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the regional center

A Comprehensive Plan for Downtown Buffalo, New York

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Foreword

This is a plan to revitalize Downtown Buffalo. It is a response to the awareness of City Leaders that the future of Buffalo City lies in the health of its center city. If Buffalo City is to remain fiscally solvent, if it is to offer the high level of services necessary to make it an attractive and humane place to live, then a major effort will have to be made to develop Downtown to its full potential. It will have to be maintained not only as a growing marketplace, but as the administrative and cultural center of the Region . . . strong, active, and visually exciting.

The Plan outlines those elements necessary to accomplish these ends. The proposals are interlocking; they are intended to work together in producing an area with a "critical mass" that can bring new activities to Downtown and expand the economic and social life of the City.

Stated specifically, the major goals for Downtown are a seven point program as follows: (1) to increase the number and variety of jobs available Downtown; (2) to increase residential opportunities close to jobs and social activities; (3) to increase city tax revenue; (4) to maintain Downtown's role as the administrative center of the Region; (5) to raise the level and increase the scope of Downtown services for the Buffalo metropolitan area; (6) to attract as diversified a mix of mutually supporting activities, businesses, and people as possible; (7) to seek out and promote programs and projects in the City and Region that are compatible with Downtown goals.

The above goals and objectives will be realized only if they are supported by public policy that is keyed to the future of a dynamic Downtown. It will take a far sighted approach to many public ideas and decisions, from aesthetics to land use to activities, in order to safeguard or enhance the overall Plan. The following policy implications are vital to the entire program:

1. Increase the capacity of public transportation facilities to accommodate maximum expectations for development growth.
2. Plan the arrangement of future land uses judiciously to permit the proper location of new development.
3. Provide and locate sufficient parking space to avoid retarding new private and public development.
4. Locate new public improvements so that space for new private development is not preempted.
5. Pursue vigorously development compatible with Downtown activities that might otherwise locate elsewhere in the Region.
6. Make pedestrian movement throughout Downtown as comfortable as possible, providing all-weather passages wherever possible.
7. Protect and preserve buildings or spaces that have historic or architectural value.
8. Exploit opportunities for creating new and exciting public space and building forms.
9. Promote good design in the creation of new buildings.
10. Encourage the location of new buildings at points that reinforce the interrelationship of activities.
11. Enhance the interest of Downtown by importing complementary functions. For example: a convention and exhibit hall which can be visited at the same time.
12. Locate functions Downtown that generate activity during off-peak hours such as convention facilities and theaters.
13. Promote the development of a central community college accessible by public transit to serve the Regional Center.

The prime move now toward achieving these goals is to implement the Plan. If the Plan is implemented, there is every reason to anticipate a bright future for the regional center and spin-off advantages to the entire Region. These advantages have been substantiated by the inspiring examples of several other regional centers planned and developed in the country. Such action gives the people of a city a sense of belonging, a feeling of pride and concern and involvement. It becomes the life line of a city. Conversely, without it, without action, the City will wither.

Summary of the Concept Plan for Downtown Buffalo:

A Framework for the Continuing Renaissance of Downtown

1 The Investment Climate

Establishment of the appropriate investment climate in downtown Buffalo will produce a major change in the downtown area over the next twenty years. The potential for change is startling when viewed against the background of the decline of Downtown in the post World War II years. This change has already begun. It gives every indication of continuing with strong leadership to insure that strong actions are taken in the immediate future.

The Plan projects new total gross investment of approximately \$450,000,000 over the next 20 years. \$285,000,000 of this amount is represented by new office space. New retail space will represent roughly \$25,000,000 of new investment, public office space \$75,000,000 and hotels \$45,000,000.

When put into the context of anticipated regional growth, these are reasonable, even conservative, estimates. Based on anticipated population increases in the Region, office space in the Region is expected to rise at about 4.7% per year. Downtown conservatively could capture about 35% of this growth per year since it is already the administrative headquarters for the Region. In terms of retail growth an increased capture of 33% of regional sales (shopping goods only) is not an unreasonable expectation if Downtown produces an environment competitive with suburban shopping malls. Its variety and many other qualities and advantages cannot be duplicated in suburban shopping malls, whereas Downtown can duplicate the facilities found in suburban malls.

These new investments translated into floor space equal approximately 13,275,000 square feet of new space in the Downtown by 1990. 7,830,000 square feet of this growth is new private office space; 2,500,000 square feet is public office space for Federal, State and local government use. New retail space is about 1,030,000 square feet; new hotel space 1,370,000 square feet. All of this growth

represents additional annual property tax revenues of approximately \$6,900,000 or an increase of roughly 85% over the present \$8,200,000 property tax revenues in Downtown. Additional retail sales will represent \$60 to \$80,000,000 per year over present downtown retail sales or a nearly 50% addition to present gross retail sales. Additional retail sales taxes will be about \$2,700,000.

Three important ingredients are required to trigger this new growth. These include: (1) the Buffalo/Amherst corridor high speed transit line with stations integrated into the Mall system to allow commuters to go from home to shopping or office destinations in a pleasant year-round environment; (2) an ancillary all-weather, air-conditioned Mall on Main Street between Genesee and Church Streets and the removal of all vehicular traffic on Main Street in this area; and (3) increases in parking supply to keep pace with new growth resulting in 20,000 new parking spaces.

2 Major Elements of the Plan

- a. A smoothly operating movement system integrating pedestrian, rapid transit and vehicular traffic, for the purpose of increasing the total number of daily trips to Downtown and increasing the ratio of rapid transit trips to auto trips.
- b. The new downtown Mall for the purpose of creating a pleasant all-weather environment to revive downtown retail sales.
- c. An increased parking supply related to the street and expressway system in such a way as to reduce the traffic on the downtown street system.
- d. New office space development induced by the environment created by the first three elements described above, to increase the economic health of the City of Buffalo.

3 The Movement System

The proposed Buffalo/Amherst corridor transit line is an important ingredient to the success of the Downtown Plan. The bulk of the cost of the high speed transit line would be assumed by County, City and other adjoining municipalities, Federal funding, and the present mortgage tax already earmarked for public transportation improvements.

Other increases in tax rateables along the line, plus the increases in other tax sources resulting from downtown growth triggered by the Plan, including augmented retail sales taxes, utility taxes, etc., would be net additions to the City's tax position.

Other major benefits of the movement system envisioned by the Plan result from the integration of rapid transit stations and parking structures with the pedestrian mall system, providing a smooth transition from automobile to the pedestrian system and from transit stops to the all-weather pedestrian system.

Based on greatly increased downtown accessibility, the impact of the rapid transit lines on Downtown will result in the following:

- a. Increased retail market potential of between 9% and 13% because of increased numbers of people Downtown.
- b. Reduction of long term parking demand by 3,500 spaces.
- c. A 10% decrease in peak hour traffic on the downtown street system.
- d. Marked increases in service and convenience.

4 Parking

The basic concept of the movement system is balance between mass transit and the automobile.

The parking element of the Plan proposes 20,000 new parking spaces in structures over the next 20 years, or 1,000 spaces a year.

This represents a net addition of spaces of only 5,000, an increase of 18% over the present stock.

Almost 750 surface spaces will be eliminated each year. The Plan calls for replacement of these 750 per year plus 250 per year or 1,000 new spaces a year over the next 20 years.

The City now has a workable and successful parking formula: the use of City bonds with special private back-up for any special subsidies necessary because of extra costs for underground or complicated building requirements. Main Place and the new Marine Midland office tower development are examples of such special situations.

Current plans and normal downtown growth will eliminate 6,000 present off-street parking spaces (3,000 from the waterfront and 3,000 from other building sites).

Another 3,000 legal on-street spaces and 6,000 illegal on-street spaces reduce the effectiveness of the present and proposed street system. These are proposed to be eliminated. The total reduction of spaces adds up to 15,000.

Current costs of these spaces at today's prices would be about \$70 million at an average of \$3,500 per space. As costs will go up, rates will necessarily also rise.

The Marine Midland costs per space are higher than \$3,500, and the arrangement is that Marine Midland will absorb all costs over what the user charges support. Therefore, the use of City bonds is a convenience that does not cost the City itself anything.

At the rate of 1,000 spaces a year, the City will put up bonds of \$3 to \$5 million a year on either a revenue or no-down-payment basis.

Actually Marine Midland has already accounted for 560 spaces and when complete will account for 1,500 of the 20,000 spaces. In addition, 1,800 more spaces are under serious consideration (e.g., City Court Ramp) and another 1,000 spaces are in early planning.

It is evident that Downtown's achievement rate is already well ahead of the necessary pace of 1,000 new spaces per year.

Naturally, if new development slows down, the City's commitment rate will also slow.

Parking is essential to the Plan: the community has the mechanism for financing it, and it will happen as development occurs.

A fundamental fact! Local government will not pay the cost. The users, parkers and businesses who buy and benefit from the spaces are those who pay. Anticipated rate structures for Marine Midland reflect this fact: employee parking is 50¢ for the first hour, 30¢ for the second, and 20¢ for each additional hour. Shopper parking rate structures should be lowest in the first hour and rise to discourage all-day parkers, with merchants subsidizing only as they see it individually to their benefit. This would apply only to structures immediately adjacent to the shopping area.

5 The Downtown Main Street Mall and Retail Sales

Current retail sales Downtown are at about \$140 million a year. If the merchants, property owners and City take steps envisioned in the Plan, sales will rise to between \$200 to \$220 million as Downtown attracts its share of regional retail sales growth.

The Downtown Main Street Mall and the proposed subway are key elements in making this \$60 to \$80 million growth possible. It is estimated that the Mall alone will increase present sales by 20%, or \$28 million. A new department store is proposed in present Lafayette Square, both to take advantage of this potential and to help generate the environment that will make it possible. The total costs, in current 1970 dollars, of the Mall are \$8.5 million. These total costs can be supported by an increase of only \$1.2 million in retail sales tax, a 0.8% increase over present sales, and only 2.0% of the anticipated increase of \$60 million, in 1970 dollars. It should be noted that these figures do not include increases in either costs or revenues resulting from price escalations or inflation.

Various mechanisms for equitably distributing these costs on property owners and merchants have been worked out in many other cities and the best of them can be adapted in Buffalo. Through City leadership, a quasi-public corporation can proceed to the next step of more detailed planning and design development.

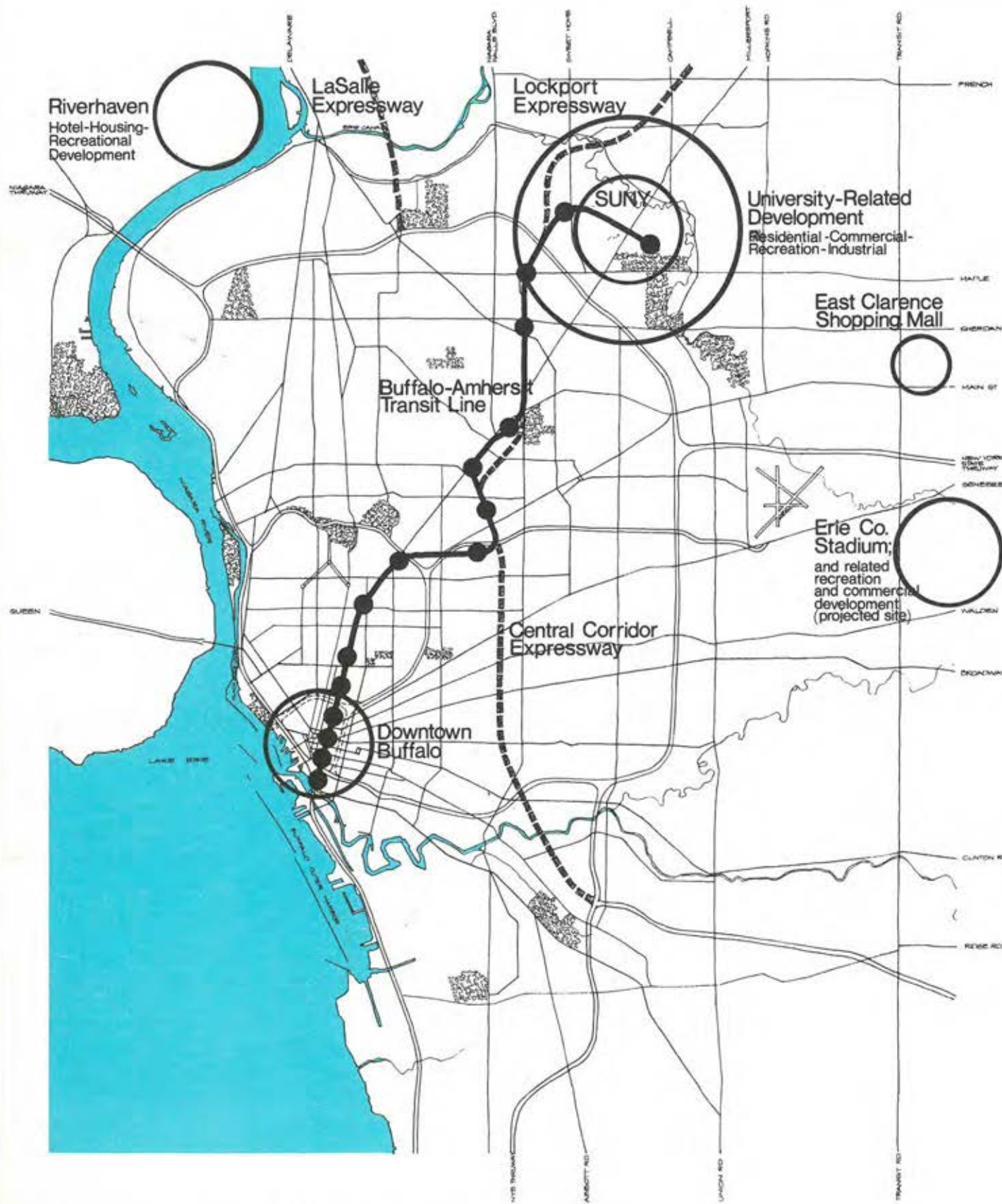
6 New Office Space

Private office space is expected to increase by 7.8 million new square feet. About 1.5 million square feet of this is already programmed (Marine Midland and the utility companies). New public office space totaling 2.5 million is expected to be built over the next 20 years. Roughly one million square feet is already programmed.

In terms of income to the City, new private office space development will account for the lion's share. Of the approximately \$6,900,000 total anticipated additional downtown property taxes annually, new private office accounts for a great preponderance, possibly as much as 80% of these taxes. Therefore, again it should be stressed that one of the main purposes of the rapid transit, the Mall and parking actions proposed is to create the environment and investment climate in which this new private office development can take place.

7 Conclusion

That the City administration and other leadership groups in the Downtown must supply the impetus in mobilizing Downtown for action is axiomatic. But, if that leadership is supplied, the rewards for Buffalo will be great. Through a concerted program involving relatively little cost to the City, except in terms of leadership, the current image of Downtown can be reversed, a pleasant and exciting physical environment established, a new and favorable climate for investment created and the tax picture radically altered.



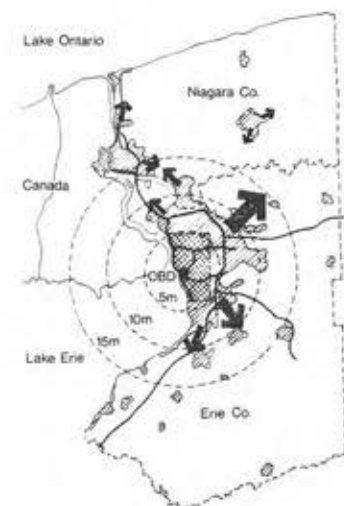
Proposed Major Regional Developments

The Regional Context

Downtown Buffalo lies at the eastern end of Lake Erie at the entrance to the Niagara River. It was in its early history the major transshipment point to and from the west on the lakes and was the junction first with the Erie Canal and later with the railroads.

Heavy industry subsequently grew to the north and south of what is now Downtown. Manufacturers used this geographical point to reduce high bulk/low value raw materials shipped from the west into high value/low bulk products to be shipped east. The steel and grain products industries are examples.

As a consequence of this history, Downtown is located asymmetrically to the urbanized area of the Region. This fact has both advantages and disadvantages. The potential amenity of proximity to the Lake is an asset which can be and is being exploited. On the other hand, its position puts it in a somewhat weak position to tap potential retail markets. This disadvantage can be overcome by improving Downtown's accessibility to the Region. Current and proposed transportation facilities will improve its position.

