

BUFFALO CITY PLAN

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BUFFALO CITY PLAN

Prepared by

DIVISION OF PLANNING

Paul Barrick, Director

Richard H. Gennuso, Principal Planner

Daniel J. Guminski, Senior Planner

Typists:

Rachel Palmeri

Mildred Partell

Karen Ranallo

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BUFFALO CITY PLAN

Chapter I

INTRODUCTION

Division of Planning

CHAPTER I - INTRODUCTION

A - PHYSICAL CHARACTERISTICS OF BUFFALO

The City of Buffalo is located at the eastern end of Lake Erie and on the Niagara River in Western New York State. Its latitude is 42°54'N., and its longitude is 78°51'W. Buffalo's weather basically provides warm, dry summers and relatively mild winters, although high snowfalls are prevalent in the area, particularly in the area south of the City due to a lake effect. High pressure systems over the interior of the United States produces an Indian Summer effect in the fall. Lake Erie causes the temperatures of Buffalo to be cooler in summer and warmer in winter than of areas further inland. Strong winds, however, are also caused by the lake location. Prevailing winds in summer are from the southwest, with the prevailing winds in winter a few points more to the north. In winter occasional polar winds from the northwest are colder and more severe. High density urbanized areas, such as Buffalo, cause climate variations due to the creation of isotherm heat domes. These are air strata over the area with heat ranges higher than surrounding areas. They are caused by building heat losses, radiation absorption, industrial and vehicular exhausts. The heat dome over Buffalo causes somewhat warmer temperatures in the City and generally on its lee side.

Buffalo is located in the Erie-Niagara Basin from which water drains into Lake Erie and the Niagara River. This basin is underlain by layers of sedimentary bedrock which are largely covered with unconsolidated deposits. Bedrock consists mainly of shale, limestone, and dolomite. The bedrock units were built up by fine-grained sediments deposited in ancient seas during the Silurian and Devonian Periods and are bedded or layered. The inclination of the bedding planes is gently southward at from 20 to 60 feet per mile with the average dip between 30 and 40 feet per mile. The dip is gentle and hardly perceptible.

Unconsolidated deposits are mostly glacial deposits formed during the Pleistocene Period, about 10,000 to 15,000 years ago when an ice sheet covered the area. The glacial deposits consist of: till, a nonsorted mixture of clay, silt, sand, and stones deposited directly from the ice sheet; lake deposits, bedded clay, silt, and sand that settled in lakes fed by the melting ice; and sand and gravel deposits from glacial streams. The glacial deposits generally are less than 50 feet thick in the northern part of the basin where the City of Buffalo is located. They are considerably thicker in some valleys in the southern part of the Basin. Other unconsolidated deposits are alluvium formed by accumulation of decayed plant matter in poorly drained areas.

Relief of the present land surface in the Basin is due to pre-glacial erosion of the bedrock and subsequent topographic modification by glaciation. In contrast to the southward dip of the rocks, the land surface rises to the south largely because

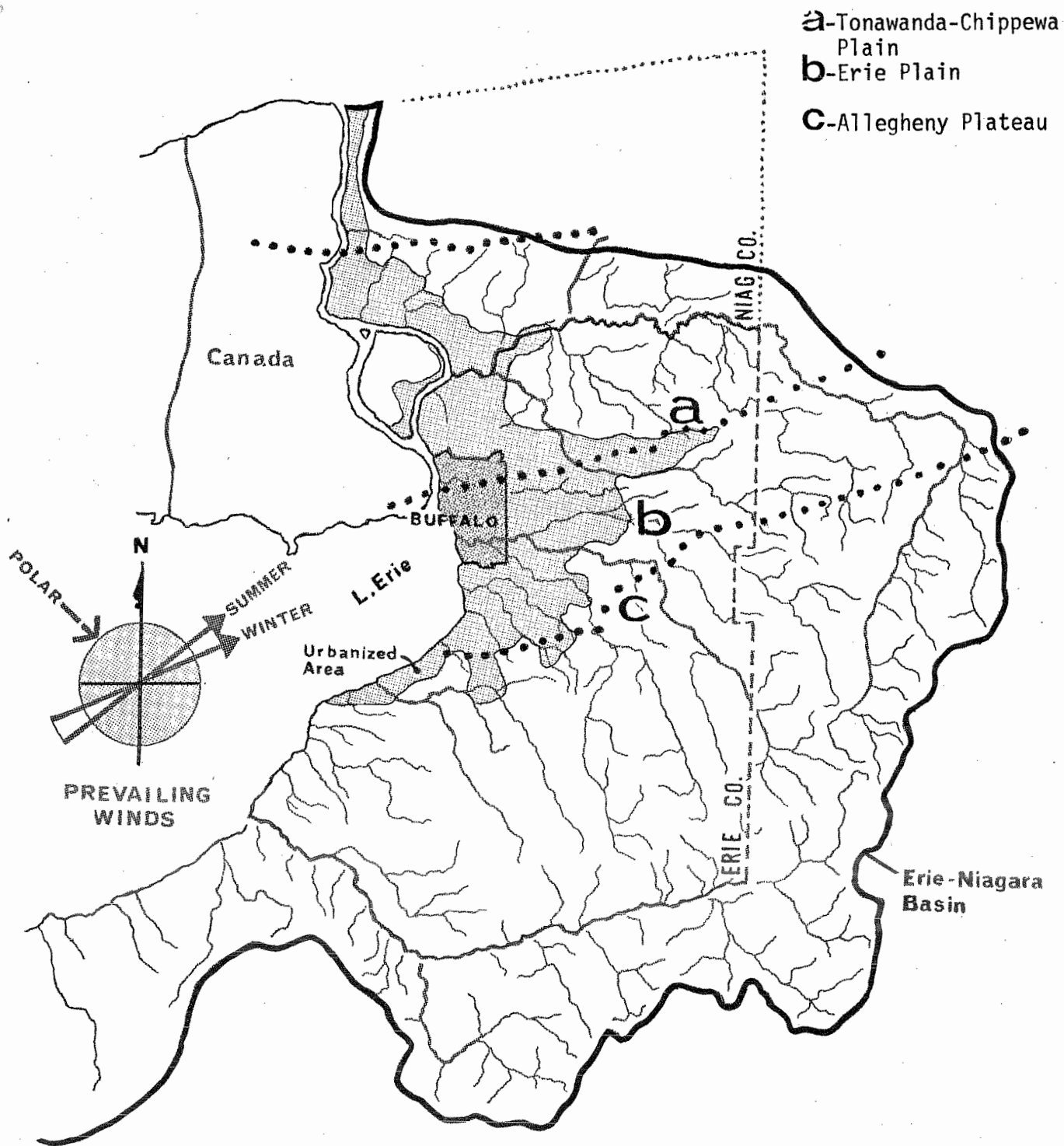
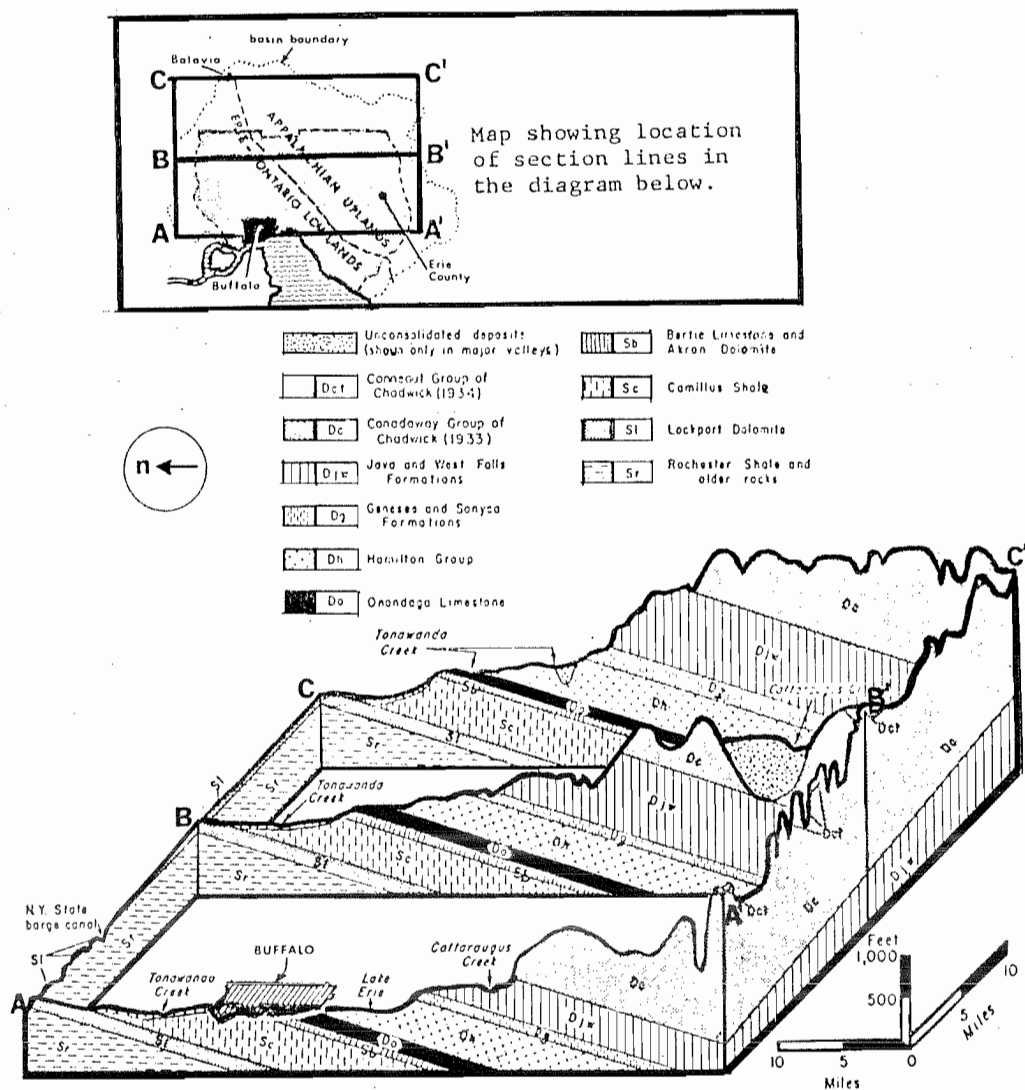


Fig. I A-1, Erie-Niagara Drainage Basin.



