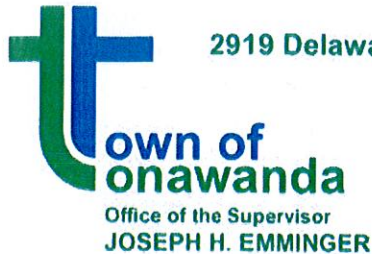


Niagara Frontier Transportation Authority  
*Serving Buffalo Niagara*

**Niagara River Greenway Commission**  
**Project: NFTA Canalside/Cobblestone District Enhancement Project**

**Attachment F: Project Letters of Support**





2919 Delaware Avenue - Room 11 • Kenmore, New York 14217 • (716) 877-8804  
Fax: (716) 877-1261

November 8, 2016

Kimberley A. Minkel  
Executive Director  
Niagara Frontier Transportation Authority  
181 Ellicott Street  
Buffalo, NY 14203

**Re: Town of Tonawanda Support – NFTA Canalside/Cobblestone District Transit Enhancement Project**

Dear Ms. Minkel:

I write to express my full support for the Niagara Frontier Transportation Authority's (NFTA) Canalside/Cobblestone District Transit Enhancement Project. This project will construct a new Metro Rail Station platform at the DL&W Terminal, provide vertical circulation to the 2<sup>nd</sup> level of the Terminal, and implement station-area enhancements that improve public access to Buffalo's waterfront.

By extending Metro Rail access to the DL&W Terminal and activating the public realm around the proposed station this project will enhance multi-modal transportation and pedestrian connectivity to the nearby Shoreline and Canalway Trails. These trails connect to other local transit routes, bicycle paths, and pedestrian walkways, including the recently completed Tonawanda Rail Trail, to create a regional network that links communities and destinations throughout Western New York. Together, these trail way connections provide access to significant natural, cultural, recreational, and economic resources and help make the Niagara River Greenway one of New York State's premier waterfront corridors.

Thank you for your consideration of the NFTA's application. If you have any further questions please contact Mr. Jim Jones at 716-877-8805.

Very truly yours,

Joseph H. Emminger, Supervisor  
Town of Tonawanda