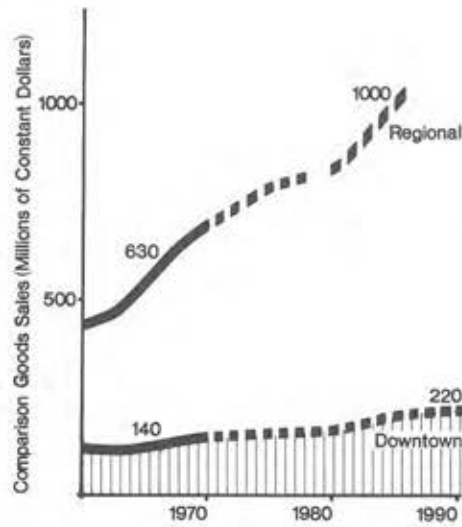


Downtown Development Opportunities

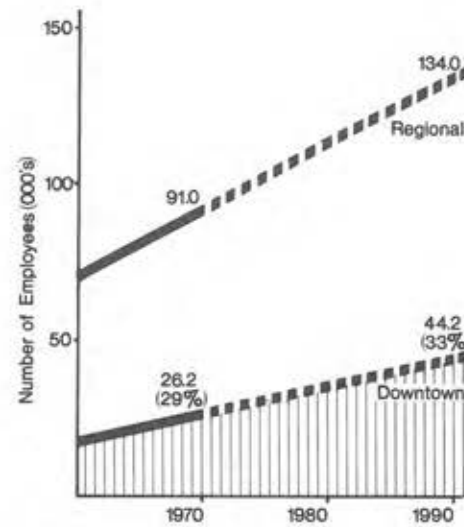
The Buffalo Region has a relatively low growth rate compared to many other regions in the country.

Nevertheless, when translated into a somewhat conservative possible capture rate for Downtown, the result is a considerable expansion potential for Downtown. This potential could easily result in a doubling of the present floor area in Downtown between 1970 and 1990.

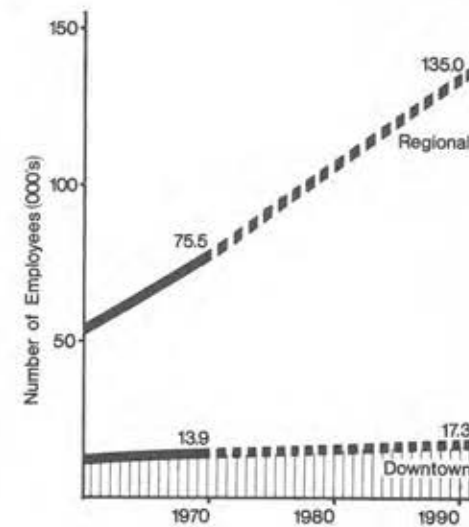
The illustrations on this page demonstrate graphically the great potential for growth that exists for Downtown. The problem is not whether Downtown will grow, but how the Downtown can be designed to produce an environment which will maximize its growth.



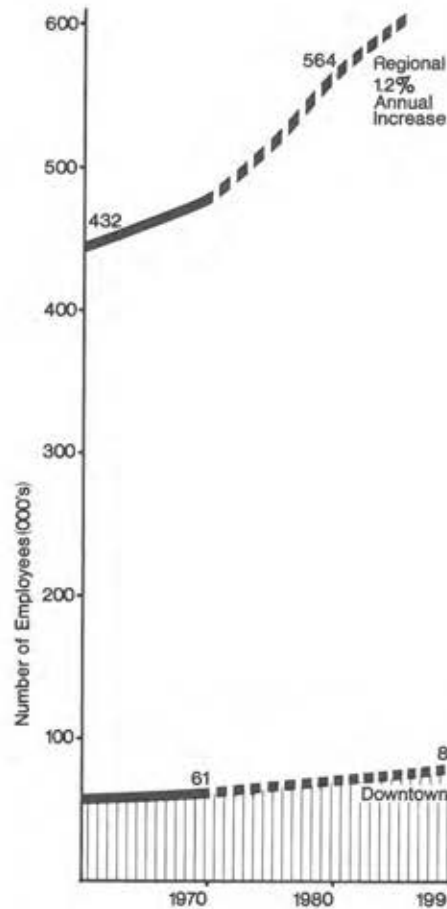
PROJECTED RETAIL SALES 1970-90



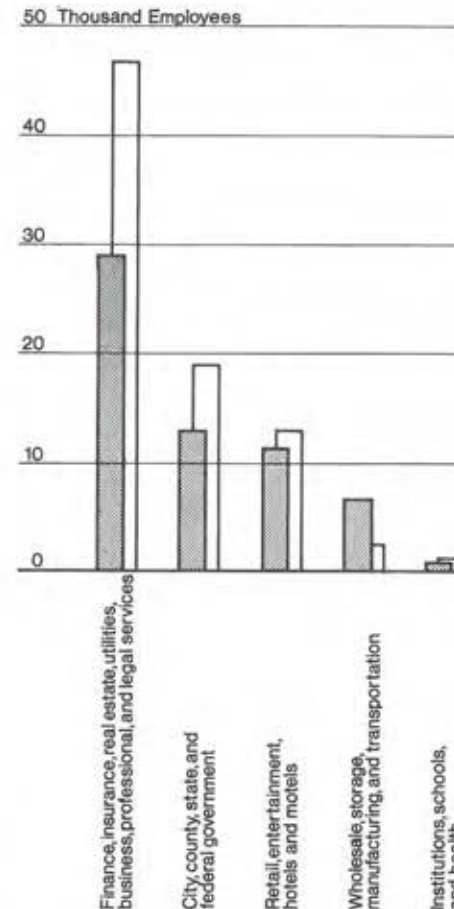
PROJECTED OFFICE and CLERICAL EMPLOYMENT 1970-90



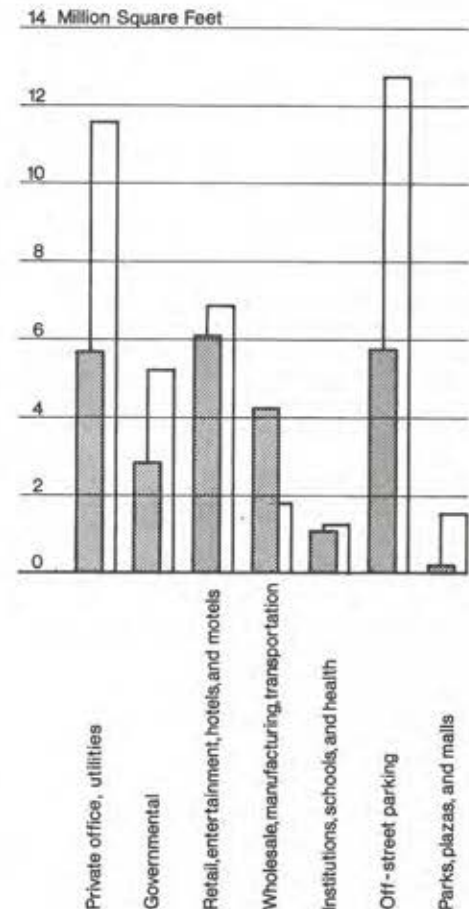
PROJECTED GOVERNMENTAL EMPLOYMENT 1970-90



PROJECTED EMPLOYMENT 1970-90

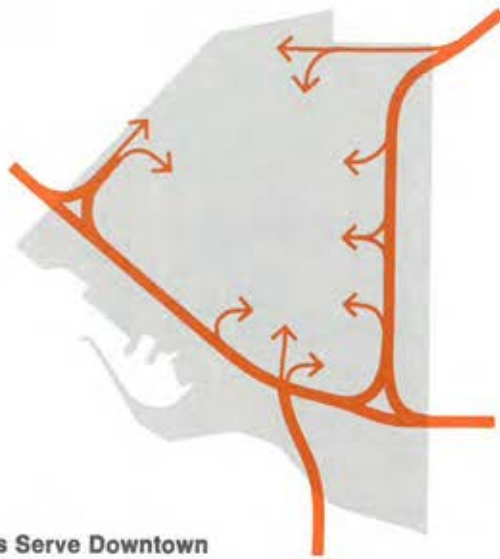


PROJECTED DOWNTOWN EMPLOYMENT 1970-90

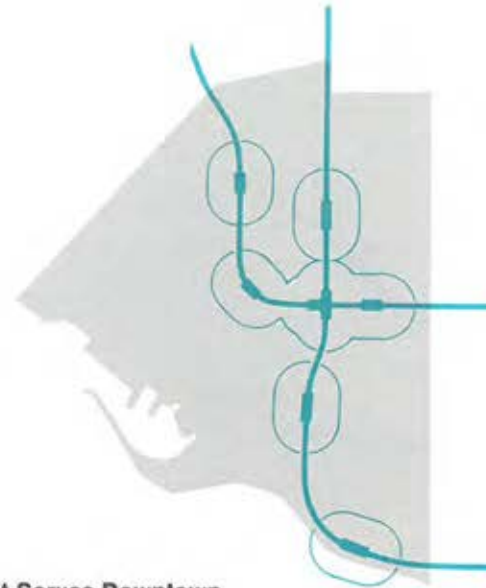


PROJECTED DOWNTOWN SPACE 1970-90

Downtown Development Opportunities



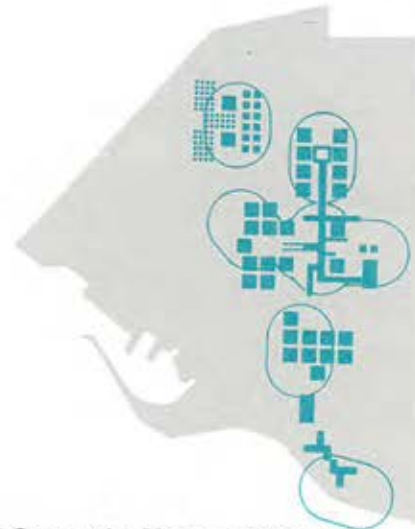
Expressways Serve Downtown



Mass Transit Serves Downtown



Expressways Feed into Parking Structures



Mass Transit Serves the Mall and Major Uses



Parking Structures Feed into the Mall



The Mall Connects New Private Development

Design Principles and Dynamics of the Plan

The basic principle of the Plan is to use public investments in public facilities in a connected, mutually supportive way to produce an environment and investment climate conducive to large scale private investment in the Downtown and, thus, improve the City's tax base.

Public investment will be primarily in the area of transportation and movement systems. These are to be designed and located to produce a continuous and sequential chain of events and facilities which will allow people to go to and from their destinations in a convenient, pleasant, safe, visually coherent way.

The basic elements of the movement system are:

1 Rapid Transit

A rail, subway rapid transit line is a major feature of the Downtown Plan. It is intended to reduce automobile traffic to Downtown; provide at transit stops an exciting entrance into Downtown. The first installation of the system is the Buffalo/Amherst line. Ultimately the system is proposed to be completed by the addition of the Kenmore/Airport line.

2 Highways

The highway and expressway system maximizes access to Downtown and allows the relatively small number of drivers wishing to by-pass Downtown to do so easily. A depressed expressway between Elm and Oak Streets, originally proposed in the Niagara Frontier Transportation Study, is being re-examined. The Consultants recommend a surface facility.

3 Parking

New parking structures, built to keep pace with demand for space, are to be located to intercept Downtown-bound traffic before it penetrates the Downtown street network.

4 The Pedestrian Movement System and the Main Street Mall

The key organizational feature of the Downtown movement system is the Mall. It is the main connective element between rapid transit, parking, shopping, and offices as well as forming the major civic "place" for pedestrians in the City.

New private buildings would tie into the pedestrian movement system in order to preserve continuity in the Downtown pedestrian system.

Existing Functional Areas and Future Predominant Land Use Patterns

Downtown is presently characterized by a somewhat disconnected and discontinuous pattern of uses. This applies particularly to the Main Street shopping core. Lafayette Square, Genesee Street and the Division Streets introduce wide breaks in the continuity of the shopping frontage in Main Street. Downtown frame uses, such as department store warehouses and other service activities preempt important and valuable sites and additionally reduce the potential for an inviting street quality, thus, inhibiting development.

Public investment in the movement system will, however, produce a realignment of values so that sites which at present seem undesirable for development will become highly attractive in the future.

The future pattern of land uses will be much more compact and will tend to realign itself along more rational lines as a result of an integrated approach to public investment in elements of the movement system.

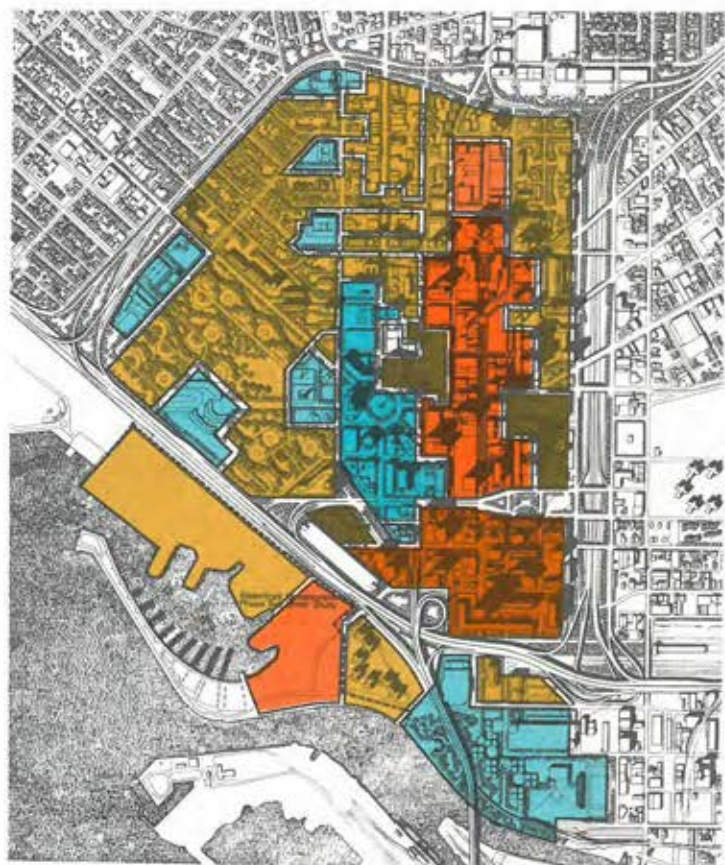
One of the central objectives of the Plan is to establish new land use patterns and strengthen existing ones, not through specification of what uses will go on what sites, but rather by guidance of the market mechanism by prudent public investment. There is, for example, no intention in the Plan of setting up prohibition or specification of certain uses on certain sites, but to rely on the market to determine the appropriate uses. The uses shown on various sites in the succeeding pages are not intended to restrict developers from proposing and carrying out alternate uses but rather to reflect what would appear to be marketable uses for those sites.

The Plan is intended to be highly flexible, to allow many activities to occur in the Downtown area, to be highly responsive to a particular developer's sense of what is marketable, and to provide a framework within which many opportunities are possible.