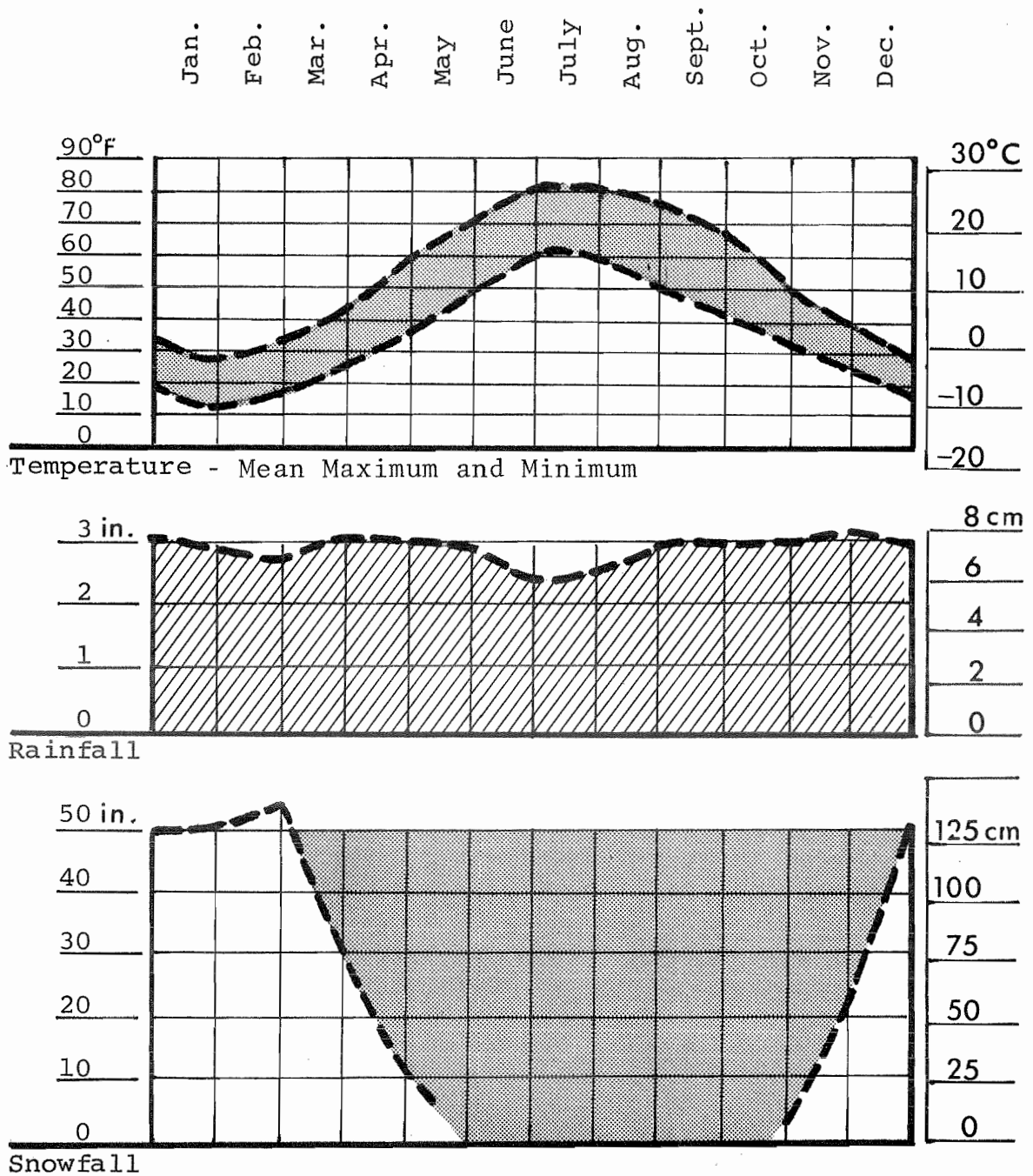


Fig. I A-3. Buffalo Climate.

preglacial erosion was more vigorous in the northern part of the Basin. Rocks crop out in belts which trend generally east-west. Lockport Dolomite and Onondaga Limestone, because they are relatively resistant to erosion, form low ridges in the northern part of the Basin. The Black Rock which formed a natural harbor in Buffalo before 1825 was an outcrop of Onondaga Limestone.

Soils underlying the City are generally good bearing soils with the possible exceptions of man-filled areas and some land east of Lake Erie which presently serves as a nature preserve and a large railroad corridor. Bedrock rises near the surface in several areas of the City proper.

The elevation of the City of Buffalo ranges from 572 feet to 699 feet above sea level. Under City datum, which is used in working with elevations in the City, zero equals 576.01 feet above sea level. The highest ground elevation exists in the northeastern part of the City. Land area of the City is 41.4 square miles and the total area of the City, including riparian rights, is 50 square miles.

B - DESCRIPTION OF BUFFALO

The Buffalo Urbanized Area is the largest industrial and commercial center in upstate New York. Within the surrounding eight-county area agriculture is an important part of the economy but it is overshadowed by the manufacturing complex. Dairy farming and fruit production lead agriculture pursuits.

Historically the City has served as a transportation center. Access exists to markets in the Northeast, Midwest and Canada. Buffalo has long served as a Great Lakes port. With the opening of the St. Lawrence Seaway in 1959 Buffalo was offered the potential of an inland ocean port. The City is the center of the area's wholesale, retail and foreign trade activities as well as of its manufacturing and service industries.

The manufacture of primary metals represents the area's largest manufacturing activity. Steel mills have access to coal from Pennsylvania and to iron ore and limestone shipped over the Great Lakes. Transportation equipment is the area's second largest manufacturing industry. Non-electrical machinery, fabricated metals, food-processing, electrical machinery, chemicals and fabricated metals provide large employment in the area. Grain milling and bakery products provide the bulk of the area's food-processing industry. Manufacture of electrical equipment represents one of the area's expanding industries. The importance of wholesaling to the City of Buffalo is marked by the highest ratio of wholesaling over retailing of all cities over 25,000 population in New York State.

Research is of growing importance in the Buffalo area. More than 150 research laboratories exist in the area. The 2.2 million-Kilowatt Robert Moses Power Project at Niagara Falls is one of

the largest hydroelectric power plants in the world and generates electrical power for the area's industries and homes.

The 27,364 acres of the City of Buffalo proper include 8552 acres (31%) used for residential purposes, 1613 acres (5.9%) used commercially and 2744 acres (10.3%) used for industrial uses. Of the total area, 91% is developed. The undeveloped portion consists of waterways, 2%, and vacant land, 7%. A good part of the vacant land contains poor fill or is subject to flooding. Within the developed area, there is an 8% vacancy rate in housing and a 19% vacancy rate for commercial and industrial structures.

The City, largely due to the restrictions of its 1854 boundaries, has a particularly old inventory of housing. The 1970 U.S. Census of Housing indicated about 86% of the City's housing stock was more than 30 years old at that time. It is estimated that by the year 2000 at least 19% of the 1970 housing stock will have been lost. Much of the remaining stock will have to be substantially improved. A vigorous building program will have to be undertaken to replace lost housing units.

Original development of the City consisted predominately of frame dwellings, usually located on small lots. Many residential neighborhoods have retained an attractive flavor. Others have given way to blighting influences. The uphill task of rehabilitating and rebuilding the city has begun and will continue for some time.

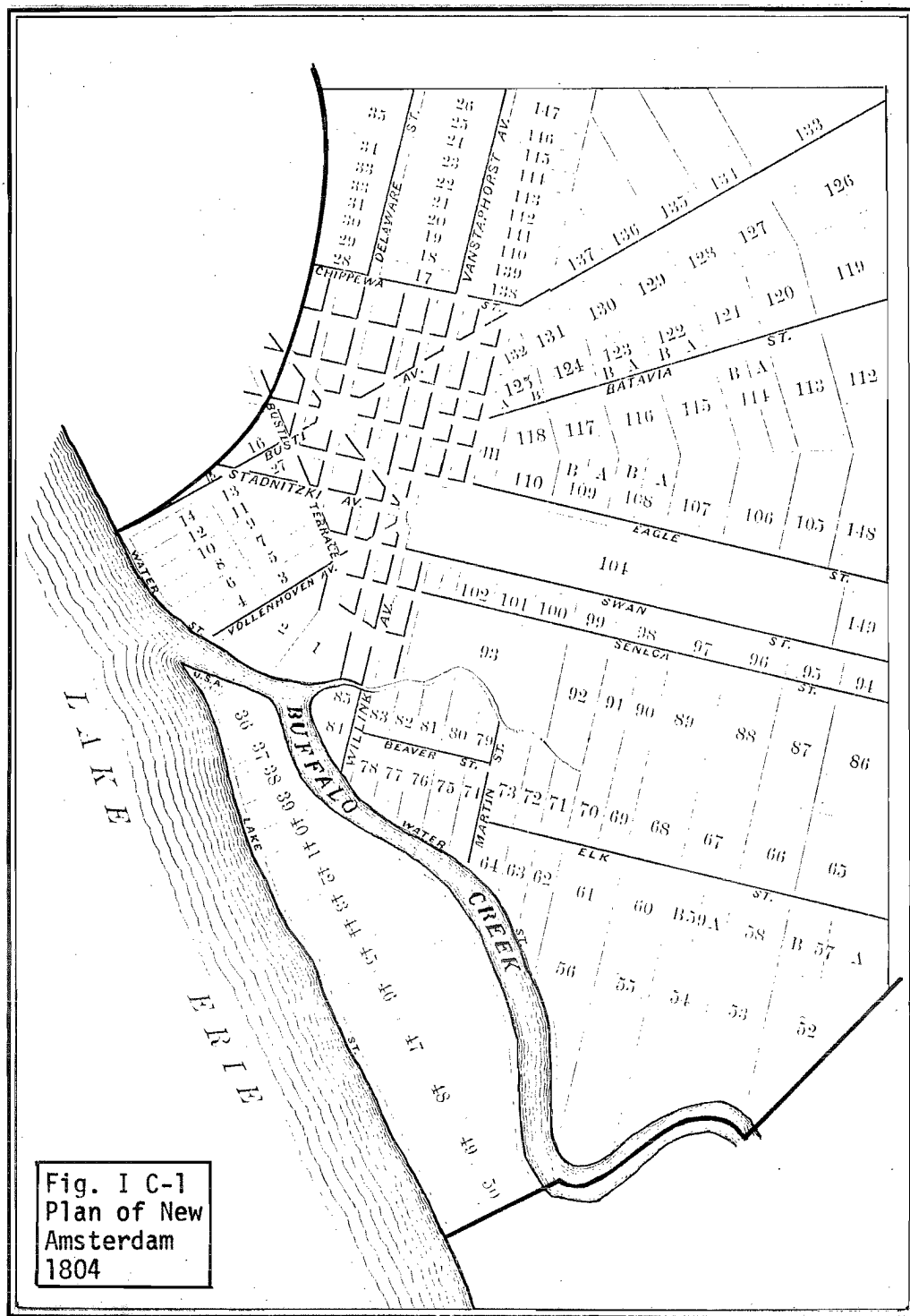
The population of the City of Buffalo proper reached its peak in 1945. Movement of population from the central City to urbanized areas outside the 1854 boundaries of the City began many decades ago and continues. While the residential population of the City is near 400,000, the daytime population of the City reaches well over 500,000 after daily population movements occur. The residential population of the City proper represents less than a third of the Buffalo Urbanized Area population. The City's relatively small five by eight mile size has played a major role in restricting recent City development and limiting the City's tax resources.