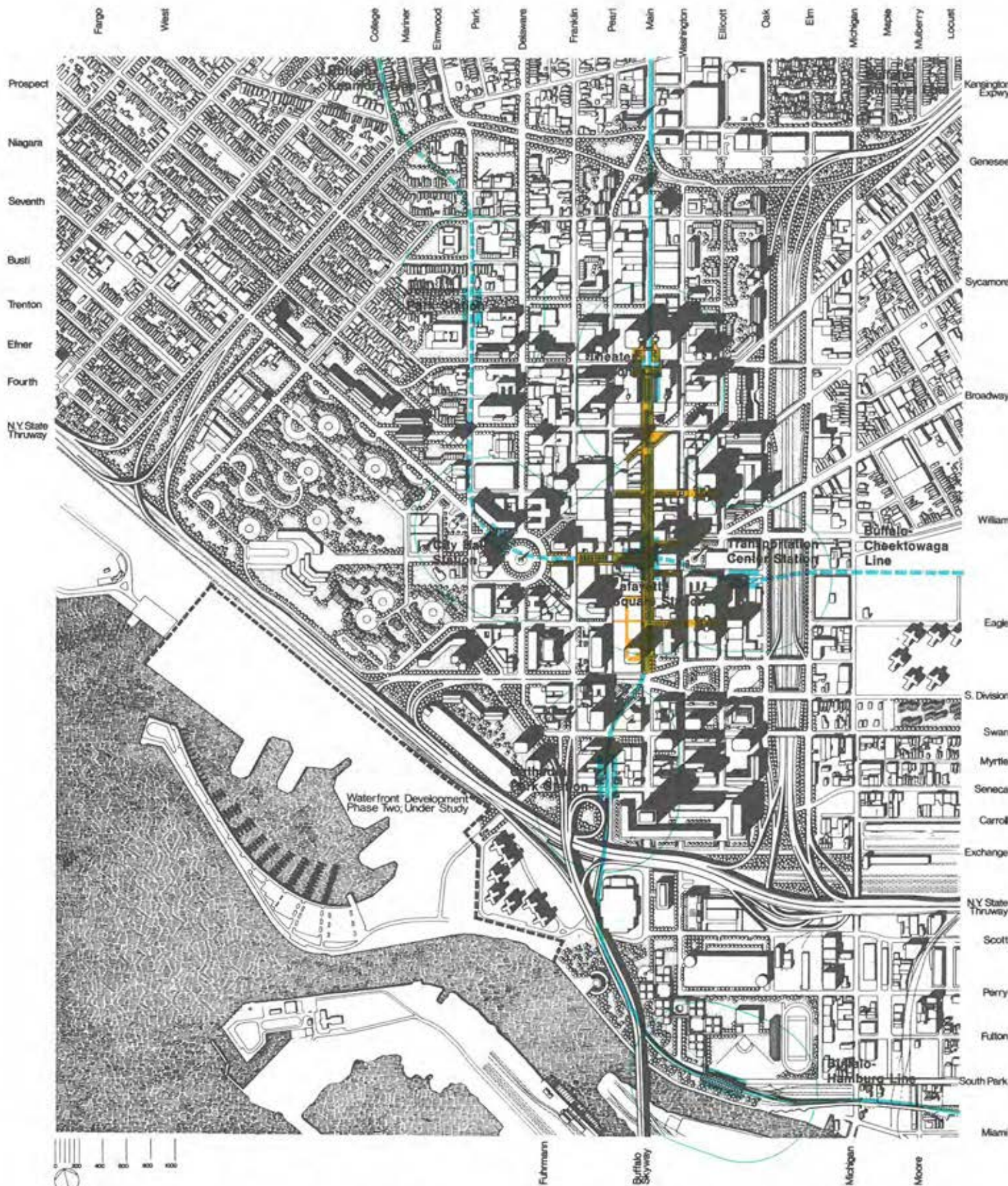
-  Retail and Office Core
-  Offices
-  Entertainment & Retail
-  Hotel & Visitor Facilities
-  Mixed Uses; Offices, Services, Residential
-  Residential
-  Governmental
-  Institutional, Educational, Health, Religious & Residentially Related Commercial
-  Warehousing, Distribution, Wholesaling & Services



Existing Predominant Land Use



Predominant Land Use Concept Plan



Rapid Transit and the Mall

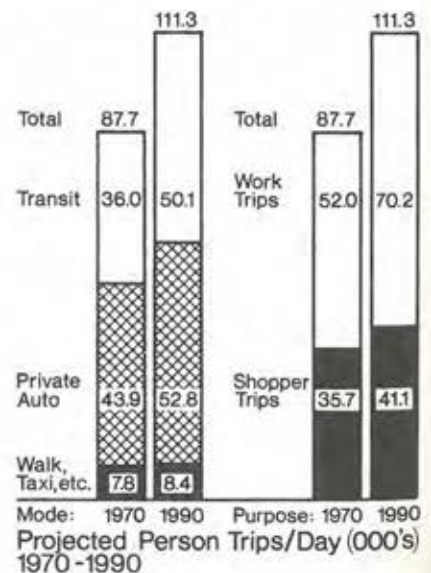
Two lines are proposed for a regional public rail rapid transit system. A rail system has the advantages of minimizing air pollution and maximizing peak hour capacity in the Downtown. It can be in subway in the downtown area, which allows the possibility of designing maximum amenity into the Main Street Mall. Further, it allows the line to be designed as *part of the Mall*.

The future second line, the Kenmore/Airport line, would cross the Buffalo/Amherst line in what is now Lafayette Square.

The stops on both lines serve the five major clusters of activities in the Downtown: North Main Street, Lafayette Square, South Main Street/Cathedral, the Community College and the Government Center.

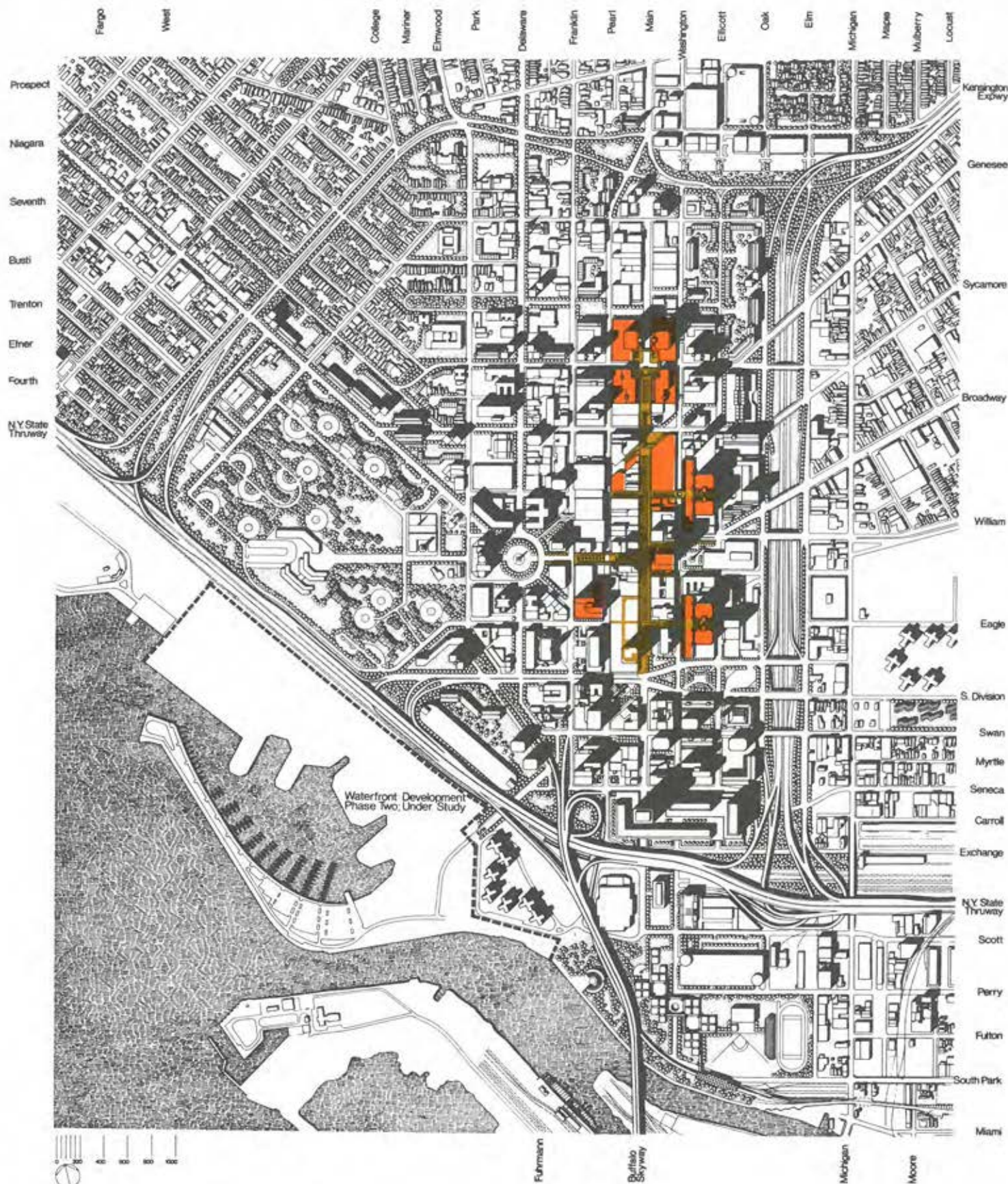
The Mall will stretch from just north of Chippewa Street to Main Place Mall on the south. It will have extensions east and west on Huron Street, Court Street, Lafayette Square, and Eagle Street. The extensions will connect to the Convention Center, major off-street parking facilities, the transportation center, building lobbies, and stores. The Mall will be a covered all-weather facility, heated and air-conditioned.

Three subway stops will be within the Mall itself, two on the Buffalo/Amherst line: theater (between Chippewa and Huron Streets) and Lafayette Square, which also will be a stop on the Kenmore/Airport line.



The Public Development Framework: Transit and the Mall

- NFTA Proposed Rapid Transit Line
- Potential Future Rapid Transit Line
- Bus Routes with Full Rapid Transit System
- Transit Station & 600' Walking Radius
- Main Street Mall



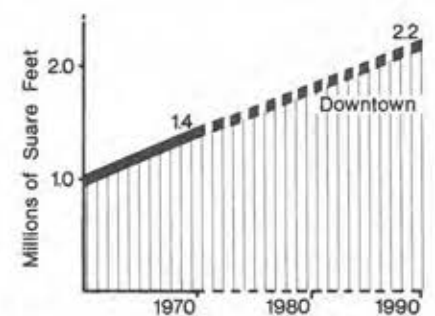
Retail Space

The Mall represents a major investment opportunity for retail investors in Downtown Buffalo. It provides a facility which ties together the downtown retailing function, overcoming the disabilities of discontinuity and vulnerability to weather presently characterizing Downtown as a shopping environment.

Mass transit consolidates the environment produced by the Mall by providing fast, easy access to Downtown from distant parts of the Region as well as the close-in areas of the City.

The qualities and amenities produced by these features will vastly improve the competitive position of Downtown with respect to other investment opportunities in the Region.

Retail investment opportunities in the Downtown area associated with the Mall are shown in the map at the left. It is important to understand that those areas shown as opportunity areas do not mean that existing facilities would necessarily be replaced, but that because of the improved environment, increased retail sales activity will induce improvements to occur primarily in the areas designated. These changes will happen mainly as a result of market action rather than governmental action.



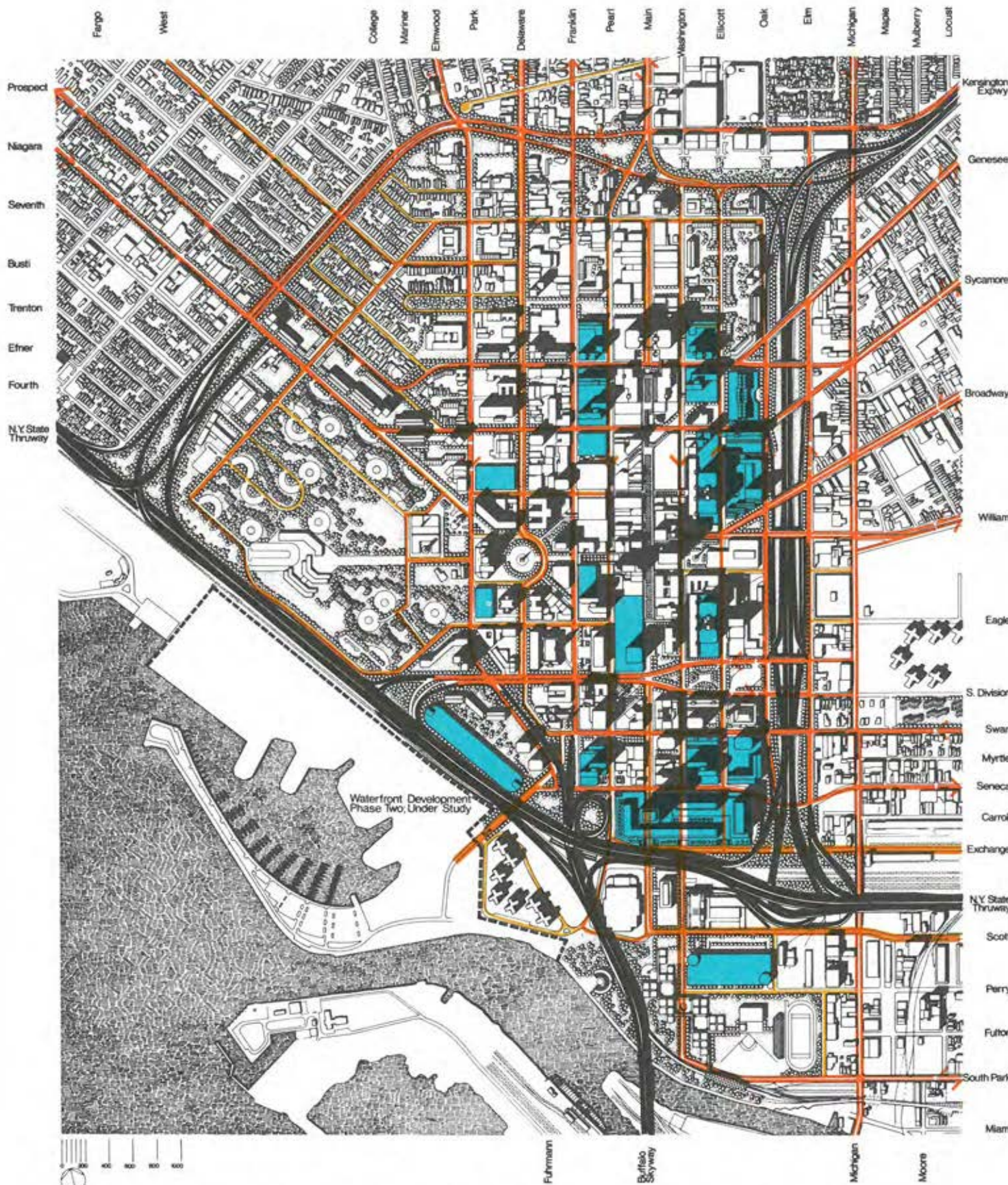
Potential Retail Space 1970-90

Total Space 1990	2.2 Million Sq.Ft.
New Demand	0.8
Replacement	0.3
Existing to Remain	1.1

Retail Space Development Program 1970-90

Private Investment Opportunities: Retail

- Retail Investment Opportunity Area
- Main Street Mall



Public Development Framework: Streets and Parking

- Limited Access Expressways
- Major Arterials
- Collector/Distributor Streets
- Local Streets
- Off-Street Parking Facilities

Streets and Parking

Changes in the downtown environment brought about by the construction of the Mall and mass transit will be reinforced by changes in the street pattern and additions to the off-street parking supply. The primary purpose of these facilities is to serve downtown activities. The intention is to avoid the tendency for traffic improvements to obliterate the very uses they are meant to serve. It does not make it easy and convenient for *all* possible movement to occur in Downtown.

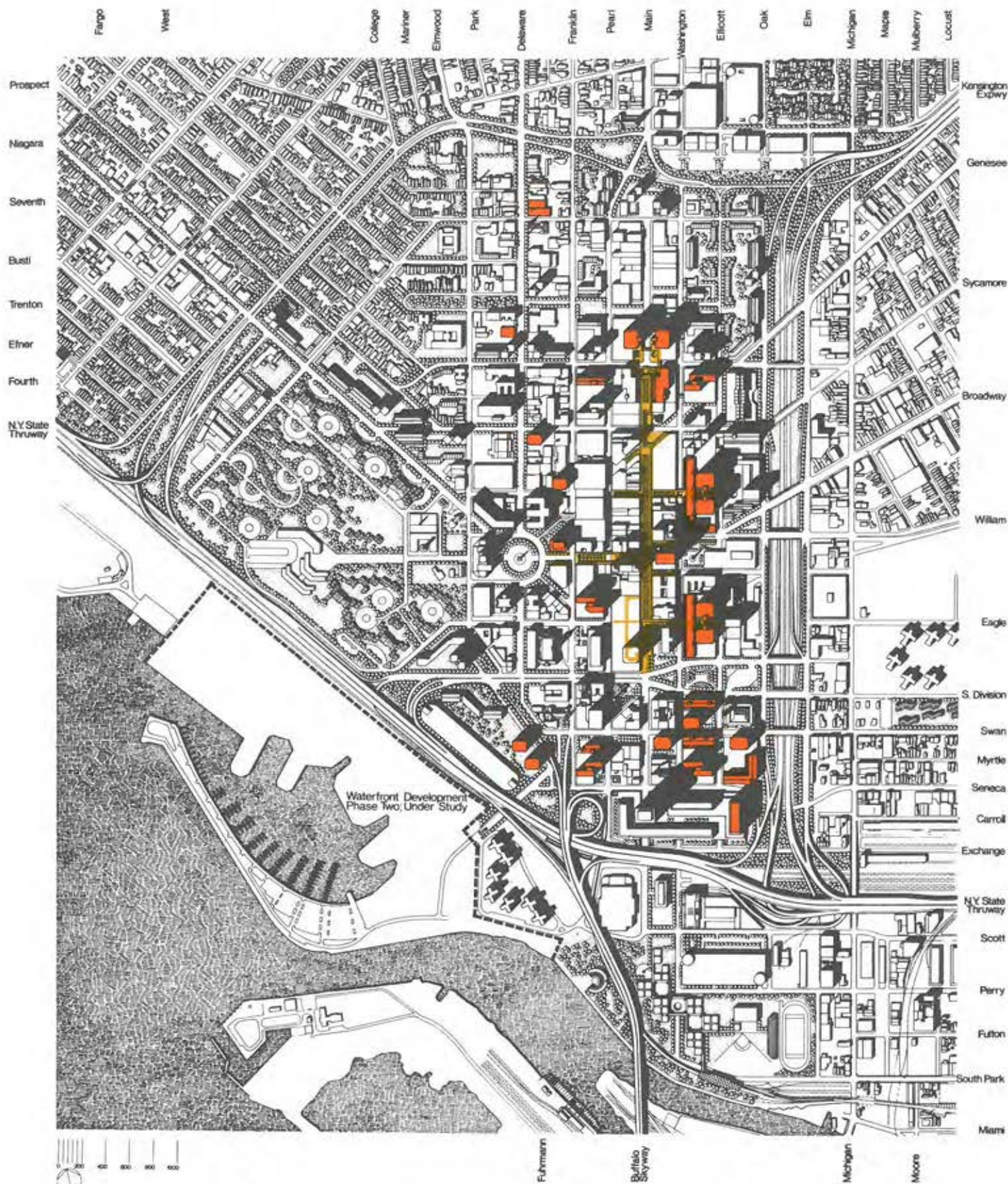
Crosstown through traffic is confined to two channels. It is expected that the through trip drivers will go *around* Downtown and those bound *to* Downtown will be siphoned off into parking structures prior to penetrating deeply into the core area street system. This principle is used to produce a traffic-free pedestrian precinct in the retail core.

The Elm-Oak Expressway as originally proposed in the Niagara Frontier Transportation Study provides for an excess capacity for through traffic. An at-grade facility might serve as well with less cost to the public.

Parking structures have been shown on locations peripheral to high value CBD sites. These are suggested locations to demonstrate the locational principle for future parking supply.

		Total	325 Spaces
Total	28.0 Spaces		
-Ramps	5.0		
-Off-Street Lots	13.1		
Off-Street	18.1		
-Metered St.	1.2		
-Private Lots, Illegal, etc.	8.7		
On-Street	9.9		
		Total	325 Spaces
		New Demand	4.5
		-Ramps	19.5
		Replacement	15.0
		-Ramps	5.0
		-Off-Street Lots	8.0
		Existing Retained	13.0
		1970	1990

Projected Parking Spaces (000's)
1970 - 90



Public and Private Investment Opportunities: Offices

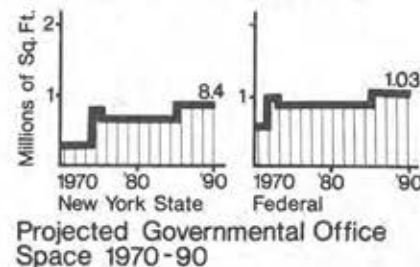
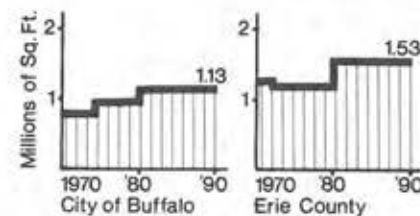
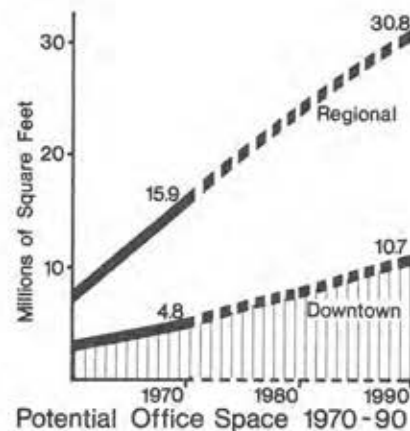
- Private or Public Office Investment Opportunity
- Main Street Mall

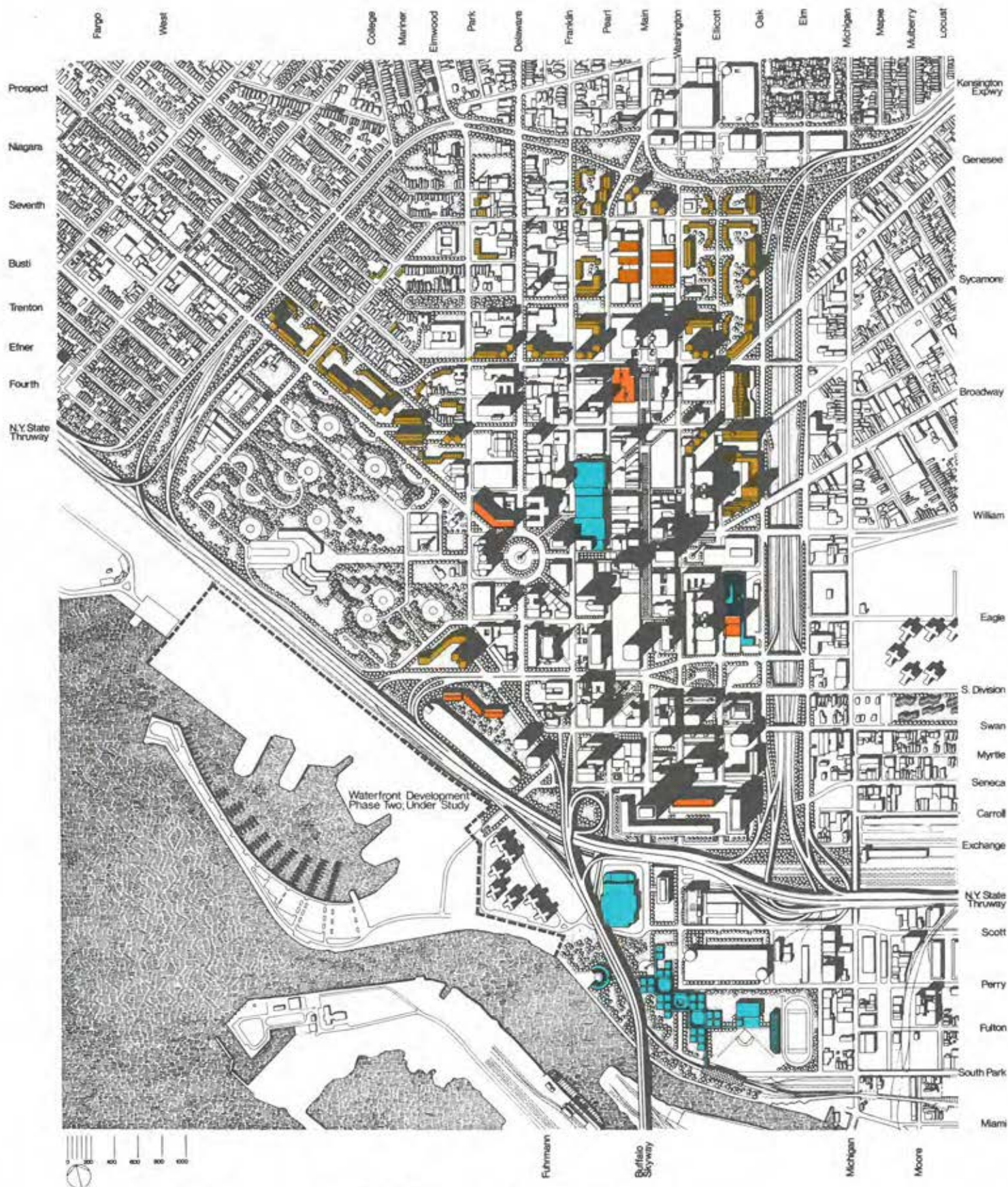
New Office Space

Sites for new office buildings in the Downtown are shown clustering in four major areas: north Main Street; Central Main Street; south Main Street and around City Hall. In this area new office building development is expected to be predominantly governmental.

It is expected that the market will govern the location of specific sites. The reason for showing locations is to demonstrate that a visually coherent design for Downtown is possible. Developers may find it expedient to do something else under the dictates of a specific situation, but the Plan shows that the opportunity exists. A site can be enhanced by relating the building to the downtown pedestrian system.

The location of new governmental office space follows the trend set by recent new buildings. This trend has begun to establish a major regional government center in Downtown including Federal, County and City functions.





Special Activities in the Regional Center

- | | |
|--|---|
|  Hotel/Motel Development Opportunity |  Public Facilities |
|  Commercial/Entertainment Development Opportunity |  Residential Development Opportunity |

Convention Center, Community College, Hotels, Housing, Transportation Center

A number of special activities are planned in Downtown appropriate to its role as the regional center. The basic objective, as with most of the other downtown elements capable of response to the initiative of public policy, is to assemble in Downtown a group of activities and functions which reinforce its strength as the cultural and administrative center of the Region.

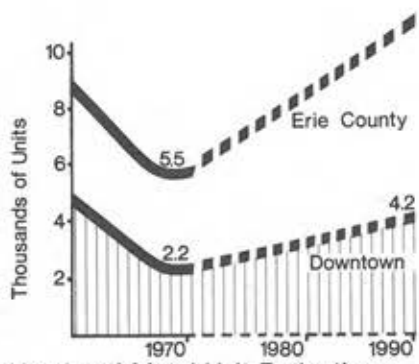
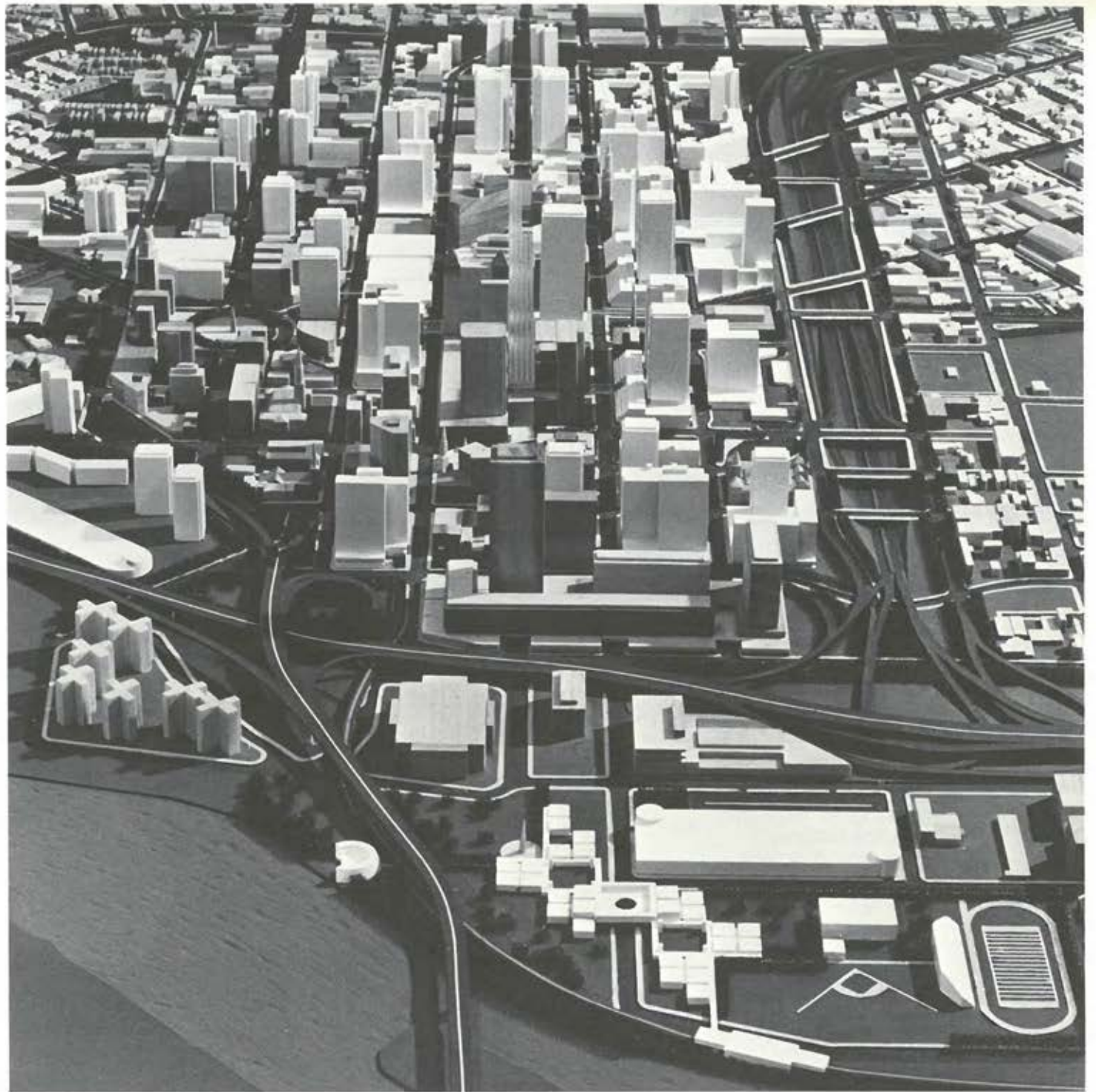
One of the most important of these is the proposed Convention Center to be located in the block bounded by Court, Franklin, Mohawk and Pearl Streets. This strategic location offers immediate access to the Statler Hotel, the Court Street Parking Ramp, the Mall and the mass transit system.

The new Community College sited in the South Main Street area is an important addition to Downtown. Its convenient location will allow after hours and evening course studies to be pursued by the downtown work population, the largest single work force concentration in the Region. Conversely, work-study course arrangements can be most easily accommodated in this location for full-time Community College students. The convenient adjacent stop on the mass transit system will significantly reduce parking demand and help reduce traffic volumes on the highway system.

New hotel demand will be generated by the Convention Center. The inventory of available hotel rooms has declined significantly in recent years in Downtown because of strict code enforcement. This demand for hotel space is expected to result in two or three first-rate hotels in Downtown by 1980.

As the revitalization of Downtown occurs, it will become an attractive place to live. Increasing numbers of people will begin to seek living space in apartments or rehabilitated housing in the Downtown area.

A new transportation center is to be built between the Elm-Oak Expressway and the Mall on the block bounded by Ellicott, North Division, Oak and Clinton Streets.