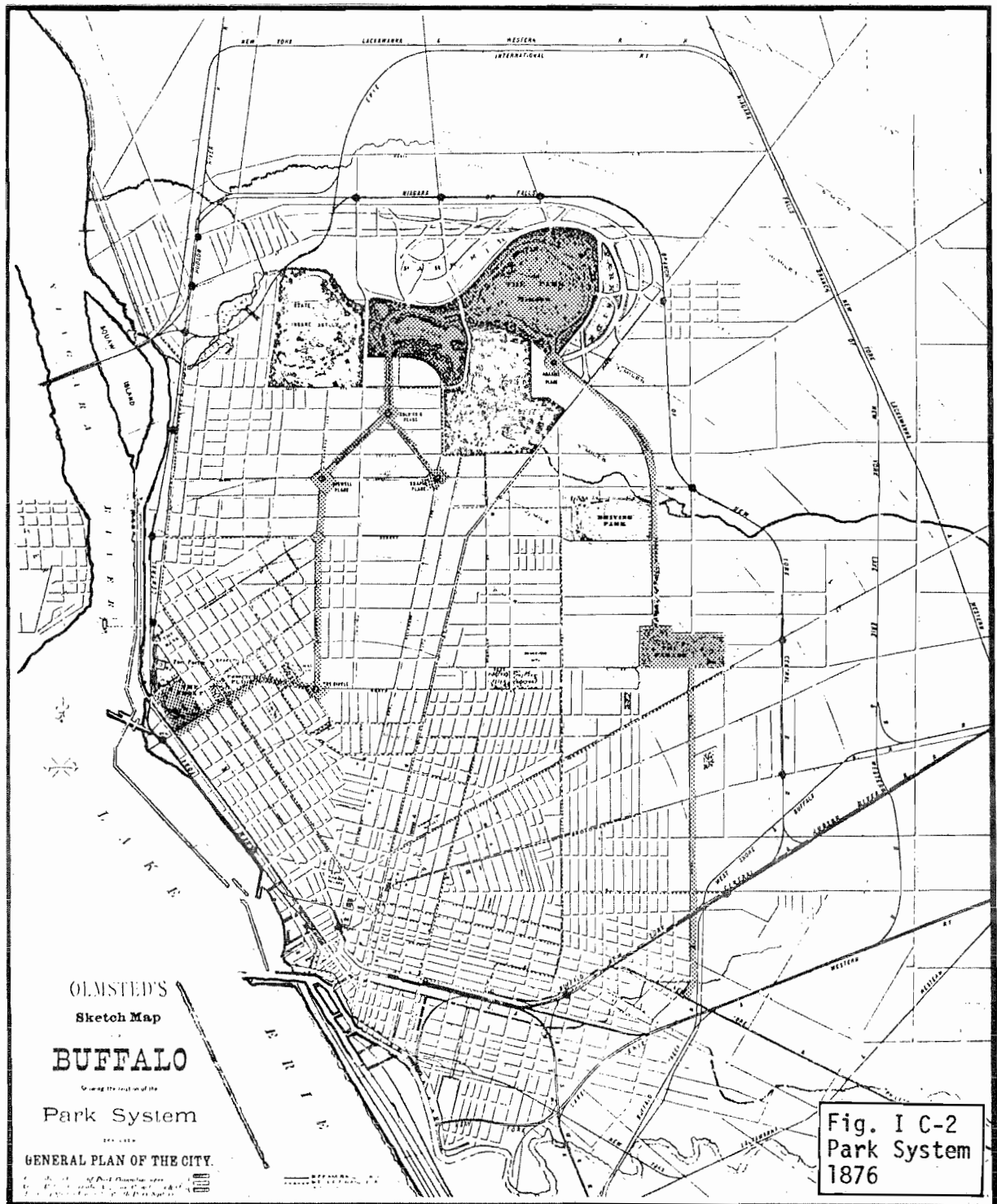
The general pattern of residential population movement has indicated a shift of the City's central core population outward and, in turn, a shift of peripheral population to areas beyond the City's boundaries.

It is the purpose of the Buffalo City Plan to examine existing conditions, to confront causes of deterioration, to capitalize on development opportunities and to revitalize the City.

C - PAST PLANNING

Some degree of planning was utilized throughout the development of the City of Buffalo. There are certain plans and activities, however, which were particularly significant and these are summarized below.





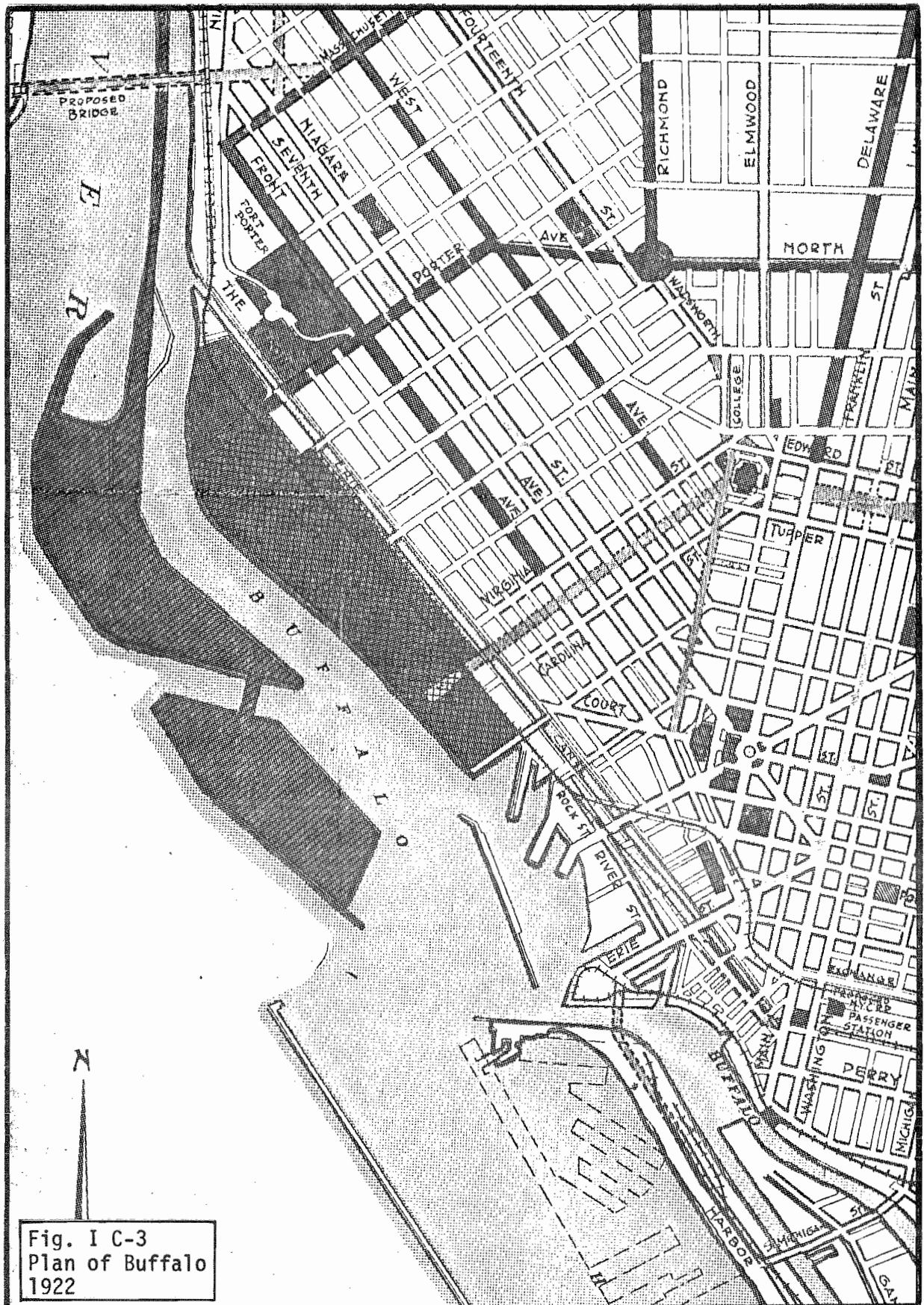


Fig. I C-3
Plan of Buffalo
1922

The initial plan for the City was the plan for the Village of New Amsterdam prepared for the Holland Land Company by Joseph Ellicott in 1804. That plan covered basically the present downtown area of the City. The rest of the City was within the New York State Reservation, the Buffalo Creek Indian Reservation or indicated as outer lots.

Ellicott was influenced by Pierre L'Enfant with whom he worked on the plan for Washington D.C. The plan for New Amsterdam provided a grid system of streets, one chain in width, over which broader radial streets, one and a half chains in width were superimposed. Three focal points or squares existed. L'Enfant, a French military engineer, had been influenced by reflections of the late Renaissance as they appeared in city lay-out.

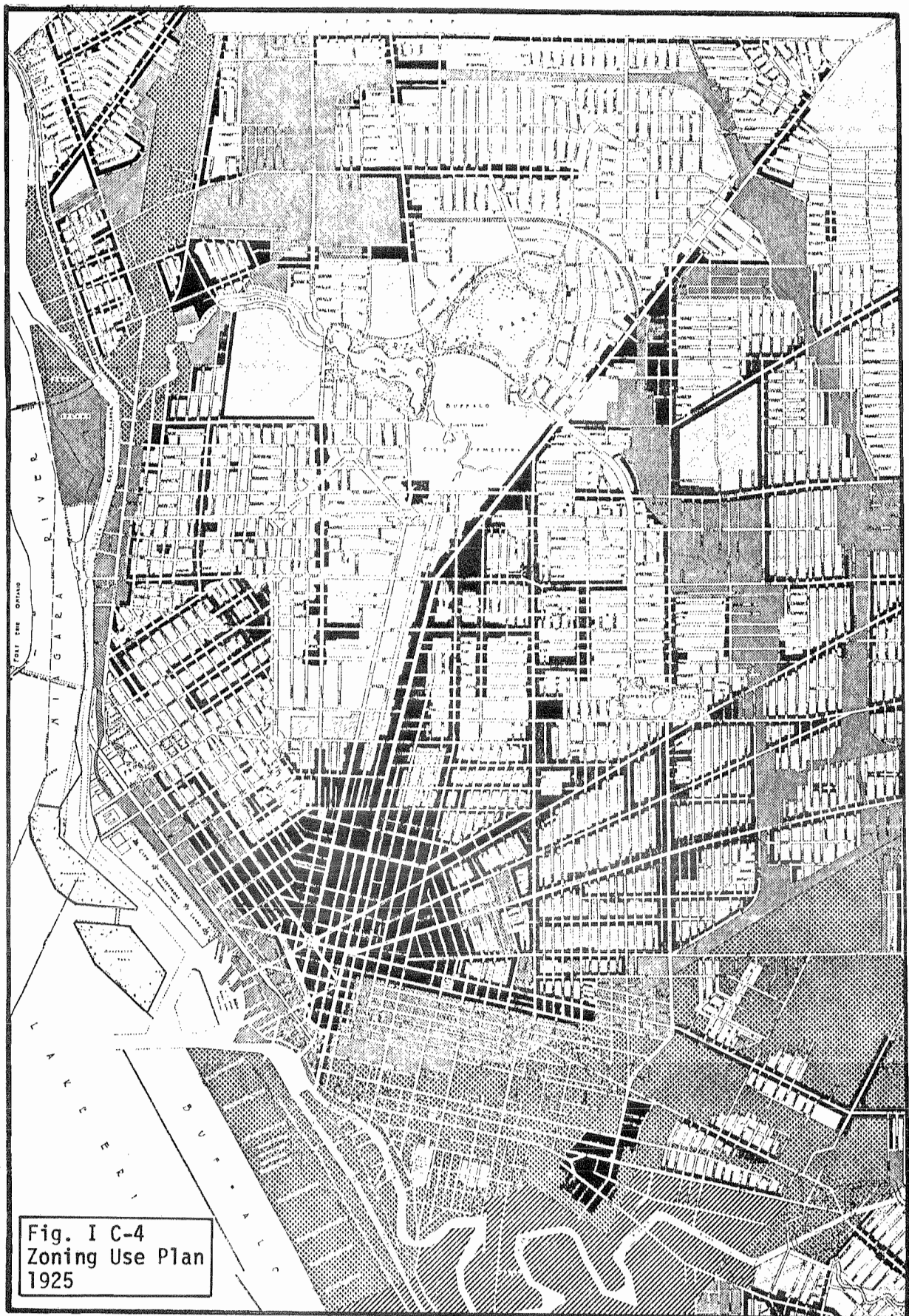
In 1813 the Village's name was changed to Buffalo, the name in common usage. After the Erie Canal was opened in 1825, Buffalo grew to become a city in 1832. The expansion of local street patterns took place between major routes in existence.