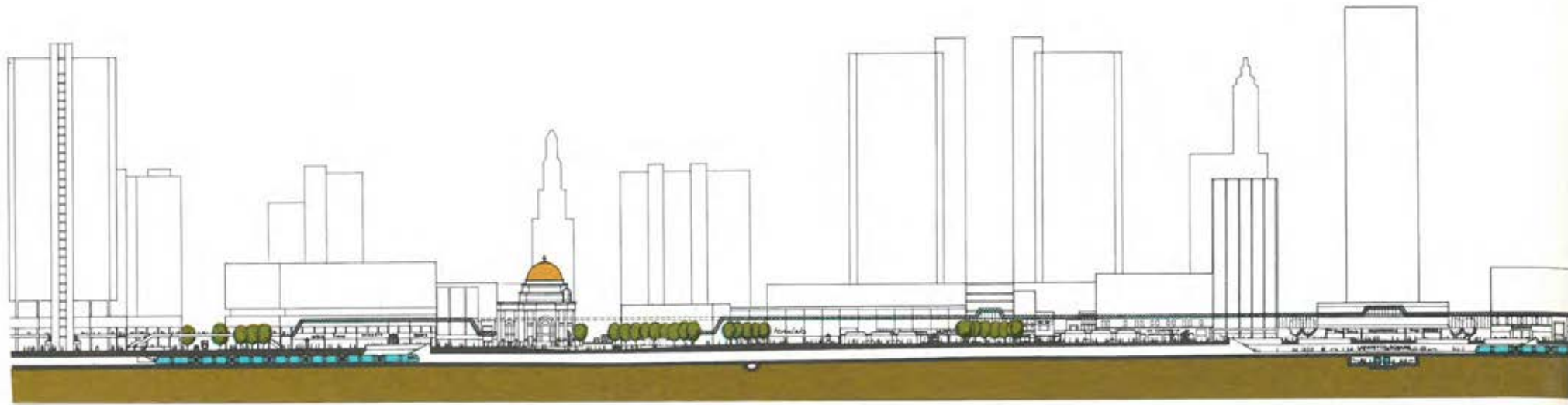


Hotel and Motel Unit Projections
1970-90

Total 1990 4.2 Thousand Units

New Demand	2.2	
Replacement	0.8	
Existing to Remain	1.2	

Hotel and Motel Development
Program 1970-90



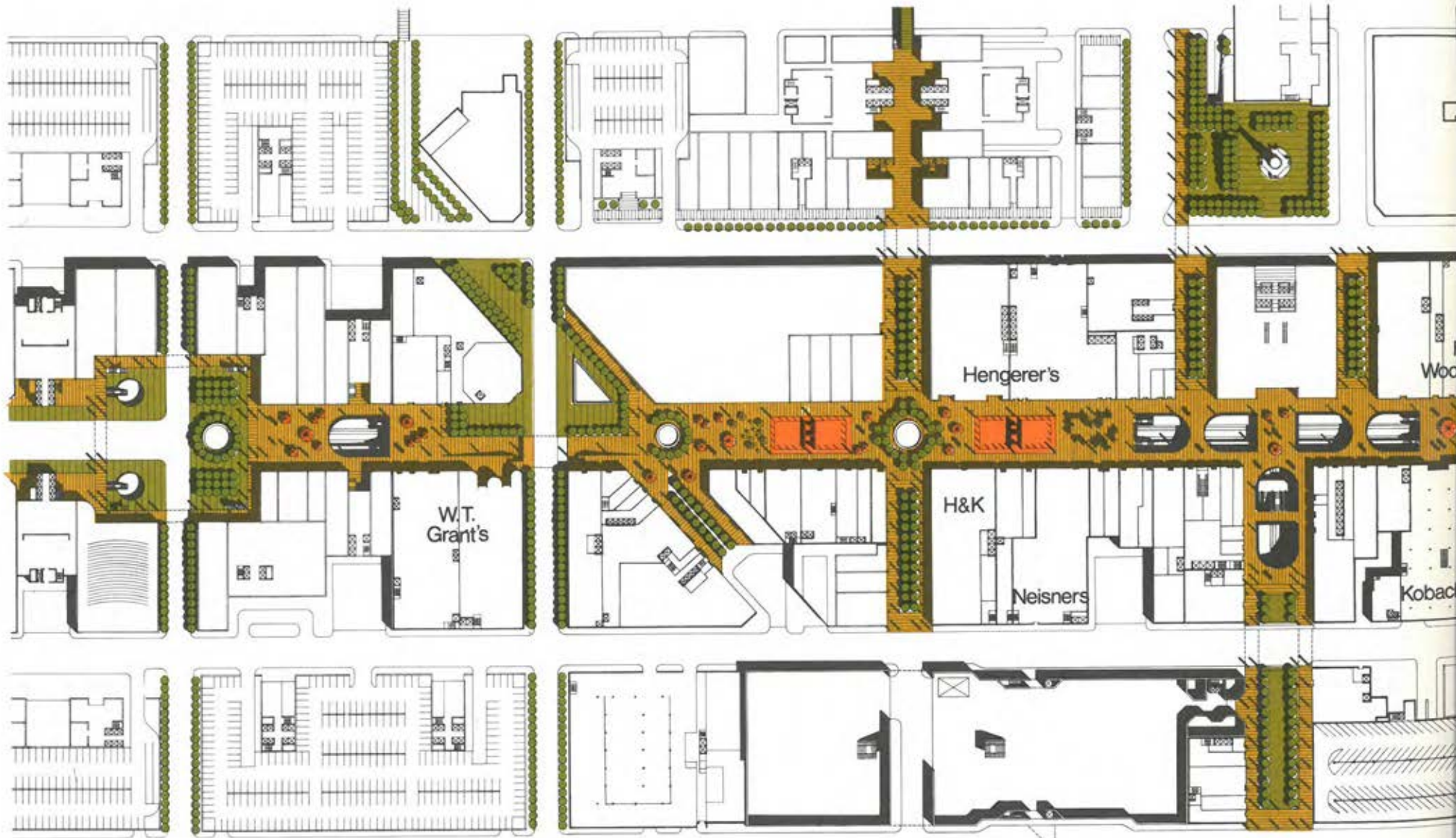
Chippewa

Huron

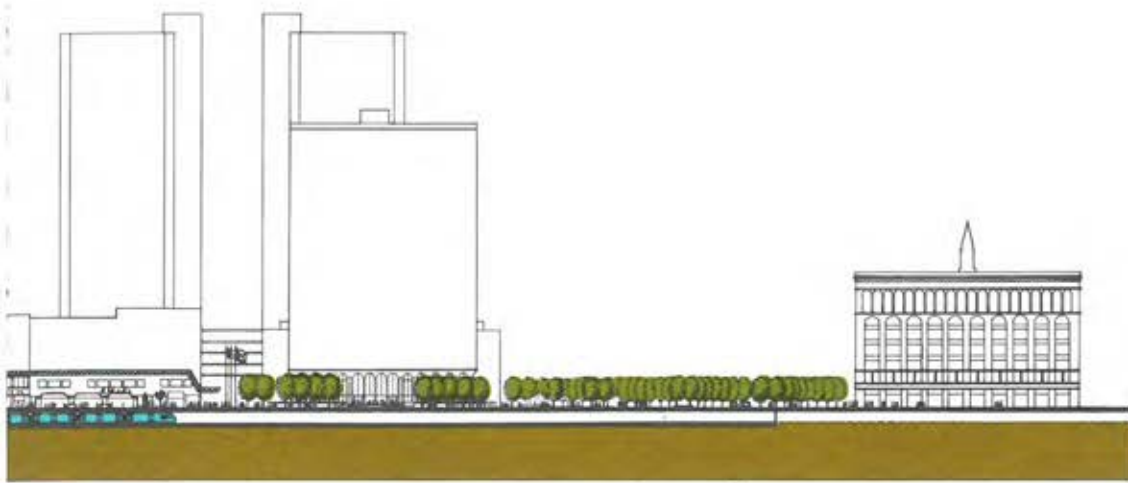
Michigan

Broadway

Clinton



- Enclosed Mall and Arcades
- Outdoor Plazas and Pedestrian Ways



The Main Street Mall

The Plan at the left and the section above give a detailed view of the nature of the Mall along its entire length from Chippewa Street to the Division Streets Park. Main Street will be closed from North Division to Huron Street. An underpass will allow unimpeded pedestrian traffic flow from Chippewa to North Division Street. Mall extensions on Court and Eagle Streets will extend the pedestrian precinct one block on either side of Main Street to Pearl and Washington Streets. Main entrances to the Mall will be from Pearl and Washington Streets. Covered grade crossings will attach extensions east on Eagle and Mohawk Streets to parking facilities and new office building lobbies. The Eagle Street extension will cross over Ellicott Street on a bridge to the proposed new transportation center.

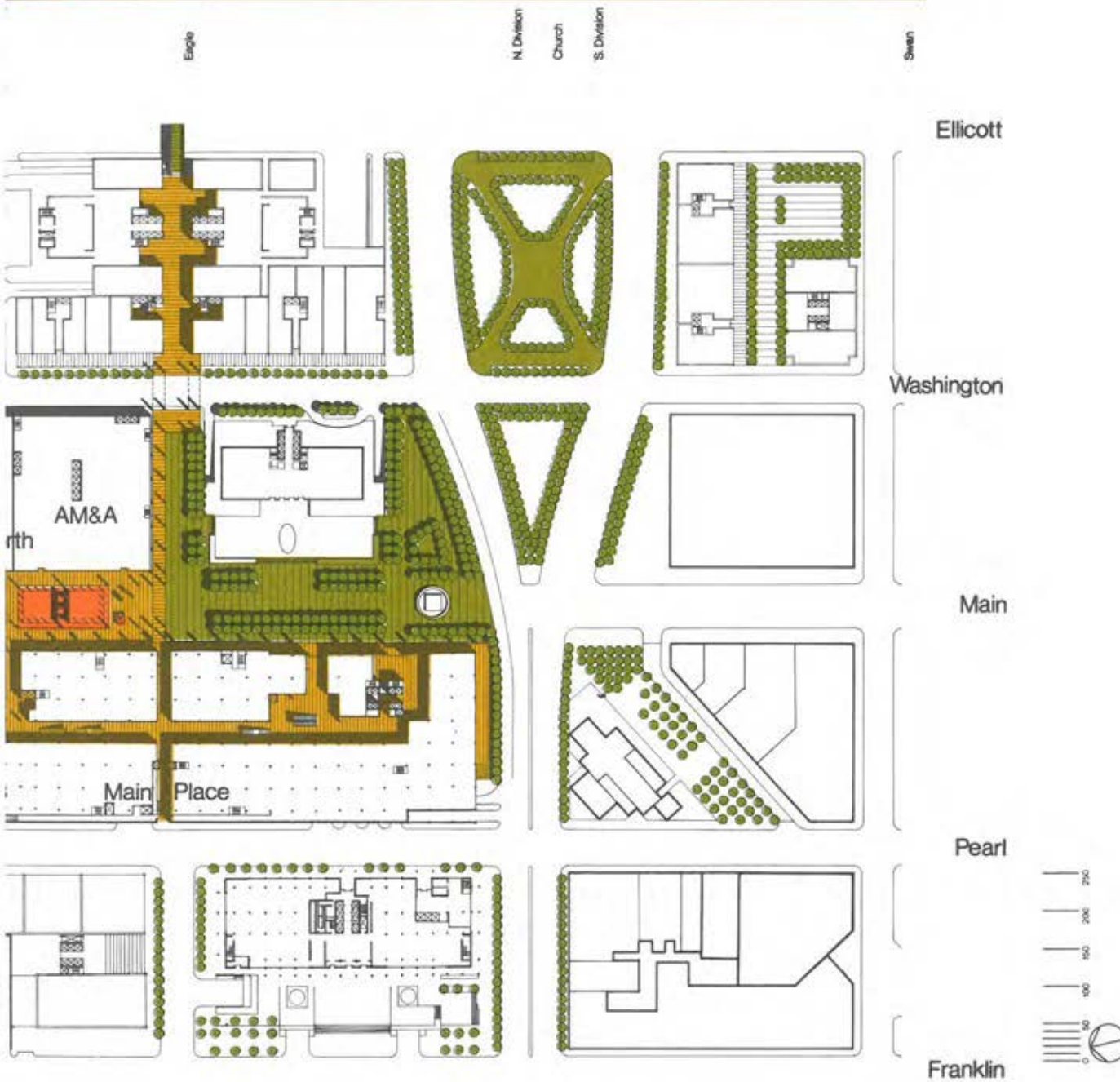
An extension west on Court Street will provide a direct connection between the Convention Center and the Mall.

The roof structure will cross the intervening streets where the Mall continues from one side of the street to the other. At Eagle and Washington Streets, for instance, the roof of the Mall will continue right across the street so that pedestrians can cross the street under cover even in bad weather.

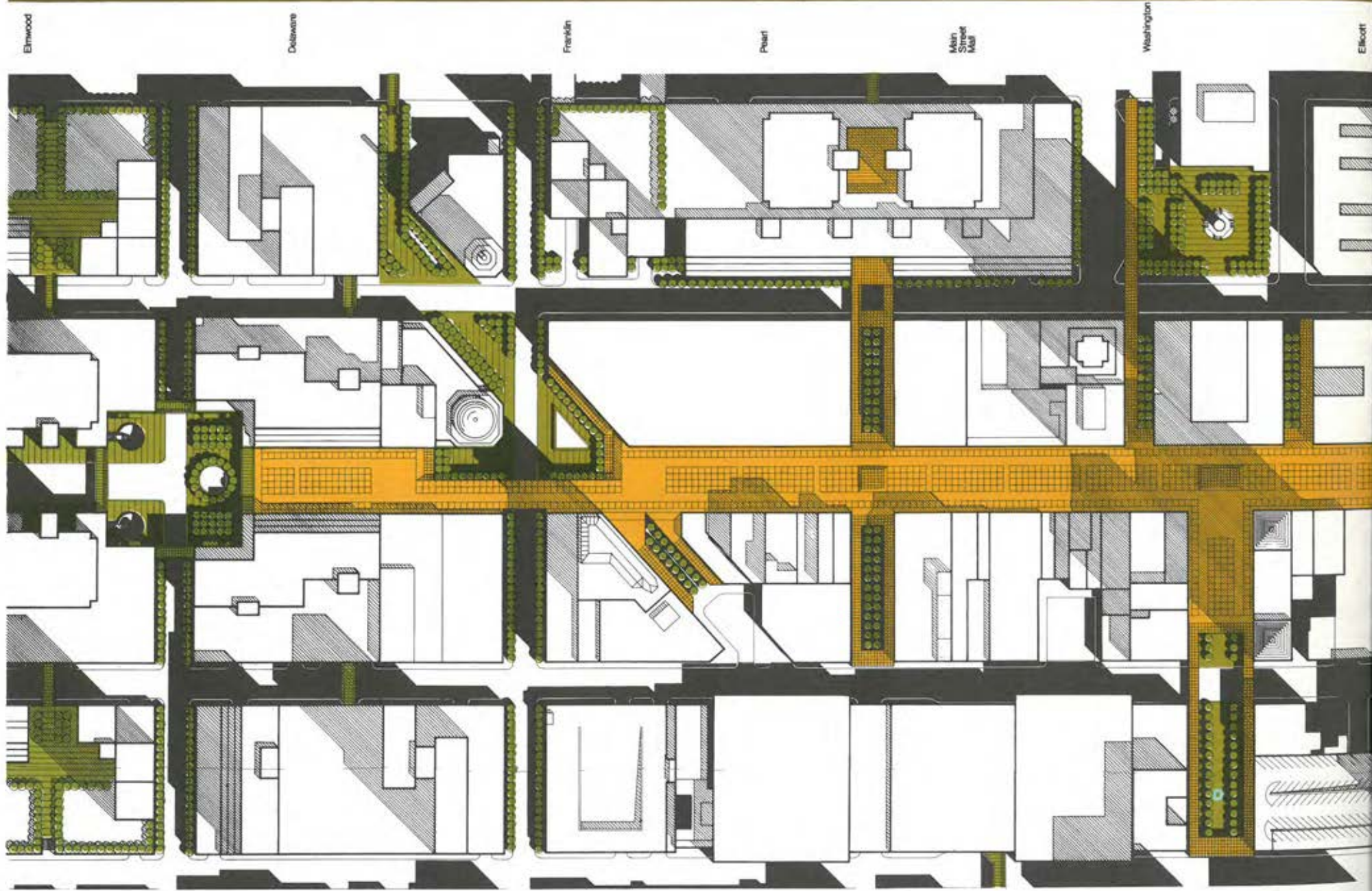
The structure will be made as a space frame supported by columns spaced on fifty-five foot centers. This device will allow the structure to be extended in several directions without altering the basic structural module.

The Mall extensions on side streets are designed as skylit arcades on both sides of the former street and open on one side. The arcades will open toward what was previously the cartway of the old street. The paving will be removed and the street filled with trees and planting, thus adding badly needed relief of park space in the Downtown Core.

At the southern end the Mall will join directly to the Main Place Mall, thus incorporating Main Place into the downtown pedestrian system.

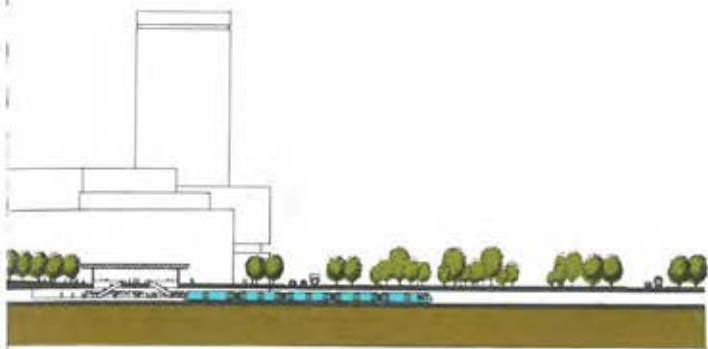


- Mall Retail
- Rapid Transit Line

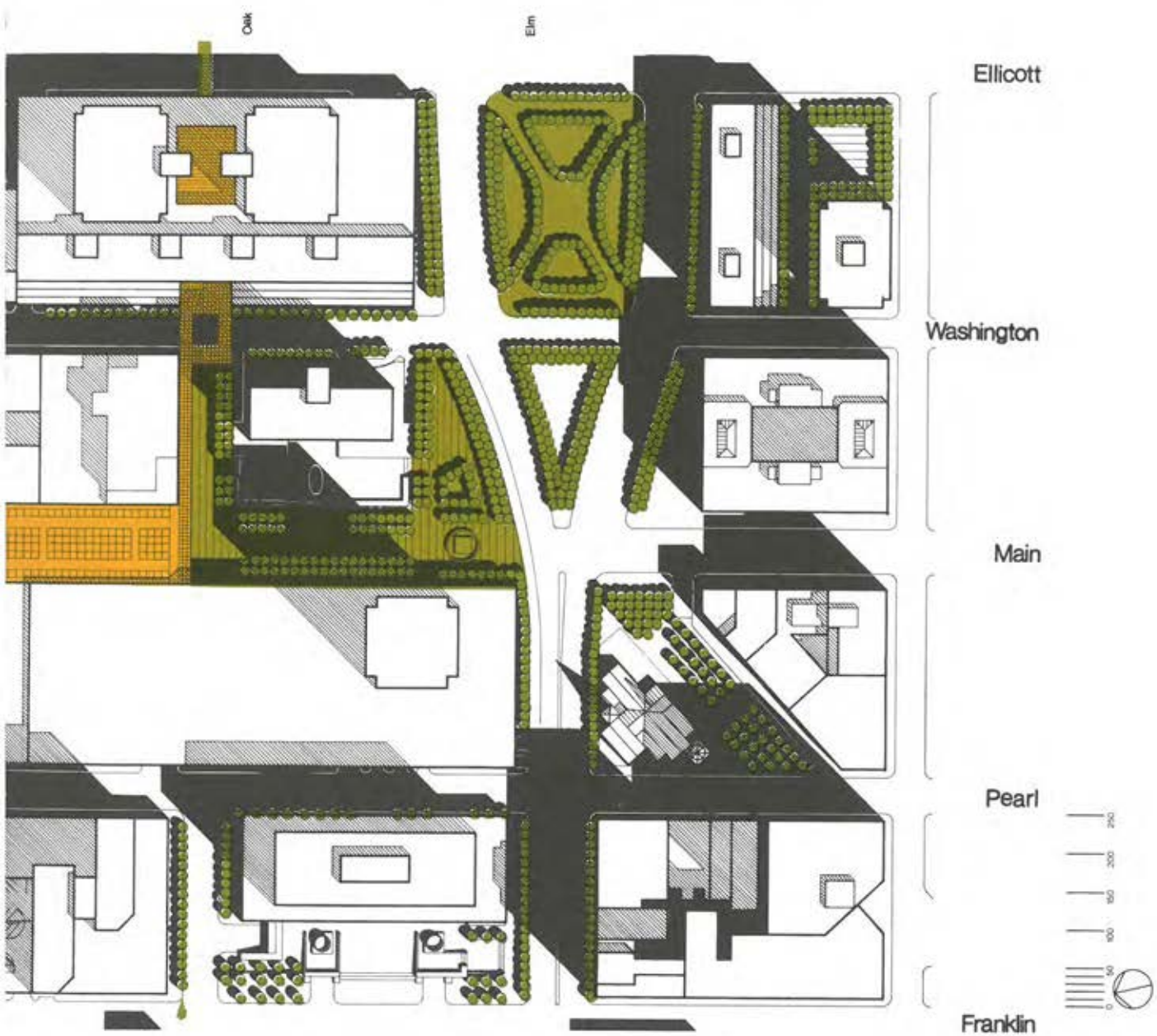


24 Main Street Mall Roof Level Plan / Section Through Court Street

- Enclosed Mall and Arcades
- Outdoor Plazas and Pedestrian Ways



■ Transit
■ Elevators

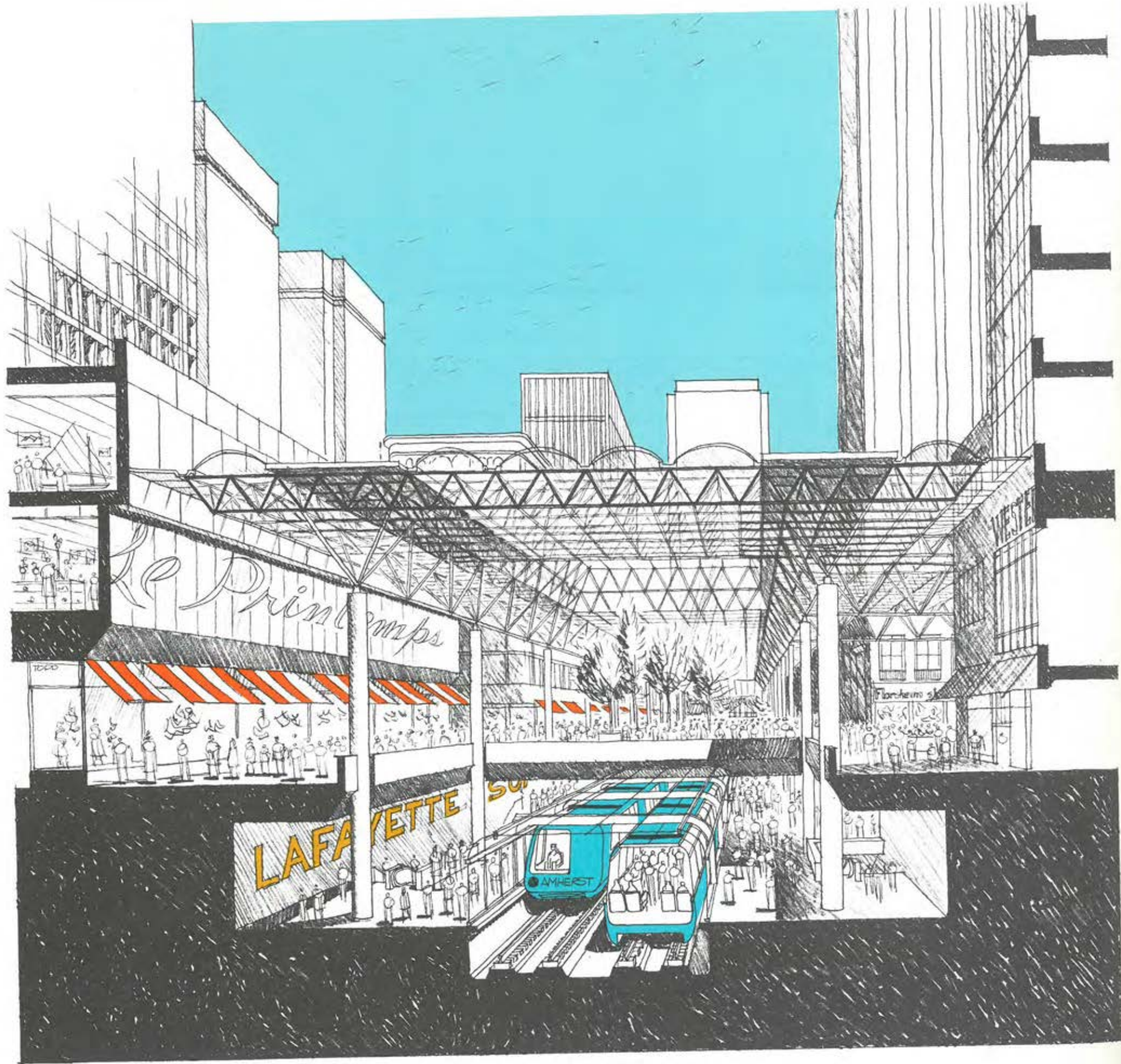


The plan and section at the left show the roof of the Mall and the section through Court Street and Lafayette Square looking toward the north.

The section shows the stations at Main Street with the Kenmore/Airport Line tube shown in longitudinal section and the Buffalo/Amherst Line tube shown in transverse section, with Main Street Mall just above it. The main entrance of the new Convention Center shows just to the left of Pearl Street. This section clearly shows the direct connection of the Convention Center with the Mall and the mass transit lines.

Working with Commissioner Howard, a concept was developed using two concrete roadways over each line of columns on either side of the street at the roof level. These roadways support a fire fighting apparatus permanently housed on the roof of the Mall. The purpose of the permanent apparatus is to be available to fight any fires which would normally be fought by hook and ladder apparatus from the street. Fires occurring in buildings below the roof line of the Mall would be fought by regular street equipment which would come directly into the Mall at street level.

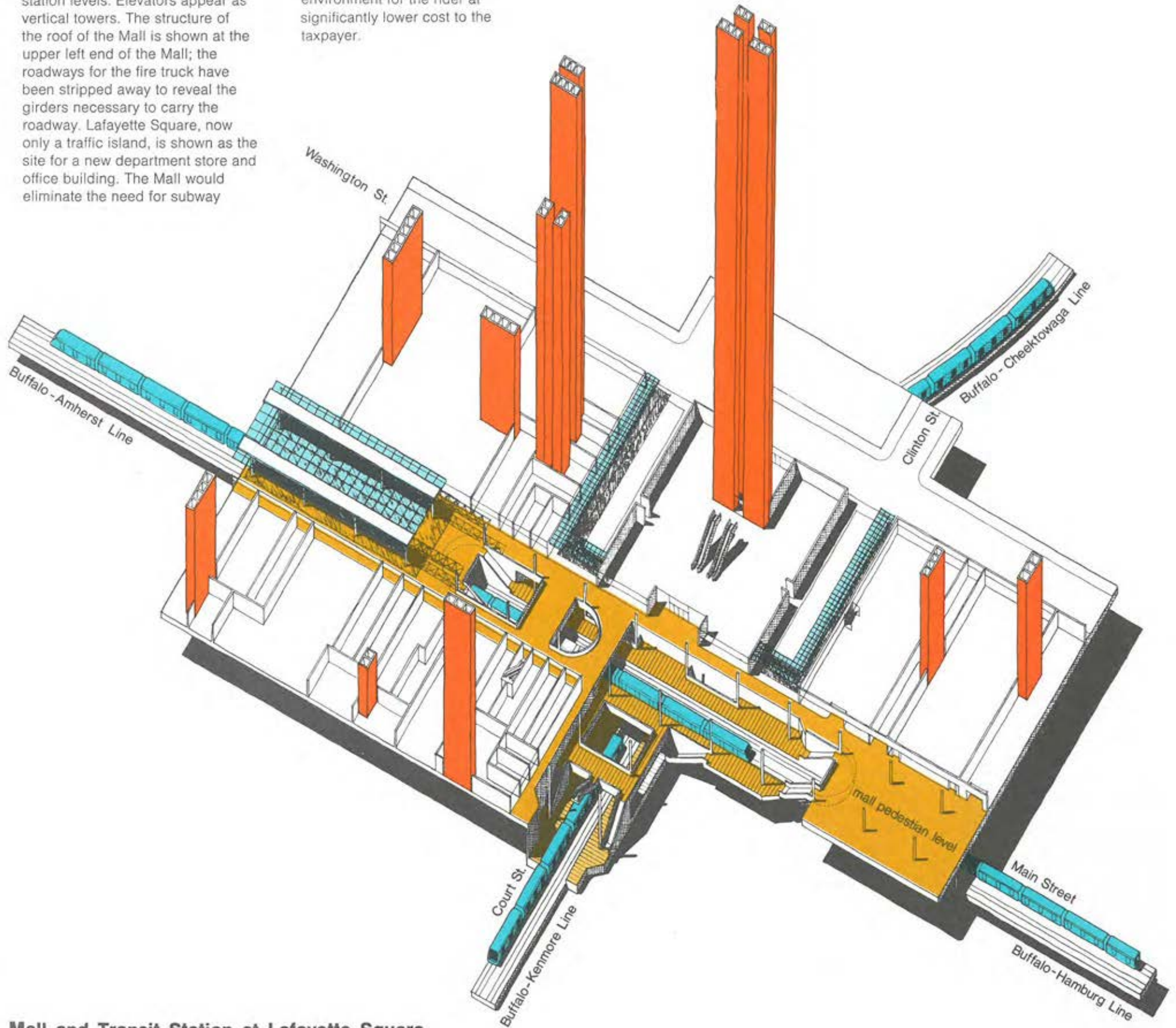
The roof plan also shows the roof of the extensions of the Mall continuing across Pearl Street at Court Street and across Washington at Eagle Street, Lafayette Square and Mohawk Street.



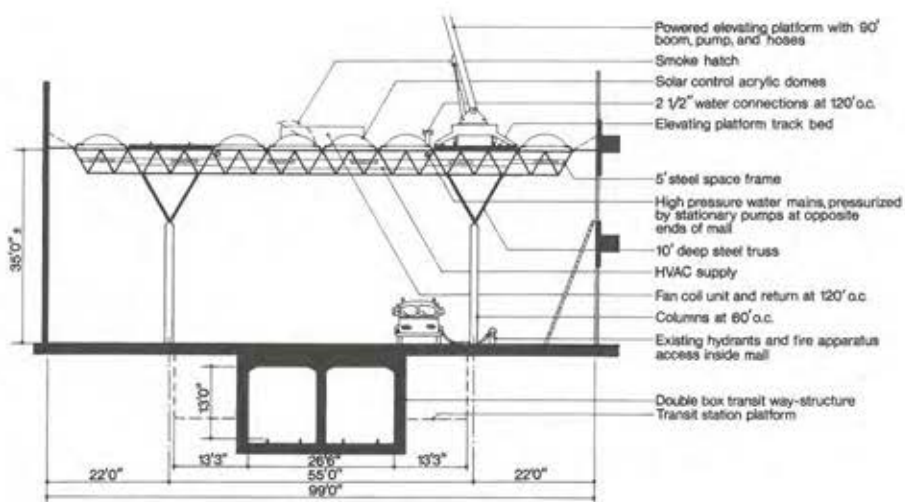
26 Sectional Perspective Looking South on the Main Street Mall at Lafayette Square

This "anatomical" sketch shows the station levels at Lafayette Square. The buildings and ground have been cut away to reveal the relationship between the Mall, elevator lobbies, stores and the two station levels. Elevators appear as vertical towers. The structure of the roof of the Mall is shown at the upper left end of the Mall; the roadways for the fire truck have been stripped away to reveal the girders necessary to carry the roadway. Lafayette Square, now only a traffic island, is shown as the site for a new department store and office building. The Mall would eliminate the need for subway

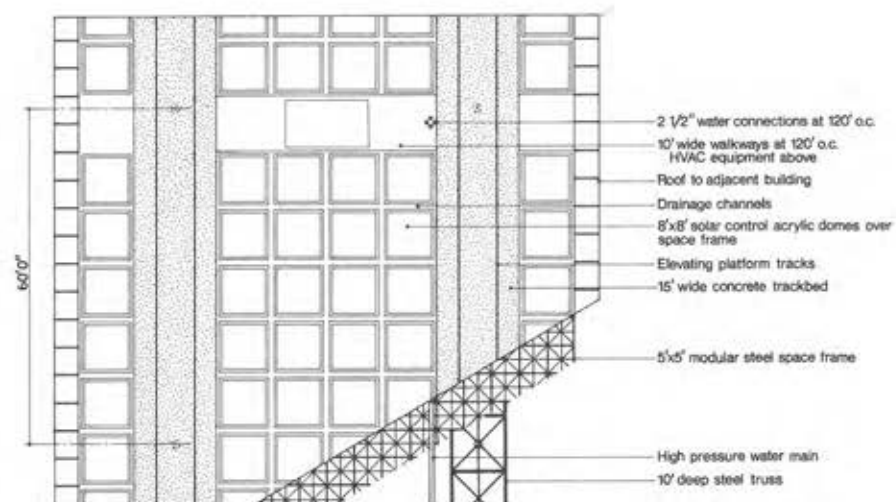
mezzanines and permit the station platforms to be at minimum depth below the ground. This will reduce the length of stairs and allow a closer, more open relationship to the Mall. It also provides a safer environment for the rider at significantly lower cost to the taxpayer.



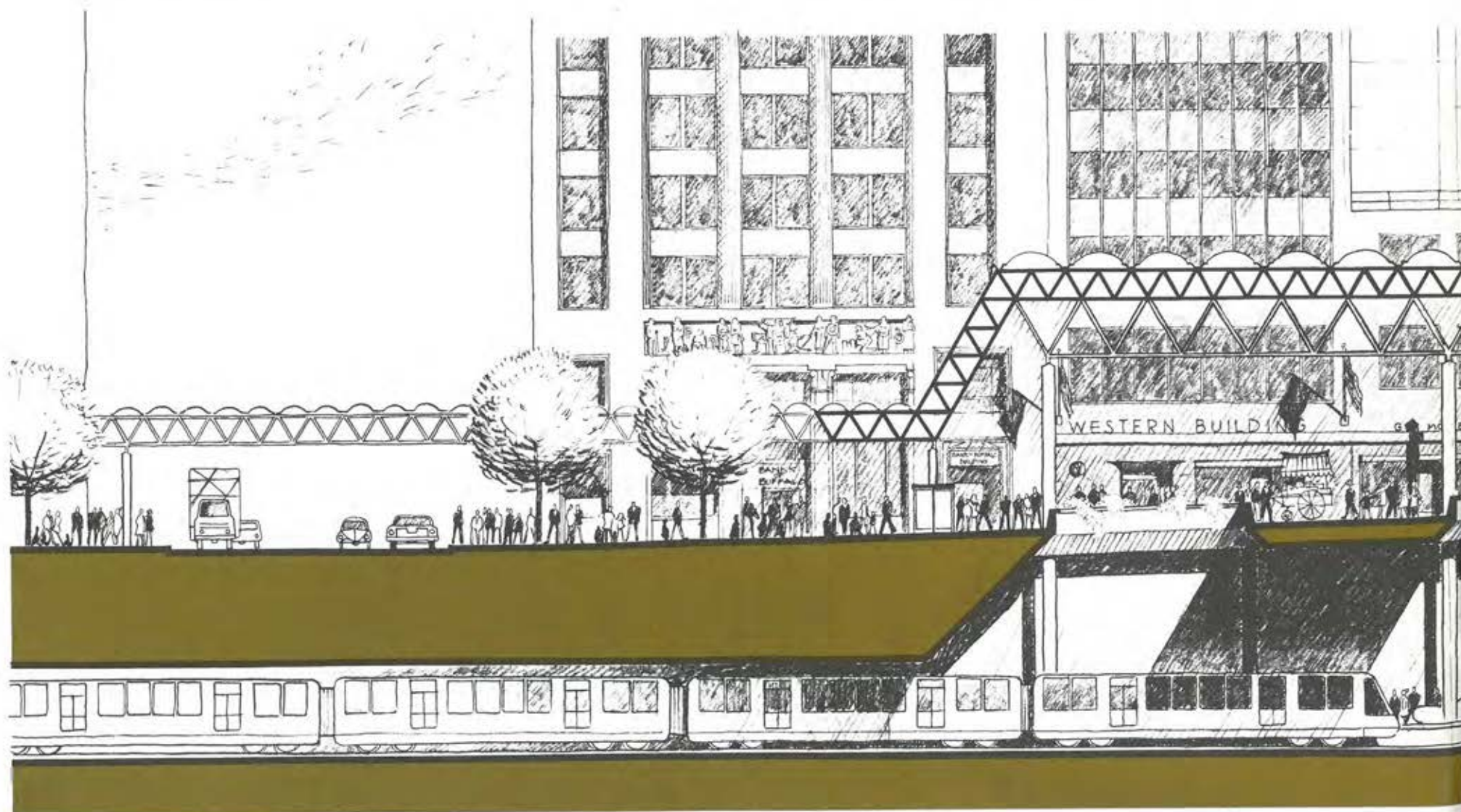
Mall and Transit Station at Lafayette Square