A group of citizens in the 1860's became interested in the provision of park land in the City. They retained the firm of Olmsted and Vaux to prepare a park plan. The plan was prepared and the City obtained permission from the State to provide park land. At the time the provision of park land was not considered a function of local government. The provision of park land and parkways were more successful in undeveloped areas of the City than in developed areas of the City. The plan called for a circular pattern at the eastern end of Delaware Park. While Amherst Street was realigned, the rest of the circular pattern did not develop.

New York State provided enabling legislation in 1912 to permit local governments to incorporate city planning as a function of government. This function was introduced in Buffalo in 1918 when the City Planning Committee was formed, a commission located under the legislative body. In the early 1920's the use of the title Committee was dropped in favor of Commission. From 1918 to 1925 the primary activity of the Commission involved the preparation of the City's first zoning ordinance which became effective in 1926.

In 1922 a Plan of Buffalo was produced by the Buffalo City Planning Association. Emphasis was on improved major street patterns, including a circumvential highway surrounding the downtown area. A proposed bridge to Canada was shown terminating near Massachusetts and Fargo Avenues. When built in 1927, the Peace Bridge took a more southerly course and used the grounds of Fort Porter.

During the mid-and late-1920's, the Planning Commission worked on the selection of the site for a civic center. Niagara Square was selected and a new City Hall proposed. In 1928 the Commission was reformed and assigned the responsibilities of the Grade Crossing and Harbor Committees.



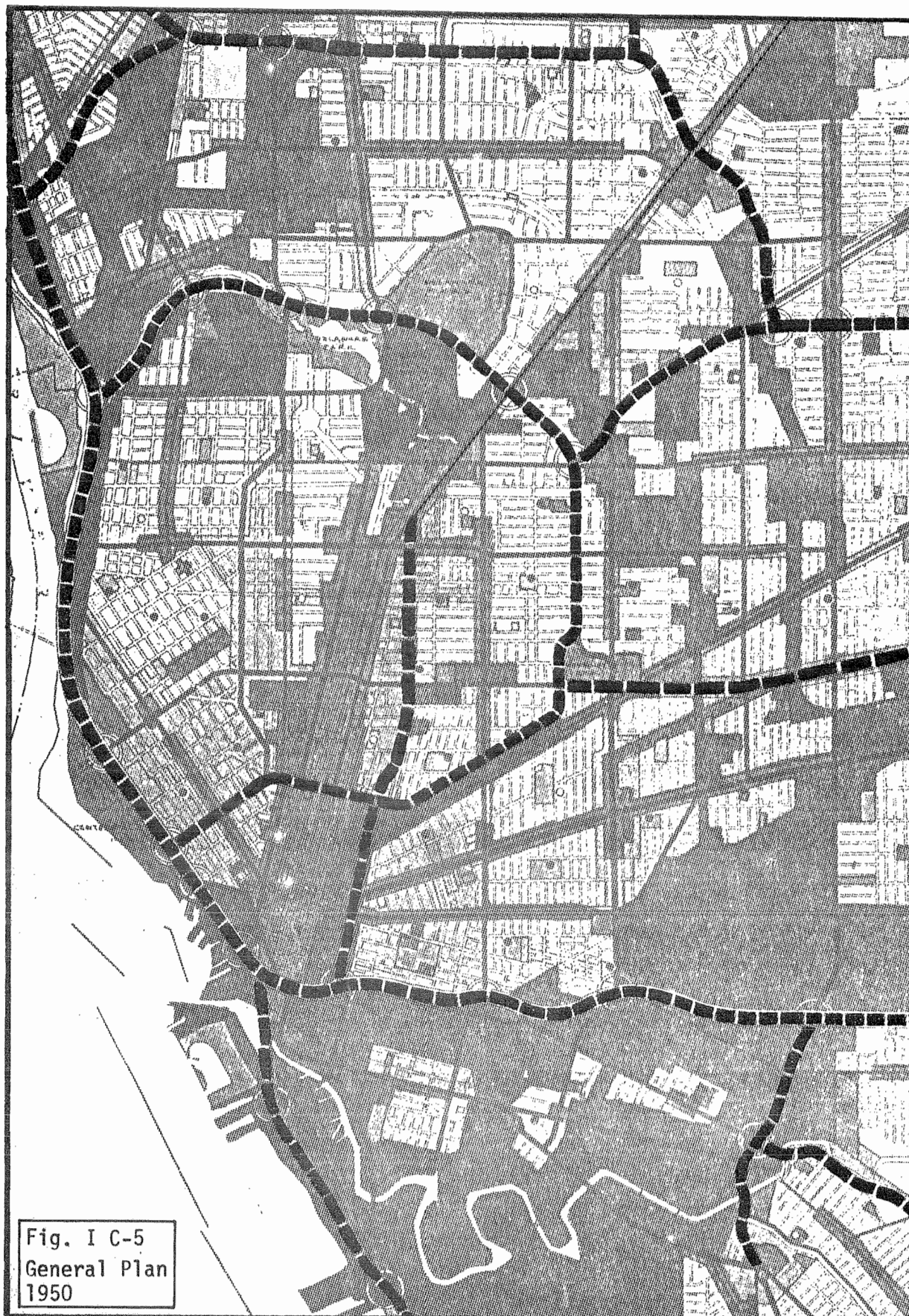
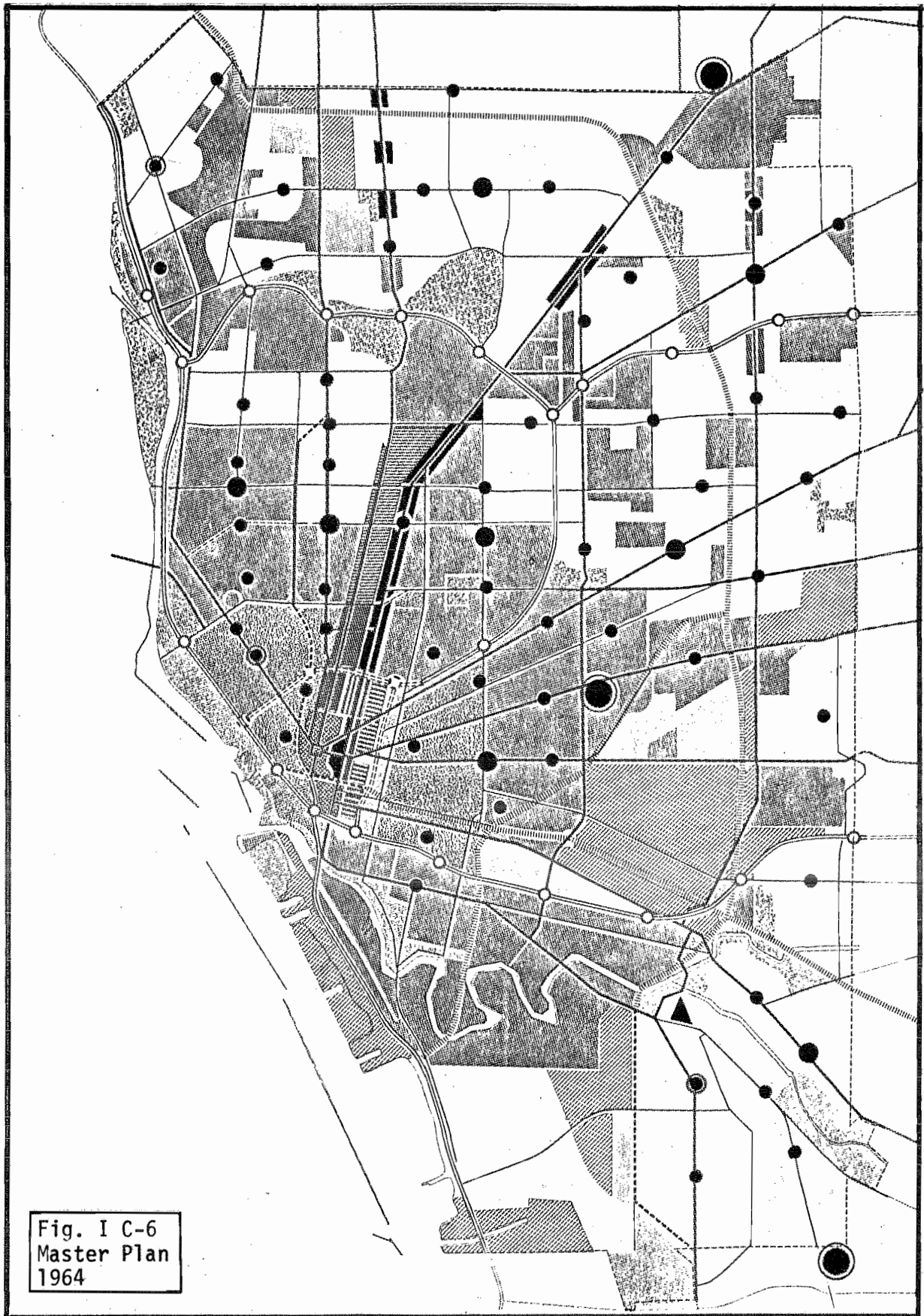


Fig. I C-5
General Plan
1950



In 1930 a Planning Board was found and the city planning function was placed under the Mayor. The Board worked on the development of a City traffic plan. It became involved with implementing projects under the Federal Works Progress Administration. Such involvement grew until, in 1939, the Common Council felt the Board was not fulfilling its obligations to the Council and the Board's appropriation was eliminated. The Board continued to function but the Council retained a private consultant to advise it on city planning matters.

In 1942 a City Planning Commission was again formed to assume the city planning function under the legislative branch of government. The Commission was charged with the revision of the City's zoning ordinance. A general plan was prepared in 1950. It placed emphasis on the construction of an expressway network in the City. A revised zoning ordinance submitted to the Council in 1951 became effective in 1953. The Commission undertook various redevelopment studies and prepared applications for the Ellicott and Waterfront Redevelopment Projects. These projects were transferred to the Urban Renewal Department established in 1961 to handle Federal programs and projects.

In 1959 a City Planning Board again was formed under the Mayor. The Board and its staff constituted the Division of Planning in the Executive Department. In 1965 a master plan was adopted by the Board. In 1972 the staff and the Board were separated. The Department of Urban Renewal was reorganized, becoming the Department of Community Development. The staff of the Board was re-assigned to that Department as the Division of Planning. The City Planning Board became one of the Separate Boards in the Executive Department.

D - BUFFALO CITY PLAN

Principles of the 1950 General Plan were used and expanded in the 1964 Master Plan of the City. Since the City of Buffalo was predominately developed and the use of most of its land was already determined, decisions on change in the City involved conversion or replacement of existing uses. Other uses were to be protected and stabilized. The first step in the development of the 1964 Plan was gathering significant data into a meaningful form. Initial analysis of the data led to alternative proposals. The second phase provided an evaluation of alternatives, resulting in selection of the most desirable alternative which attempted to balance all considerations. Changes did occur in the following years which altered considerations of the plan. These included changing patterns in population, housing and economic considerations. Adjustments in regard to these situations were reviewed and incorporated into the plan. Often policies remained the same but proposals to carry them out were altered due to circumstances. Major changes in land use policies and controls which were made during the intervening years required public hearings and action on the part of the legislative body of the City. These changes in land use policy were incorporated into

the revisions of the plan. Planning activities outside the jurisdiction of the City Planning Board grew and means to evaluate them and incorporate them into a long-range document was necessary.