Typical Mall Section

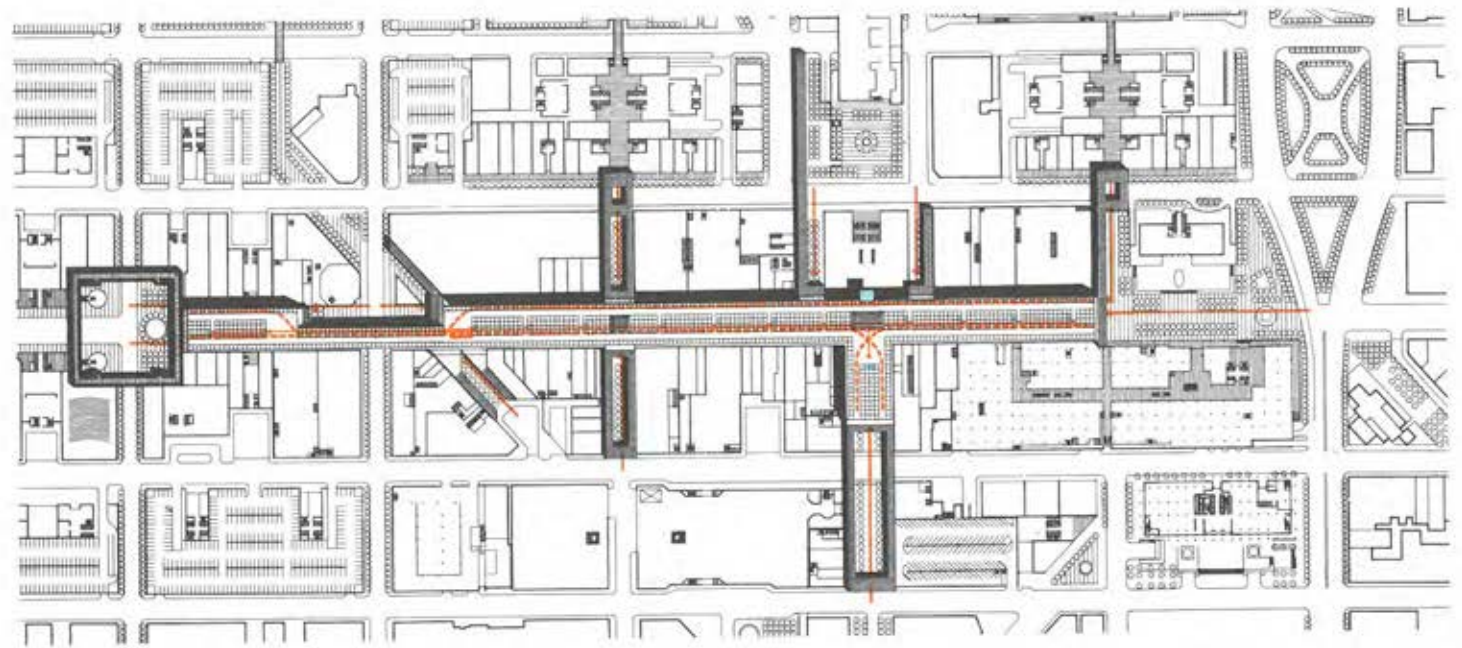


Roof Plan of Typical Mall Section



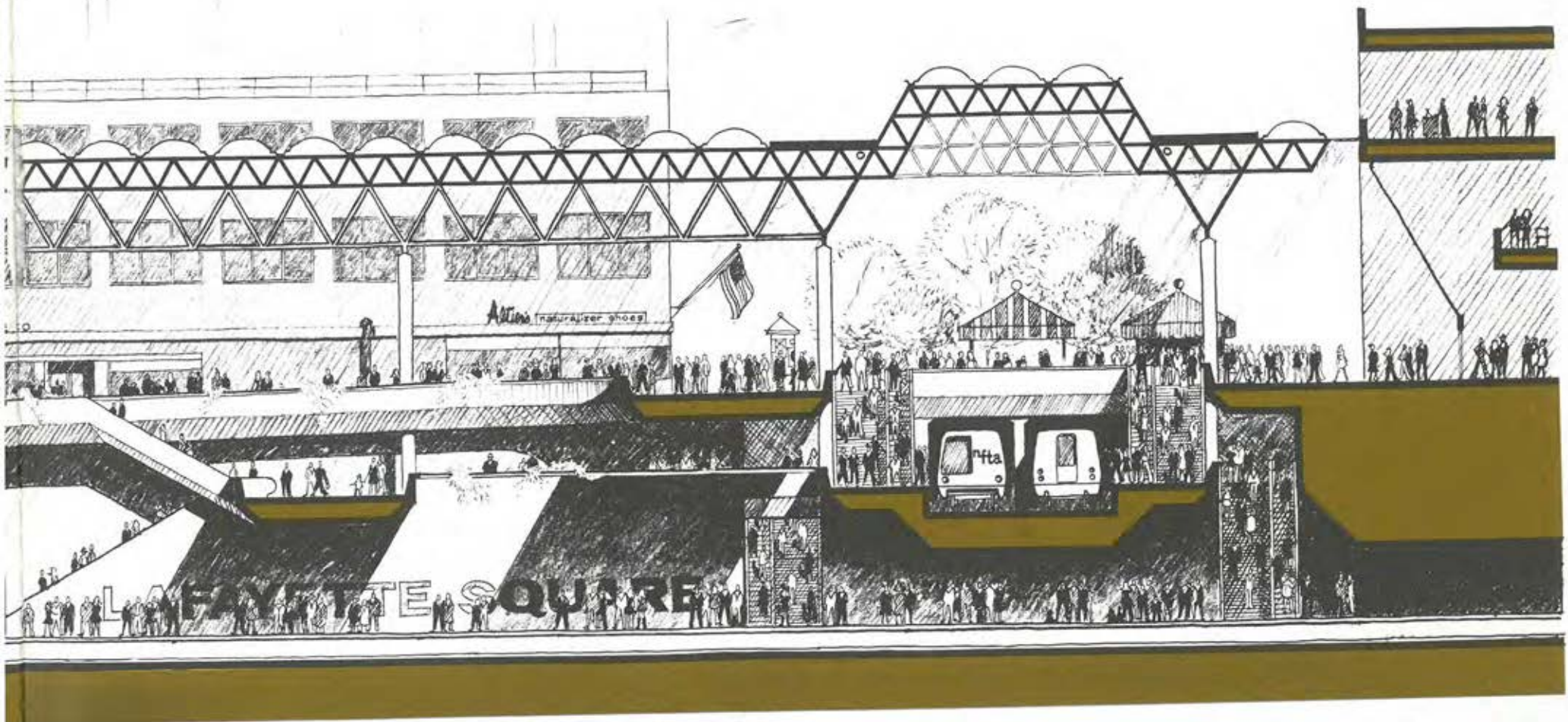
28 Section through Lafayette Square Showing Both Subway Lines and the Mall Structure

The open, skylit quality of the Mall is shown below. The light, airy "space frame" structure is shown covered with double domes of acrylic plastic. The outer dome is reflective to cut down on summer glare and heat. The inner dome supplies an insulating air space to reduce heat loss in winter. Snow and rainwater will be carried away in two foot wide scuppers between the skylights and drained down the supporting columns. Snow on the roadway and ice in the scuppers will be melted by radiant heating elements used only as needed. The joint between the faces of buildings and the structure will be made by a special structural element which can be varied to meet the special condition at each building.



Fire Access

- Fire Apparatus Access Way on Mall Roof
- Fire Apparatus Station and High Pressure Water Pump
- High Pressure Water Main and Connections
- Ground Level Fire Apparatus Access Way and Entry to Mall Interior
- Central Mechanical Plant Location
- Individual HVAC Units





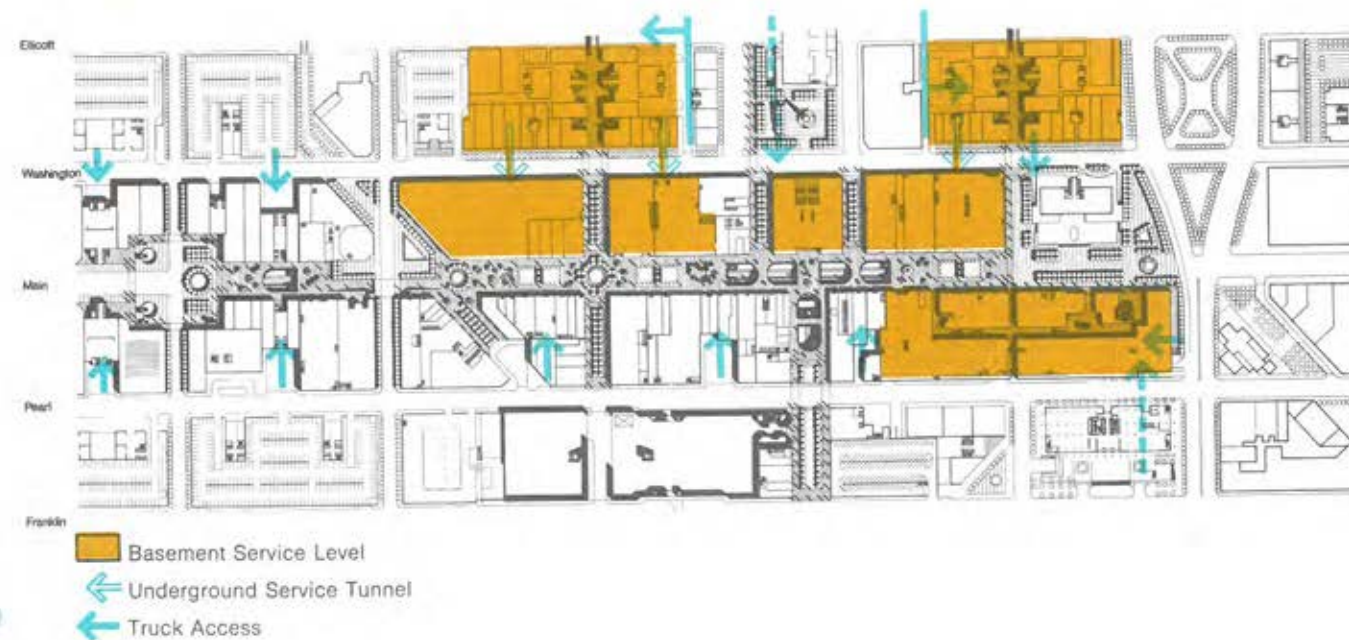
Existing Ground Floor Activities

The plan at the left shows the uses which exist now along Main Mall in the area of the proposed Mall. These have been evaluated to determine where the most likely opportunities exist for future investment in retail activities in the Mall. In no sense does the plan indicate that those areas shown as opportunities are necessarily to be changed by public action. Rather, they indicate where private action is most likely to occur as the effect of the Mall begins to be felt on the pattern of retail sales in Downtown. Minimum use of public powers is expected to be used in the assembly of sites.



Retail Space Opportunities in the Mall

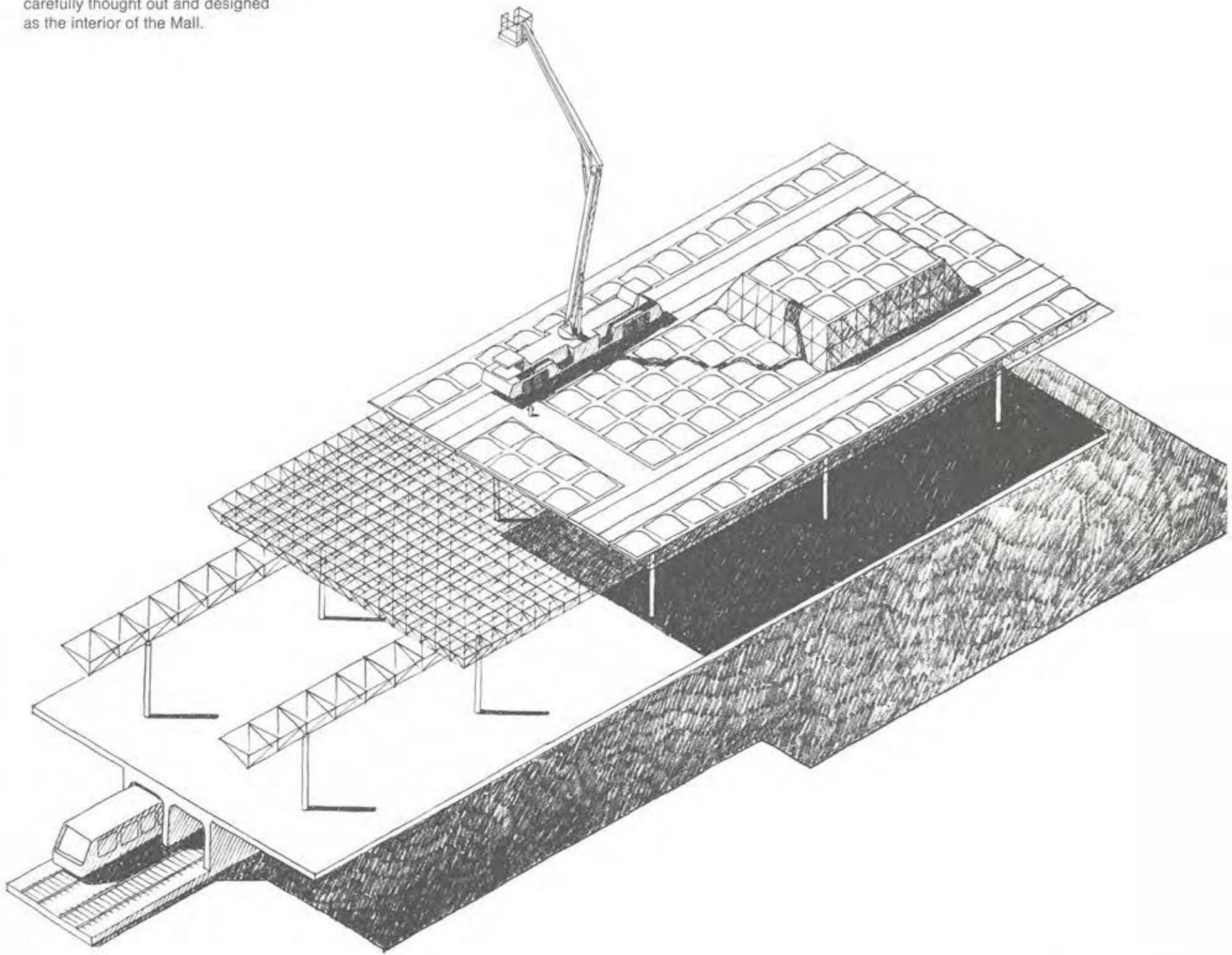
The diagram at the left shows areas in and adjacent to the Mall where, in the consultants judgment new or improved retail space could occur. These locations were selected on the basis of the results of an analysis of existing structures and retail activities in Downtown. Those areas where structures had a number of characteristics indicating easy replaceability (i.e. non-fireproof, single story, poor conditions, etc.) or were low taxpayers were those designated as areas which would be ripe for replacement or radical improvement if the Mall were constructed.



Servicing the Mall

Relatively few stores on Main Street are served directly from Main Street. When Main Street is closed to vehicular traffic, trucks will be prohibited from the Mall. In order to continue to serve the few stores requiring service from the Mall, truck loading areas are proposed in each block where materials can be transferred to special carts for delivery of goods and removal of wastes. The service areas proposed will be designed to handle most of the service needs of the Mall area.

The view of the roof of the Mall from the surrounding buildings is as important as the view the pedestrian has when in the Mall. The Mall structure is shown with various pieces of the structure "peeled" away to show how various elements relate to each other. The fire fighting equipment is shown on the roadway on the roof of the Mall. Air-conditioning equipment will be housed in penthouses on every other bay. The roofscape will be as carefully thought out and designed as the interior of the Mall.



Delaware

Franklin

Pearl

Main

Washington

Ellicott

Oak

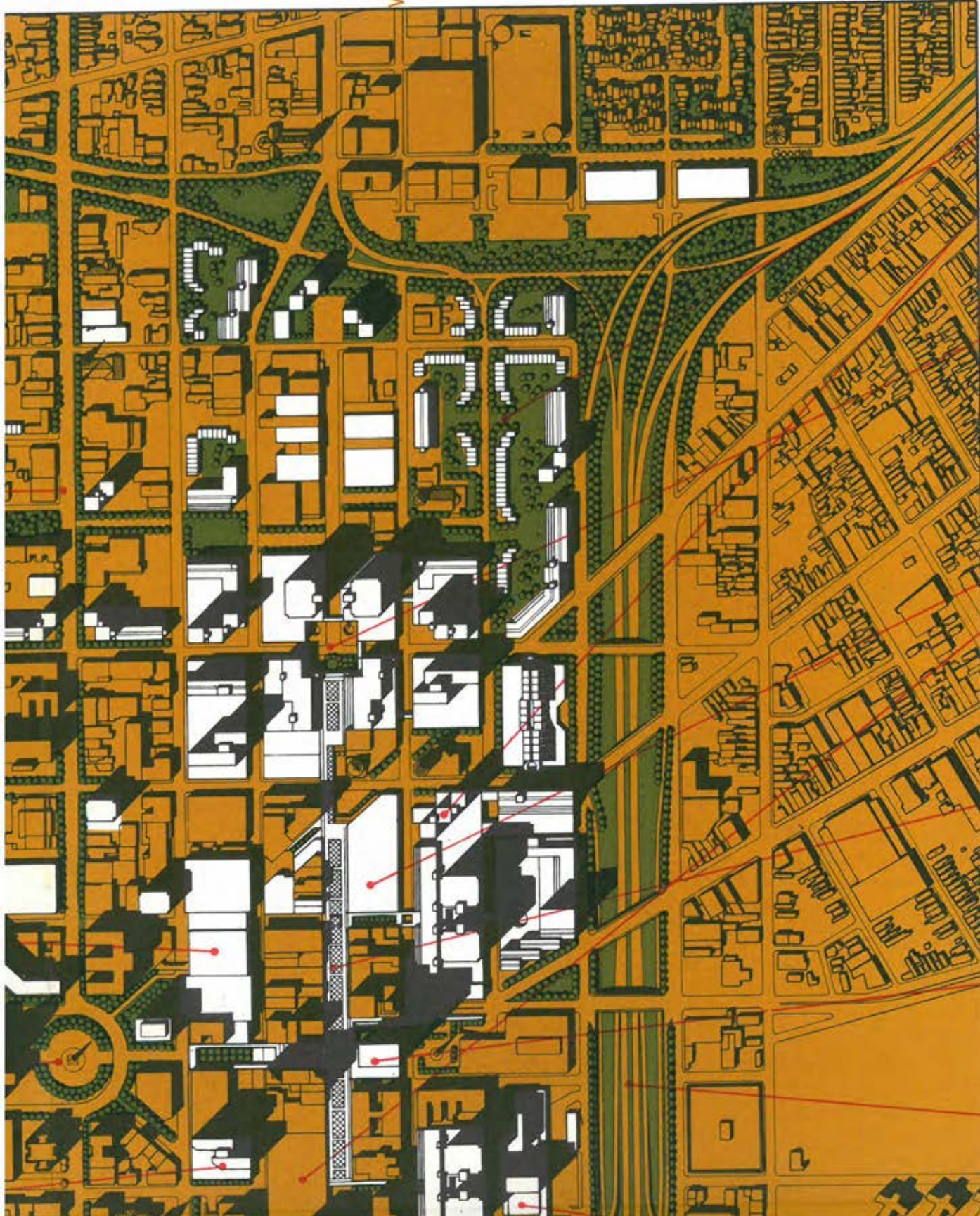
Elm

Michigan

Maple

Mulberry

Locust



Downtown Housing

The creation of a special environment in Downtown will make in-town living attractive for the first time in a generation. Many close-in sites for high rise apartment buildings are envisioned in the plan.

North Main Street—Theaters

The north end of the Mall presents a unique opportunity for a combination of office and retail development including theaters and entertainment. The Chippewa stop on the mass transit line, high accessibility, and good parking mark it as a special opportunity area.

Retail Shopping

The Main Street Mall will provide an environment competitive with suburban all-weather shopping malls and will offer the additional advantages of variety and convenience to work place available only in a downtown area. New retail development opportunities in the Mall area could double the present floor area devoted to retail activities.

The Main Street Mall

The Mall is the central feature of the Plan, providing an all-weather environment for Downtown and interconnecting a major portion of Downtown with the retail shopping area, parking accommodations, mass transit stops, special uses such as the Convention Center, and hotels.

Central Main Street Area

This area is a major new office development opportunity area with a large potential parking supply and direct connections with the Mall and retail shopping.

The Elm-Oak Arterial

The Elm-Oak Arterial will connect the Kensington Expressway and the New York Thruway and give great accessibility to Downtown and major parking garages.

Kensington Expwy

Genesee

Sycamore

Broadway

William

Eagle

Fargo

West

College

Mariner

Elmwood

Park

Delaware

West Side Arterial

The West Side Arterial is planned as a boulevard to serve Downtown and to accommodate traffic going around Downtown. The neighborhoods on either side are protected from through traffic by looping internal streets.

Residential Area

Residential rehabilitation is expected primarily in the area west of Elmwood, north of Niagara and south of Carolina. This area is to be connected by a landscaped pedestrian walkway system to the Main Street Mall area.

Delaware Avenue Area

Delaware Avenue is symbolically one of Buffalo's most important streets. The adjacent land will continue to provide the opportunity for the development of small private offices, corporate headquarters, specialty shops, new high rise apartments and a new media/TV center. Its visual significance as a boulevard will be strengthened by a street tree planting program.

Waterfront Urban Renewal Area Housing Project Area B

The first stage of this low and moderate income, racially mixed, housing project is under construction, sponsored by the New York State Urban Development Corporation. It will include new shopping and school facilities.

The Convention Center

A new centrally located convention facility will radically increase Buffalo's convention trade and act as a catalyst to the development of new hotel facilities and other convention-oriented activities. It will be built in two stages and ultimately have 155,000 square feet of exhibition space.

Governmental Center

The area around Niagara Square has developed into the region's governmental center, including Federal, County and City functions. The new City Court Building will soon be constructed immediately south of City Hall. The area provides the opportunity for additional governmental development as the need arises.

Downtown Urban Renewal: Phase 2

Prospect

Niagara

Seventh

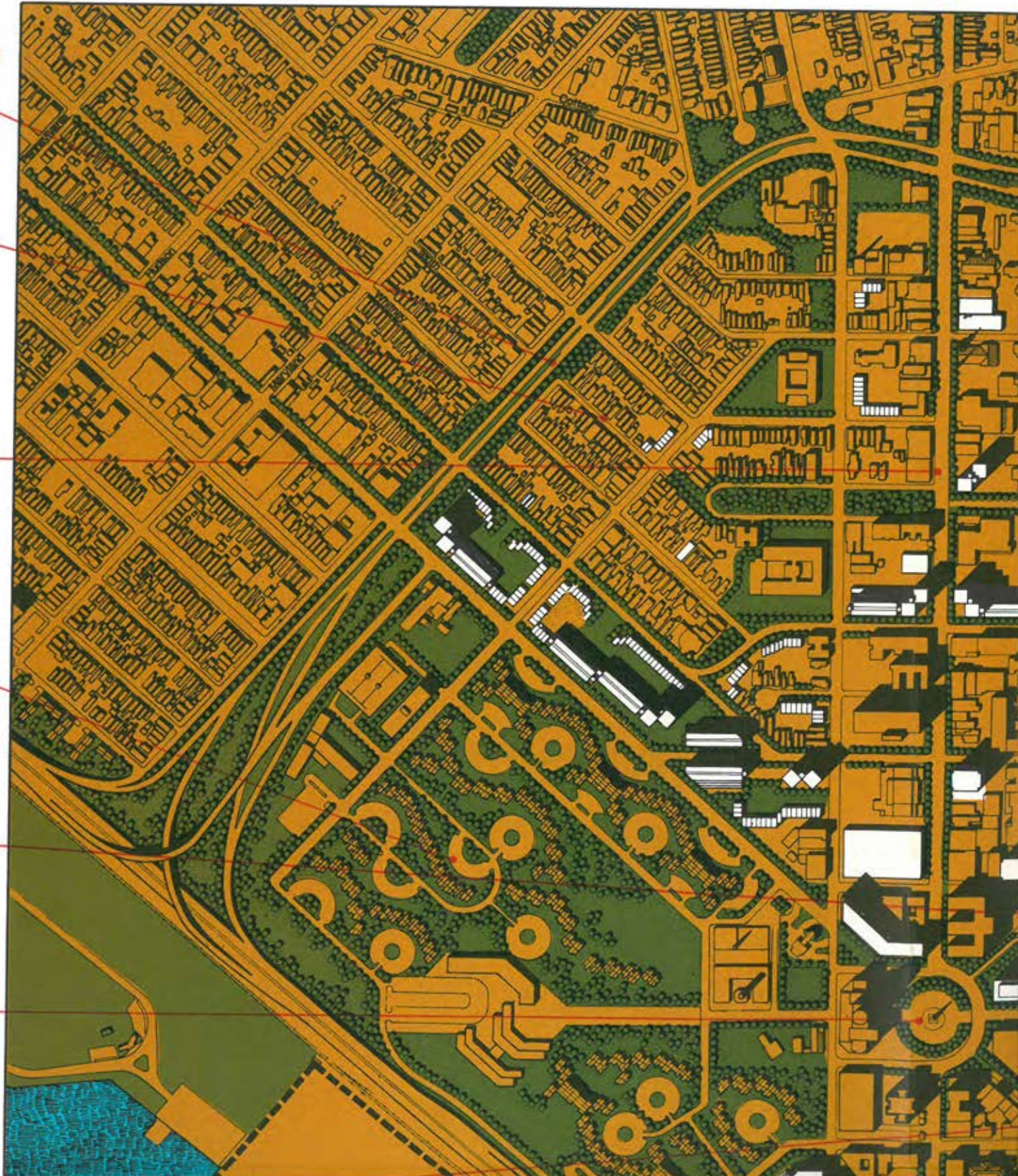
Busti

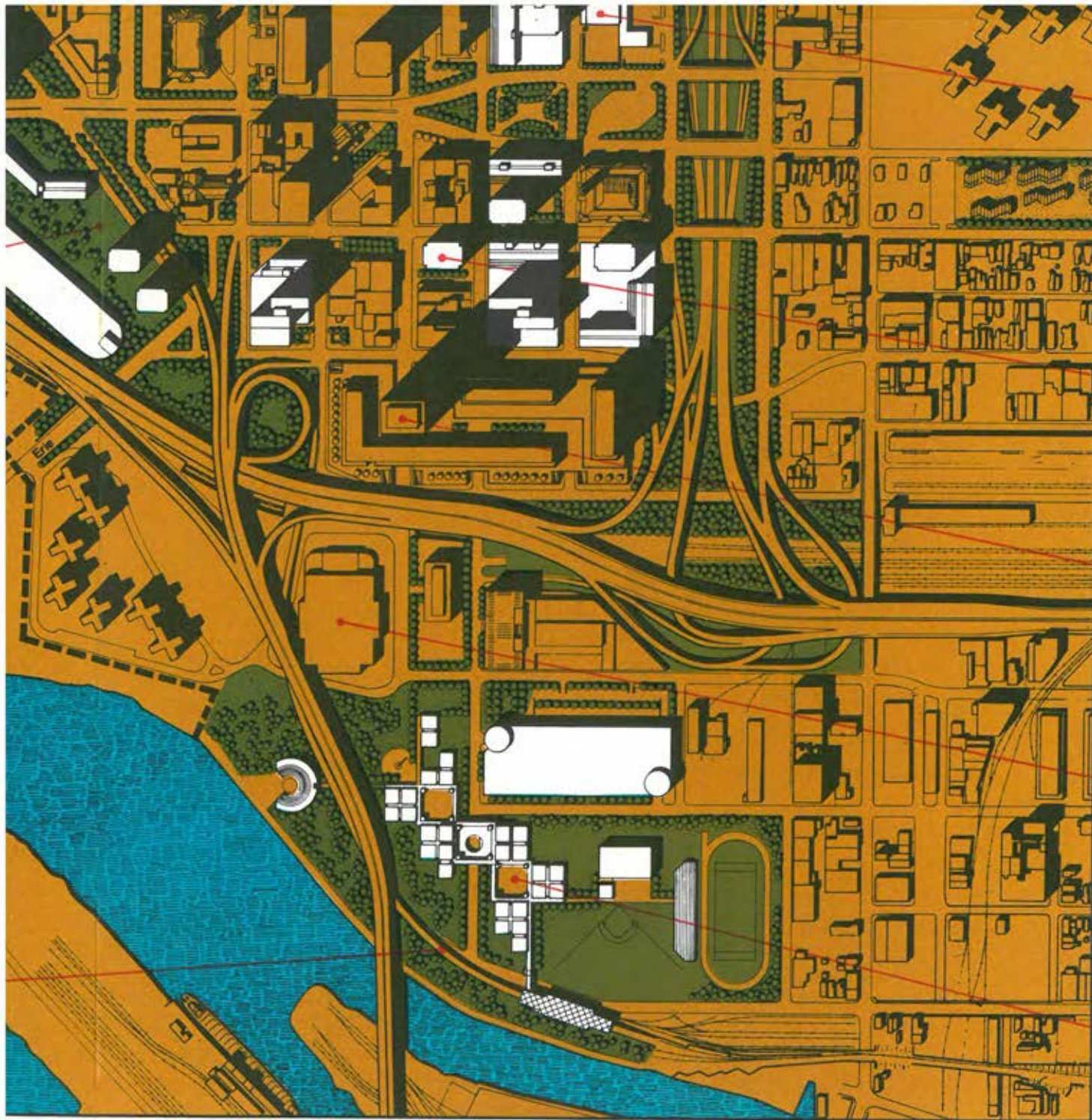
Trenton

Efner

Fourth

N.Y. State Thruway





Metropolitan Transportation Center

The Transportation Center, to be developed by the Niagara Frontier Transportation Authority, will accommodate the operation of a number of inter-city bus companies and local express bus operations. It will have direct access to the Elm-Oak Arterial which ties into both the Kensington Expressway and New York State Thruway.

S. Division

Swan

Myrtle

Seneca

Carroll

Exchange

Office Development

The area north of Marine Midland is a prime development area for new office space with high accessibility to both mass transit and parking supply.

The Marine Midland Project

This major pioneering project is currently under construction and will add 900,000 square feet of office space. Later stages will include a hotel, retail space, and another 500,000 square feet of space.

N.Y. State Thruway

Scott

The Auditorium Project

The auditorium is being enlarged and rebuilt to seat 15,000. It is the arena for the Buffalo Sabres Hockey Team and Buffalo Braves Basketball Team. This facility is available for other types of indoor sports events and will be, upon completion, a major addition to the sports facilities of the Buffalo region.

Perry

Fulton

The Community College

A new Community College should be established in the South Main Street area of the Downtown. It will be served by the mass transit system with accessibility to Downtown for work-study courses and the Downtown work force.

South Park

Miami

Fuhrmann

Buffalo Skyway

Michigan

Moore

Downtown Urban Renewal: Phase 2

This project will renew a substantial area by the development of new retail and office building space immediately across from Main Place.

Waterfront Housing Development Area A

The second stage of the waterfront housing project is currently in design and may have a combination of town-houses and high rise apartments grouped around a marina. Stages One and Two will ultimately have 2,800 new housing units.

Waterfront Urban Renewal: Parcel 7

This area provides the opportunity for a major civic parking garage, a 400 room hotel and several commercial office buildings.

Waterfront Marina

The existing breakwaters remaining from the old harbor will be extensively filled and converted to a sheltered marina for pleasure boating.

Waterfront Boatel/Erie Quai

Taking advantage of the new downtown environment, an important opportunity exists for a unique kind of waterfront development having its only counterpart in the United States in the Fisherman's Wharf/Cannery/Ghirardelli Square development in San Francisco. Its European counterpart is Copenhagen's Tivoli Gardens.

The Buffalo/Amherst Mass Transit Line

The first part of a two line rail mass transit system will run in subway down Main Street and emerge under the Thruway with an elevated station at the Community College. Ultimately the system will include a line from Kenmore-Tonawanda to the airport.