The present Buffalo City Plan has evolved from a series of plans and planning activities beginning with the adoption in 1950 of the General Plan by the City Planning Commission and the major revisions which occurred in 1964 when the more detailed Master Plan was adopted by the City Planning Board.

By 1974 the Plan had been completely revised. Many specific development proposals had been added into a framework basically designed as a long-range land use plan. Due to amendment, revision and incorporation of development plans, the Plan had become bulky and awkward.

During 1976 an attempt to organize and codify long-range planning policies and goals together with short-term development proposals was begun. The result of this activity has resulted in the preparation of the Buffalo City Plan.

The Buffalo City Plan is divided into ten chapters as indicated below:

Chapter I	Introduction
Chapter II	Past Development
Chapter III	General Objectives and Strategies
Chapter IV	Residential Plan
Chapter V	Community Facilities
Chapter VI	Commercial Plan
Chapter VII	Industrial Plan
Chapter VIII	Transportation Plan
Chapter IX	Background Information
Chapter X	District Presentations

Chapter I contains a description of Buffalo and of the City Plan. Chapter II presents a review of the development of the City of Buffalo and indicates some of the problems facing the City of Buffalo. Chapter III states general objectives and strategies of the Plan. Chapters IV through VIII present individual components of the Buffalo City Plan which deal with residential, community facilities, commercial, industrial and transportation land use elements in detail. Each of these five chapters is identified by a Roman numeral and are divided into two parts, long-range policies and short-term development proposals which, in these five sections are indicated by A and B respectively. Further breakdown of subject matter is identified by an Arabic numeral and carried into a decimal figure as necessary which relates directly to the same subjects in either long-range or short-term categories. An illustration follows:

VI	General category (as commercial)
VI A	Long-range policies
VI B	Short-term development proposals
VI A-1	Specific long-range subject
VI B-1	Specific short-term proposal
VI A-1.3	Detailed long-range component
VI B-1.3	Detailed short-term proposal

Chapter IX contains background material, such as an existing land use inventory. Chapter X will present planning proposals on a district basis. The plan was designed so that the entire Plan or its various components will be available at reasonable cost to the general public. Where elements have been summarized from a more detailed development plan, the original source will be indicated.

BUFFALO CITY PLAN

Chapter II

DEVELOPMENT OF BUFFALO

Division of Planning

CHAPTER II - DEVELOPMENT OF BUFFALO

A - HISTORICAL BACKGROUND

As the nineteenth century began, the easterly side of the Niagara River was a densely wooded area with scattered paths and a few roads. Fort Niagara existed in a clearing at the northerly end of the Niagara River and Fort Schlosser stood in the portage area at Niagara Falls. At the time the land route from the East was oriented toward these terminals.

The British had taken control of Fort Niagara from the French in 1759. They had not sought to establish settlements other than forts or trading posts. The Treaty of Paris ended the Revolutionary War in 1783 and the Niagara River was established as the boundary between the land of the United States and British territory. The British, however, did not withdraw from Western New York until 1796.

In 1793, while the British remained in the area, the Holland Land Company began negotiations to acquire one and a half million acres of land in Western New York. In 1797 the company purchased rights from Indians, excluding several Indian Reservations and the New York State Reservation, or the "Mile Strip," which ran along the Niagara River inland for a distance of one mile. The Buffalo Creek Indian Reservation was partly located within the present boundaries of the City. Benjamin and Joseph Ellicott, who had assisted Pierre L'Enfant in the design for Washington, D.C., were retained by the Holland Land Company to survey the land and to prepare a village plan between the Mile Strip and the Buffalo Creek Indian Reservation.

The village plan was prepared in 1804. Meanwhile the State of New York decided to subdivide and sell the land within the Mile Strip. A separate village plan was prepared west of that Reservation Line. The conflict between street patterns is still evident today where they met along the Reservation Line. Both villages were laid out in anticipated westward migration under Jeffersonian principles of expansion.

LINE DRAWINGS-indicate
political boundaries and
years established

SHADED AREAS-indicate
urbanized or developed
areas

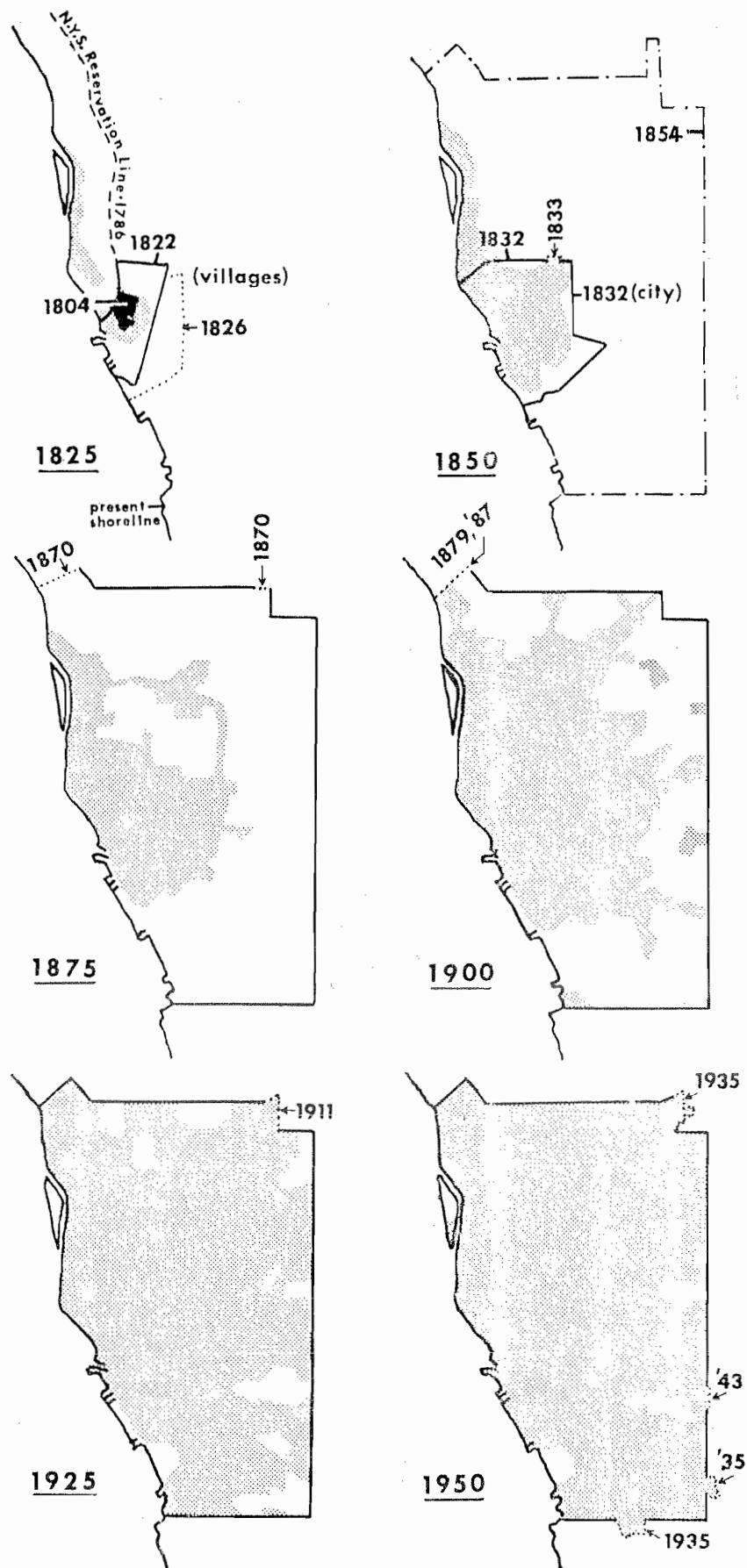


Fig. II A-1. Political and Physical Development of Buffalo.

Desire to connect the East Coast with the region west of the Appalachian Mountains existed for some time. By 1810 a canal across New York State had passed a visionary stage but the War of 1812 postponed its construction. This began in 1817.

In 1813 the name of the Village of New Amsterdam was officially changed to Buffalo, the name which was in common usage. Citizens of the village set out to improve Buffalo's harbor in 1818 in hopes that the village would be selected as the western terminus of the Erie Canal. Its competitor was the Village of Black Rock which had arisen in the Mile Strip.

The canal commissioners selected Buffalo and in order to reach Buffalo's harbor, the Black Rock which formed the natural harbor of the other village was blown up in 1825. The 363 mile long canal was fully opened in that year. The significant growth of Buffalo began with that event. By 1832 the Village of Buffalo was incorporated as a city. The economy of the city grew as it served as a transfer point. The city began to serve as a storage and milling center as a torrent of trade began to pass through the City.

By mid-century Buffalo had been connected to the East by rails which generally followed the same corridor as did the Erie Canal. Rails continued to be improved and eventually extended west of Buffalo, following the south shore of Lake Erie. Capital investments of the nation were directed toward railroads during the second half of the nineteenth century. By the end of that century the Erie Canal declined in importance as railroads competed successfully.

As the twentieth century began hydro-electric power had been generated in Niagara Falls and transmitted to Buffalo. Transportation facilities and water availability had attracted manufacturing activities for several decades and by 1900 a complex of commercial and industrial uses had grown along the Buffalo River and the City Ship Canal. Within a few miles grain elevators, flour mills, chemical plants and steel plants had developed. Ship building, sand and gravel yards joined oil refineries, package freight terminals and warehouses joined this crowded area. Buffalo assisted in meeting national industrial needs in the First World War period.

The area was affected by the decline in industrial activity during the depression. The Lend-Lease Act of 1941, however, provided the area with industrial orders worth a billion dollars. In 1942, after the United States had entered World War II, Buffalo-area industry produced five billion dollars worth of war materials. Industry and the Port of Buffalo operated at full capacity. All lake vessels available were pressed into service.

After the war inland waterways were improved by the Federal Government. These attracted significant amounts of grain away from the Port of Buffalo. The opening of the St. Lawrence Seaway in 1958 further lessened the local grain industry. The potential offered by the Seaway was never realized. Instead it served to damage Buffalo's economy.

Table II A-1
BUFFALO AREA HISTORIC POPULATION FIGURES

<u>Year</u>	<u>City of Buffalo</u>	<u>Erie County</u>	<u>Buffalo S.M.S.A.¹</u>
1810	1,508 ²	4,667	13,599
1820	2,095 ³	15,668	39,070
1830	8,668 ³	35,719	54,201
1840	18,213	62,465	93,597
1850	42,261	100,993	143,269
1860	81,129	141,971	192,370
1870	117,714	178,699	229,136
1880	155,134	219,884	274,057
1890	255,664	322,981	385,472
1900	352,387	433,686	508,647
1910	423,715	528,985	621,021
1920	506,775	634,688	753,392
1930	573,076	762,408	911,737
1940	575,901	798,377	958,487
1950	580,131	899,238	1,089,230
1960	532,765	1,064,557	1,306,957
1970	462,768	1,113,491	1,349,211

Buffalo Urbanized Area⁴ Population

1950	895,663 ⁵
1960	1,054,370
1970	1,086,594

¹Erie and Niagara Counties. From 1960 to the present the Buffalo Standard Metropolitan Statistical Area (SMSA) consists of these two counties.

²Village of New Amsterdam.

³Village of Buffalo

⁴Urbanized area consists of the central city, Buffalo, and the surrounding areas developed in an urban or city-like manner.

⁵Total of the Buffalo and Niagara Falls Urbanized Areas which were presented separately in 1950.

B - DEVELOPED LAND

Problems facing Buffalo are a result of past development and policies over which the city could not always exert control. There remains much that is attractive in the City and this should be considered as a base from which to build. There are factors which should be examined in order to establish directions for the City to follow.

The last major expansion of the City's boundaries occurred in 1854, twenty-two years after Buffalo's incorporation as a city. The urbanization of land outside those boundaries began before 1900 and by 1925 most of the land in the City had been laid out in local street patterns. The vast majority of post - World War II building activity in the Buffalo Urbanized Area took place outside the City boundaries. Buffalo's small eight by five mile size is generally much smaller than central cities within an urbanized area of Buffalo's size category. This places a particularly difficult task on the Buffalo proper. The area it encompasses is an area of aging development and its tax resources to improve the situation are particularly limited. Some of the problems facing Buffalo and the development of land within its boundaries are briefly described below.

Buffalo's manufacturing facilities were often viewed as obsolete in the years following World War II. The demolition of old industrial facilities and additional land required for the more sprawling plant facilities demanded by contemporary manufacturing placed Buffalo at a disadvantage in competing with other areas. These factors were joined by a reputation of high tax rates in New York State which add to manufacturers's costs. The Buffalo area found itself not only attempting to seek new industries but striving to retain the industries existing here.

During its initial development, Buffalo often found frame residences being built on small lots, at times only 25 feet in width. In many areas structures occupied almost the entire lot and where there was room on a lot, a second structure was added in the rear of the lot. In many cases the main structure was divided into several housing units. This resulted in a very high population density, particularly in the core area of the City.

The City's first zoning ordinance went into effect in 1926. By that time little land remained within the City's boundaries that was suitable for development. The City's population reached a peak of approximately 587,000 person during World War II.

A good part of the aging housing stock of the City proper is in poor condition and there is an inadequate rate of new construction. Abandonment of dilapidated housing units has been increasing in recent years. It is in the City's interest to stimulate new housing construction and to provide measures to extend the useful lines of existing structures.

Table II B-1
CITY OF BUFFALO AREA IN SQUARE MILES

	<u>A-Land Area</u>	<u>B-Underwater¹</u>	<u>C-Total, A and B</u>	<u>D-With Riparian² Rights</u>
1932	39.0	3.2	42.2	50.2
1949	39.4	3.2	42.6	50.0
1952	40.9	1.7	42.6	50.0
1964	41.3	1.3	42.6	50.0
1976	31.7	1.0	42.7	50.0

¹Includes underwater land and waterways within or adjacent to land area of the City.

²Includes portions of Lake Erie and Niagara River within the City's corporate boundaries.

Table II B-2
BUFFALO URBANIZED AND METROPOLITAN AREAS IN SQUARE MILES

	<u>Urbanized Area</u>	<u>Buffalo S.M.S.A.</u>
1960	162.2	1,590
1970	213.7	1,590

Table II B-3
EXISTING LAND USE DISTRIBUTION, CITY OF BUFFALO, 1976

<u>Use</u>	<u>Acres</u>	<u>% of Total¹</u>
Residential	8,552	31.3
Community Facilities	3,724	13.6
Commercial/Residential	519	1.9
Commercial	1,094	4.0
Warehouse/Wholesale	782	2.8
Industrial	2,052	7.5
Streets	6,071	22.2
Railroads	2,103	7.7
Vacant	1,857	6.8
Water	610	2.2
Total ¹	27,364	100.0

¹Excludes the portions of Lake Erie and Niagara River within the City's corporate boundaries.

BUFFALO CITY PLAN

Chapter III

GENERAL OBJECTIVES AND STRATEGIES

Division of Planning

CHAPTER III - GENERAL OBJECTIVES AND STRATEGIES

A - CONCEPTS

The City of Buffalo finds itself in the process of relieving itself of the utilitarian form of development cast upon it as a late nineteenth and early twentieth century industrial center. New goals of urban design, improved environment made possible through new tools and technology and growing civic interest should give new meaning to urban environment as the twenty-first century approaches.

The City Plan sets forth a pattern of long-range urban development. The long-range aspect of the Plan is necessary to provide policy direction for various undertakings on the part of the City and to serve as the basis for the regulation of private development. From this general framework, short-term proposals are made to accomplish goals and objectives of the City.

The most important functions of City development departments are the design and construction of public facilities which will meet the needs of the City. The need for projects may be anticipated but citizens who are to be affected by them should be involved in the planning of such projects. By such involvement needs may be identified from citizens' viewpoints and trust fostered in City government. Often State and Federally funded projects require public hearings before final approval can be given. If meetings are held prior to such hearings, issues can be re-

solved before such time. If affected citizens participated in the planning process, there is usually little pressure by citizens during Common Council consideration. If the public has not had an opportunity to participate in a proposed project, the pressure exerted upon the legislative body can cause costly delays. The Council's confidence in City staff diminishes when this occurs and it places an unnecessary burden on that body.

The citizens' role in development planning is critical. The public should be given an active role in determining the fate of their neighborhoods and their City.

The establishment of long-range policies in residential areas should indicate that it is the City's policy to support such areas. It should be accompanied by desirable zoning controls and projected public improvements. Such actions become a means to inform financial institutions of official City intentions. When mortgages and home improvement loans are expected to be granted on a long-term basis, the City should offer policies on a long-range basis. From a general statement on the part of the City, individual neighborhood support can be offered.

B - THE BASIS FOR CHANGE

The City of Buffalo is fully developed for all practical purposes. Use of its land was decided in many cases before the City's first zoning ordinance went into effect. Its corporate limits are fixed. The ability of Buffalo, like other older central cities, is at a disadvantage in dealing with market forces both within and without its metropolitan area.

There are restraints placed on the City's ability to accommodate and adapt to functional changes. The most obvious is the financial limitation of the City to accommodate change and to provide and maintain desirable service levels. The City of Buffalo has been cast in the primary role of serving low income families of the urbanized area. Meanwhile its tax base is extremely limited. Areas outside the central city have attracted commercial and industrial uses and newer residential areas have been developed outside the City. The City has been drained of much of its existing and potential tax base. It has followed a course of expanding services and providing land for uses which did not follow the more lucrative uses, taxwise, which were attracted outside the City proper.

Because of its restrictive 1854 boundaries Buffalo finds its housing stock compares poorly with other central cities in urbanized areas of the same size. Many regional shopping centers located near but beyond City boundaries draw sales from residents of the City. In urbanized areas of comparable size, the location of these areas would be within the central city. Industrial complexes just beyond Buffalo's boundaries likewise would be within the central city of comparable sized urbanized areas. This leaves Buffalo with a particularly old and shallow tax base.

Federal and State programs have assisted development outside the City proper to a marked degree in the last three decades. The provision of expressways has caused a loss of tax base within the City proper and a means to reach other areas. Mortgage availability, sewer grants and highway construction have worked against the City's interests. Meanwhile urban renewal programs within the City have been slow moving and lacked effective financial backing.

The central city has always played host to specialized functions. Services are provided for the entire urbanized area and these have shown a growth rate corresponding not to the City of Buffalo's size but to that of the Buffalo Urbanized Area. Institutional, educational and medical facilities continue to grow in the City proper. Such uses generally are tax exempt and they often expand into areas which had been tax producing.

The replacement of substandard housing to provide standard housing for low income groups takes place on some of the highest valued land in the urbanized area. Tax abatement for such housing is necessary, thus complicating the City's ability to provide adequate funding for schools and services.

The City should capitalize on forces of change wherever possible. Figure III B-1 indicates areas which are apt to call for decision-making on the part of the City in the next two decades. Indicated are areas of underutilized land, areas of probable change and areas likely to be affected by transit, transportation or other proposed public facilities. Stations of the Buffalo rapid transit line are shown as potential stimulants for development in adjacent areas. Longer-range transportation study corridors are also indicated as more distant stimulants for development. Major community commercial centers, where multi-function activities exist to a significant degree, are indicated as areas apt to change. These could serve as stimulants to attract additional activity in concentrated centers. Industrial areas where changing functions or improved regulations could improve their relationship to surrounding areas are also indicated as areas of potential change.

The purpose of this presentation is not to show areas where decisions have been made nor should it be considered a policy guide. It is made to indicate areas in which decisions may have to be made. The areas of potential change are shown to alert interested parties of the probable need for decisions in both the near and distant future. A need exists to direct forces of change and to seek the future development of the City in a coordinated manner. Policies to guide potential change will be presented in the land use chapters, Chapter IV through VIII.

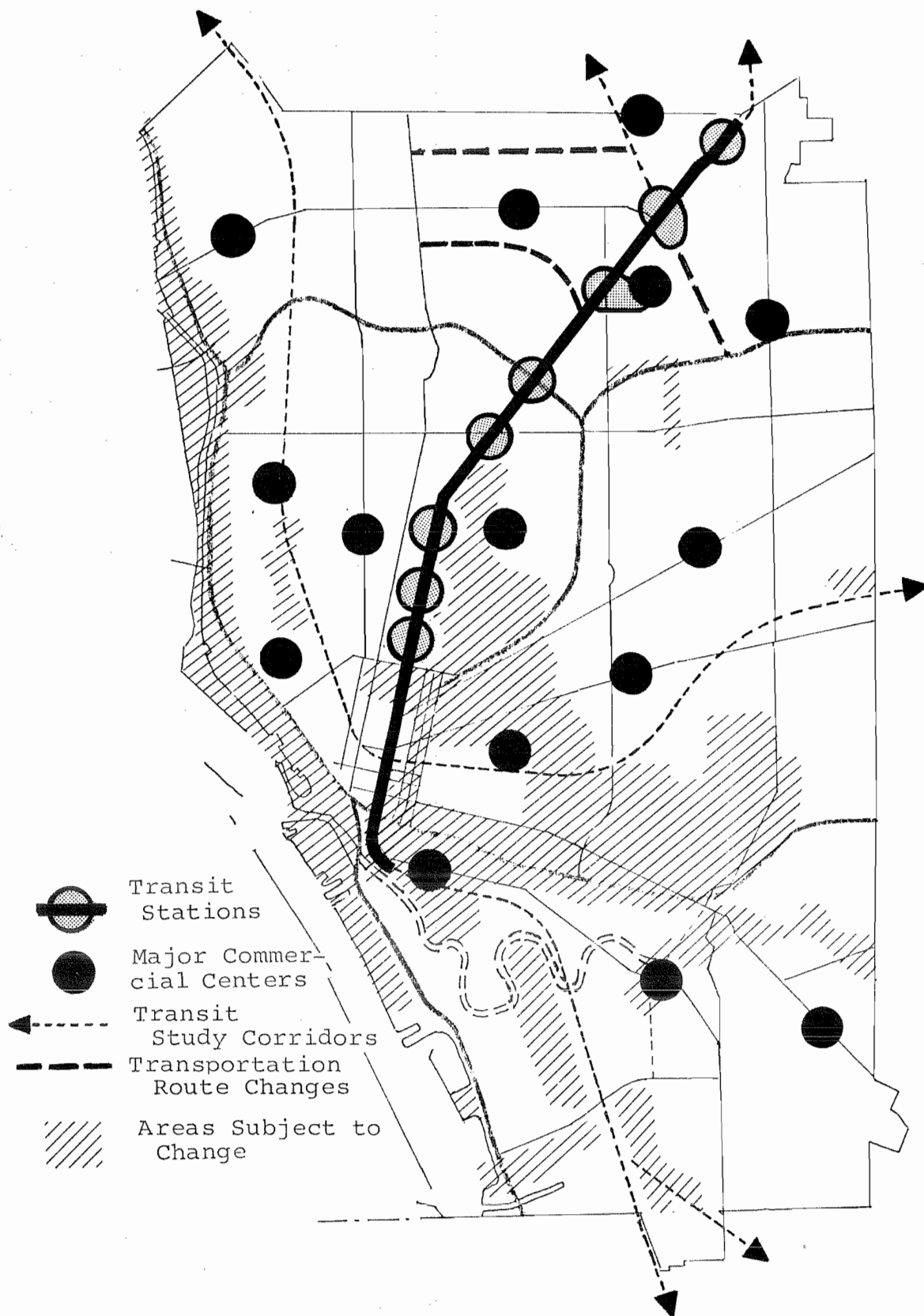
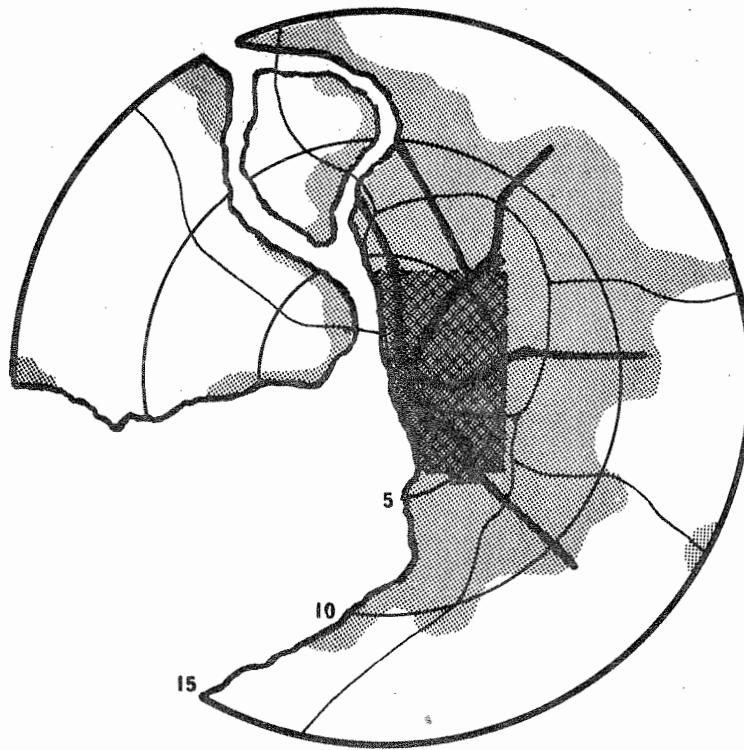


Figure III B-1. Areas of Potential Change.



C - THE PLAN IN SUMMARY

The City Plan is intended to provide a long-range guide for the City, projecting needs to the year 2000. While the Plan is not a static document, and details may change, general policy statements which outline desirable courses of action are less apt to change. The City's functional land use components should be improved so that each may be clearly distinguished from, but complementary to, each other. The Buffalo City Plan proposes a modern downtown business, shopping, cultural and recreation center as the focal point of the region, linked to the City's outskirts by a rapid transit system.

The City Plan proposes a City with a residential population of 400,000 persons, capable of accommodating over 550,000 persons during the day and located in a Buffalo-Canada urbanized area of one and a half million persons.

Improvement of Buffalo as a place in which to live by making the City a more healthful, safe, pleasant and satisfying place is stressed. The pace in providing new housing and rehabilitating a very large volume of substandard housing requires significant actions on the part of the City. Overall residential acreage does

not change significantly. A decrease in core area population density and increases in density outside the core area are proposed. Increases in population density would occur in proximity to major concentrations of commercial-institutional uses and adjacent to transit stations.

Adequate community facilities and public services should be supplied and improvement of environmental conditions made. The development of a recreation and open space system is proposed, including open space along the lake and river fronts.

Commercial proposals emphasize the concentration of retail and service centers as a means to increase their attractiveness and efficiency. Industrial proposals include consolidation of existing industrial areas and the provision of service facilities to attract industrial growth and to increase employment opportunities. Buffers between incompatible uses are proposed. Mixing residential and industrial uses will be discouraged. Such mixing proves detrimental to both uses.

Transportation proposals are set forth to serve land use arrangements, not as ends in themselves. The use of land to encourage economy in terms of time and resources spent in travel from places of residence to places of work is recommended. An emphasis is placed on transit facilities to serve population movements. Rapid transit stations will serve to stimulate development on adjacent land. The harnessing of this potential is recommended to encourage land uses best suited to take advantage of the opportunities offered. Residential and commercial uses, and mixtures of the two facilities offer such potential. Uses not related to transit should be discouraged from such locations.

In order to accomplish the purposes of the Plan all tools available should be employed. This includes two general classes of application. The first involves the police powers of the City and includes such measures as zoning, enforcement of codes and ordinances and, generally, the regulation of private development.

The second involves City intervention and includes use of the City's eminent domain powers, site assembly, construction and operations. The provision of adequate public services, utilities and facilities would fall in this class. The capital improvements program should direct public expenditures, establish priorities and be related to private development activities.

It is the objective of the City Plan to coordinate activities whether of the first or second category, and to provide coherent direction for the City. Translation of this Plan into programs and projects require guidance by development policies. The following policies reflect the concept of change inherent in this Plan.

1. Capitalization on areas of positive change - Where desirable change has occurred, or where the potential exists, supportive land uses should be promoted to expand the impact.
2. Reversal of negative change - A flexible legislative and administrative structure should be built to stimulate change in declining areas.
3. Preservation of stable or desirable areas and facilities - Programs to enhance stable areas should be undertaken to ensure their stability.
4. Restraint in areas where desire for change does not yet exist - Government action should be discouraged or restrained in areas until a need for such action has been recognized and requested.
5. Revenue - Expansion of municipal revenue sources should be considered and developments which will add to the City's resources should be encouraged. However the impact of such developments on existing development must be evaluated along with revenue potential.
6. Increase the comprehensiveness of city planning activities - The strengthening of central planning activities should be encouraged to coordinate the regulation of private development and the undertaking of public development activities.
7. Public participation - Policies should be presented and public participation called upon to assist and advise in the process. Channels of communication should exist between communities and City government.

The City Plan is intended to fulfill traditional city planning obligations by serving as a long-range guide for land use controls and as a document from which public development proposals are reviewed. The Plan, however, will add development proposals to assist in the accomplishment of long-range policies.

D-CITY PLANNING BOARD PROCEDURES

1-General

State legislation provides for a planning system in local government which focuses upon a city planning board or commission. Reliance is placed on such a body because policy determinations are often required and such determinations are not generally assigned to staff or administrators.

Members of the City Planning Board should have an interest in the future of the City; the ability to devote necessary time and energy; intelligence, foresight and imagination; respect in their communities; and they should be active in community affairs. Expertise in special areas is useful. Broad representation of various community groups is desirable.

The primary duty of the City Planning Board is to advise the Common Council and others on matters affecting the physical development of the City. The Board is charged with responsibilities concerning the regulation of private development, the review of public development and with the coordination of all activities affecting the physical development of the City.

To accomplish these ends the Board must be familiar with City goals and conditions, and develop a long-range guide which indicates a transition from the present situation to a desired future state. With this background the Board will be able to advise on the long-range consequences of day-to-day actions.

The City Planning Board derives its authority and responsibilities from New York State city planning and zoning legislation, various State enabling statutes, the City Charter, the Zoning Ordinance and the Subdivision Control Ordinance.

2-Regulation of Private Development

In contrast to comparatively large expenditures of funds necessary to undertake public development projects, the exercise of the City's police or regulatory powers offers a more economical means to accomplish City development objectives.

Since amendment of the zoning ordinance attracts considerable attention, the first part of this section will deal with that subject. The last two paragraphs will deal with subdivision regulations and the Official Map.

One purpose of this section is to focus attention on change and to provide a guide to accommodate change as far as the regulation of land use is concerned. The City Plan should not be considered static and concern for the evaluation of change should exist. The following material is drawn from legal considerations and court findings.

The zoning enabling statute authorizes the amendment, supplement, or repeal of zoning regulations. While stability is desirable, zoning is by no means static. Changing conditions may require changes in the public interest. A land owner is not entitled to a map amendment merely because his land would be more valuable. An amendment may be adopted which makes lot size restrictions more stringent even though the effect is to reduce the value of land.

The power to amend an ordinance does not have to be justified by a claim of a mistake in the ordinance or by an obvious change in the area in question. An amendment may be valid even though the legislative body denied a similar request at an earlier date.

The City Planning Board can effect minor amendment of zoning regulations through subdivision regulations. However, this cannot involve use and population density must not exceed that which would be permitted under zoning regulations. The City Planning Board is involved in the amendment process in an advisory capacity. Ordinances in some cities provide that amendments disapproved by such a Board may be passed only by a greater vote than normally required. This is not true in Buffalo. When referrals are required but are not made, actions adopted have been held invalid.

Section 239-M of the General Municipal Law applies to the City and certain rezoning actions must be referred to Erie County. The referral requirement of Section 239-M must be met or actions may be found invalid.

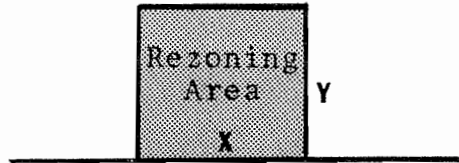
State procedural requirements which apply to the enactment of zoning regulations apply also to amendments. An amendment is subject to the posting and publication requirements and to the notice and hearing requirements which apply to the enactment of zoning regulations. In addition the legislative body must follow procedural requirements of its own ordinance. Failure to comply with such requirements renders an action invalid.

Remonstrances, or protest petitions, filed with the Common Council must be signed and acknowledged. Failure to observe this requirement invalidates a remonstrance. When such petitions are acknowledged by the owners of 20 percent or more of the area of land included in the proposed change; or by the owners of 20 percent or more of the area of land immediately adjacent and within 100 feet; or by the owners of 20 percent or more of the area of land on the opposite side of the street, extending 100 feet, a three-fourths vote of the Common Council is required for passage of a proposed amendment. This is a requirement of State law.

Enabling acts require that zoning regulations be in accord with a comprehensive or well-considered plan. This limitation of the zoning power applies to all zoning. It is the basis for the familiar assault on amendments which are alleged to be spot zoning. Zoning ordinances are subject to the requirements that regulations apply uniformly to all property within one zone. Ordinance regulations may not conflict with State laws. The City must exercise

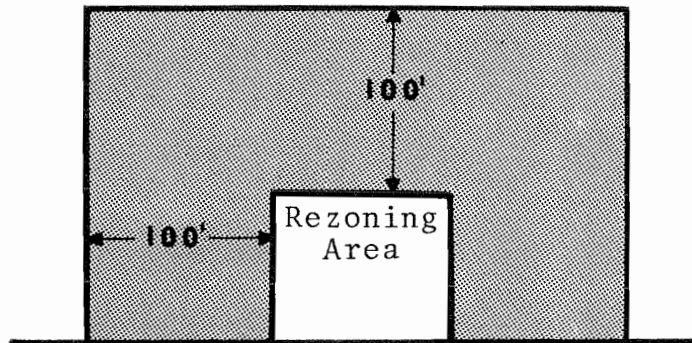
There are three areas of potential remonstrance:

1



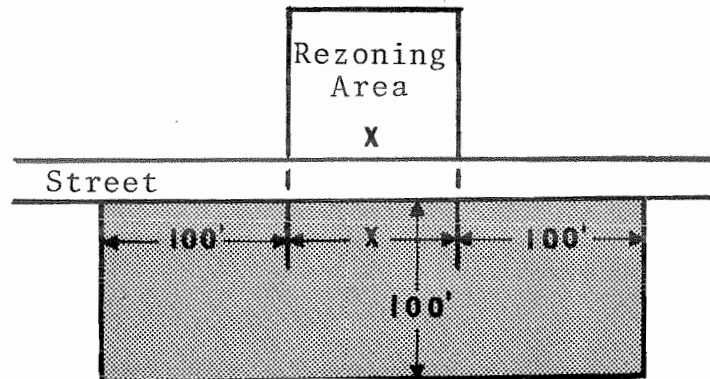
X times Y is the area of the proposed change; if owners of 20% of the land in this area sign a remonstrance, a 3/4 vote of the Common Council would be required for approval of a rezoning petition.

2



Land adjacent to the proposed zoning change, extending 100 feet in all directions, within the same block; if the owners of 20% of the land in this area sign a remonstrance, a 3/4 vote of the Council is needed for approval of a rezoning petition.

3



Land across the street extending 100 feet in both directions from the area to be rezoned, including land directly opposite, for a depth of 100 feet. As above, 20% requires a 3/4 vote.

Fig. VI D-1. Areas of Remonstrance

its zoning power carefully within the confines of these substantive and procedural restrictions.

The concept that zoning regulations should be imposed only in accordance with a plan is founded on the premise that zoning is a means rather than an end. The legitimate function of zoning regulation is to implement a plan for future development. This was the purpose of zoning regulation as conceived by its earliest proponents. It remains as the modern justification of such regulation.

While a single document apparently was not contemplated by the State Legislature when it required that regulations were to be in accord with a well-considered plan, it intended that some planning was to be involved. The Legislature did not authorize the establishment of restrictions which could favor one property owner over another.

Courts have recognized that change and growth create the need for amendment of zoning regulations. Cities do grow and the character of neighborhoods can change. Without amendment change within a city would be retarded if not prevented. On this basis an approach has been developed on the question whether an amendment is enacted in accordance to a well-considered or comprehensive plan. A single document is not sought by courts. Instead an amendment is reviewed as to whether it is calculated to benefit the community as a whole or only a particular owner. If an amendment is enacted in the general interest of the health, safety, or welfare of the community, it is held to be in accord with a well-considered plan. If it enacted to benefit a particular owner, it is held invalid.

Spot zoning is a term used to describe a zoning map amendment which involves a small parcel of land. This term has been defined as the process of granting to a small parcel of land a use classification different from surrounding land use controls. The use of the term spot zoning to describe zoning situations other than legislative actions is not accurate. An amendment won't be held invalid simply because it applies to a small parcel of land or to one property owner. The major consideration is its relation to the general welfare of the community.

Conditional zoning is a term used to describe conditions added to the usual requirements for a use in a particular zoning district. Such provisions generally do not present special problems in New York State. It is understandable that in the public interest the granting of zoning changes may be conditioned so that the new use may better fit into its surrounding area. This may be accomplished by means of privately imposed restrictive covenants. Such conditions have been held within the powers of local legislative bodies.

Contract zoning is a term used to describe a situation where a municipality bargains away its zoning powers. This process should be considered illegal. An example would be the granting of rezoning if a property owner agrees to grade his land in a

manner desired by the legislative body to better accommodate a proposed street. Courts in New York State, however, rarely have detected contract zoning where amendments have been attacked on that ground. An exception to the prohibition of contract zoning exists where a local municipality agrees to enact zoning regulations which will protect a housing project. In fact State housing loans cannot be made unless the City agrees to enact zoning regulations which will protect the site involved.

In zoning matters the pertinent question is whether changed regulations will improve or adversely affect the general welfare of the community.

Regulation of subdivisions are contained in the City's Subdivision Control Ordinance, Chapter LXXI of the City Ordinances. Subdivision controls are related to the City Plan for development. Plats are submitted to the City Planning Board for approval in relation to the City Plan and the Official Map. State law permits the Board to exercise some discretion and in approving plans the Board's action is binding and final. The City Planning Board may modify the Zoning Ordinance regulations in a subdivision so long as population density or use are not changed.

The Official Map of the City provides a record of existing streets which serves as the framework for existing and future development. The Map may be used to show proposed streets and parks. When a proposal is to use land not yet acquired, the indication of the proposal on an Official Map can provide the basis for rejection of a building permit for a reasonable length of time. The purpose of this procedure is to prevent an increase in cost when the land eventually is acquired for the public purpose involved.

3-Review of Public Development

A planning office cannot guide, influence, or advise on matters of which it has no knowledge. Planning statutes usually provide for mandatory referral of significant public development matters to the central planning office. Any proposal to acquire property for a municipal purpose, to dispose of city-owned land or property, or to provide a public facility is to be submitted to the planning office for review and comment.

The Buffalo City Charter requires certain public development matters to be referred to the City Planning Board. Among these are the opening and closing of streets, parks and public buildings, along with matters affecting the waterfront, waterways, utilities and facilities for the safety, health and welfare of City inhabitants. Development of facilities on land after dedication, such as recreation facilities in parks or the width of pavement within a street right-of-way, are not required to be referred to the Board. The Council, however, may refer such matters, or any matter concerning the physical development of the City to the Board.

State statutes other than the basic city planning and zoning enabling legislation provide additional requirements for review of local public development proposals by the City Planning Board. These include review of urban renewal projects, public parking ramps, public housing and private housing companies as provided in the Private Housing Finance Law. In these matters, State Law generally requires the Board to hold a public hearing and the Board's recommendation can change the voting requirement of the Council on the matters involved.

Public improvements have vital influence in determining the degree and direction of City development. The cost of such improvements represents a sizable proportion of municipal expenditures. Public improvement projects should be developed as related items in an integrated program and, at the same time, be related to private development regulations. Failure to coordinate development activities may be detrimental to the City's physical development.

Different cities have established different practices for the preparation of the long-range public improvements program. Responsibility for the compiling of the capital budget is often vested outside the central planning office. It is desirable, however, that the planning office be given the opportunity to review proposals and make recommendations with respect to priorities.

Where a mandatory referral procedure is not spelled out, it is helpful to informally institute the practice. The chief executive is charged with coordinating municipal departments, and he can act to implement coordination by establishing the practice of referring development matters for review and comment before they are considered for final action by the Common Council. If this has not occurred, the legislative body itself may choose to refer matters to the central planning office for such review and comment as to their long-range effects.

Failure to establish a sound long-range public improvements program is highly uneconomic. Many communities, however, continue to resolve priorities on the basis of short-term interests or special interest group pressures. A variety of pressure groups may induce the legislative body, the mayor, and others to attempt to satisfy all by including a little for everyone in the budget, thus deferring many urgently needed projects. A long-range method for programming capital improvements and capital expenditures is being insisted upon more and more by banks and financial institutions participating in various programs.

A sound long-range capital improvement programming procedure can benefit the City's financial rating. Bond houses and rating services may interpret news stories of a capital program as a spending spree. It is essential that the City establish sound techniques for the City's long-range finances.

To the extent possible, it is desirable to establish certain criteria as a basis for evaluating proposed projects. Generally speaking, preference should be given to projects that are vital to the protection of life, health, and safety. Special consideration must be given to emergency situations or to proposals designed to conserve existing property or resources. In determining priorities, many practical and political factors should be taken into account. One factor is weighing the importance of city-wide projects against those benefiting a small area or a particular interest group. It should be recognized that poorer neighborhoods are frequently short-changed in getting their fair share of public improvements. They are often unorganized in comparison with wealthier neighborhoods. A carefully worked out long-range public improvements program may help secure a more equitable distribution of projects and be a factor in checking the spread of blight. While there may be factors to support the previous position of a project, there are special considerations which may require that the project be deferred in favor of a more pressing situation which may have arisen. The role of the planning office is to coordinate material and to work with finance officials in assembling facts for policy decisions by the Council and administrative decisions by the Mayor.

4-Other Procedures

From time to time the Board may have a matter referred to it that will require an individual approach. Some special reviews may be anticipated however, and procedures for these follow.

For many State enabling statute referrals, as well as some other matters, a land use impact study may be advisable. Such a study, depending on the situation, may include review of some or all of the following considerations:

- . Height and bulk of structures
- . Density of population
- . Land coverage
- . Conformity to City Plan
- . Relationship of the population density to distribution of population in the city
- . Provision or availability of shopping and commercial facilities
- . Relationship to existing and planned public facilities
- . Adequacy of street and transit facilities
- . Provision for light and air
- . Availability of cultural and recreational facilities
- . Relationship to existing development

When a matter relates to a State law or a specific program, conformity with the purposes or conditions of such law or program must exist.

Proposals for parking ramps are to be evaluated based on the following points:

- .Conformity to City plans
- .Affect on the traffic pattern
- .Improvement of the off-street parking situation

The State law involved for ramps states that consent shall be based on a finding by the City Planning Board of the desirability of the proposal, after a public hearing is held. The consent of the Planning Board is required for the acquisition of property for parking purposes.

The City Planning Board is required to adopt a formal resolution for certain matters. The reasons leading to the Board's Resolve are first stated (Whereas---) followed by the Resolve of the Board; other considerations may be added. This differs from an informal motion on the part of the board, which is more often used, where it is moved that a proposal be acted upon. Where final action is taken by the Board, its action is presented in the form of a resolution.

E-SPECIAL POLICIES

1-Preservation of Special Structures and Districts

It is a matter of policy that the protection, enhancement, perpetuation and use of structures and areas deemed to be of special historical, architectural or aesthetic value, character or interest are a public necessity and should be retained in the interest of the welfare of the people of the City of Buffalo.

The protection and enhancement of designated structures or areas require the exercise of reasonable controls to safeguard the continued existence of such resources which reflect the City's cultural, social, economic, political and architectural history.

2-Preservation of Housing Stock

The City of Buffalo contains an inventory of housing which is old by comparison with cities of comparable size. The City Plan encourages construction of new housing at an ambitious pace. It should be realized, however, that even if the proposed housing construction goal is realized, nearly eighty percent of the City's 1970 housing stock will remain standing in the year 2000. In order to retain this inventory of housing over this period of time, major efforts to maintain and preserve it will have to be undertaken. Enforcement of City Codes and Ordinances will be required as well as taking steps to insure financing will be available for home improvements. Measures to increase the income of low income households should be undertaken to widen housing opportunities and to assist the ability to undertake private rehabilitation efforts.

3-Environment and Use of Land

No proposal contained in the City Plan is intended to have an adverse environmental effect. Should it be determined that a proposal would have a detrimental effect on the environment, the overriding policy of this plan to improve or enhance environmental conditions would prevail. Review procedures for actions which would have a significant impact on the environment are held necessary. It may be anticipated that clashes between general policies of this Plan will arise. Expanded industrial facilities may conflict with environmental concerns. Each case will have to be individually reviewed under established procedures.

In order to protect property and promote the general welfare, sites which are designated as flood hazard areas will require regulatory controls on the use of the land. ~~*Production~~ use of land in areas where construction is prohibited should be made. Recreation facilities or open space would be two such productive

*PRODUCTIVE

uses. Regulations are necessary to control land use in these areas.

Improvement of the City's lake and river fronts should be made. Public access should be increased. Development of open space, water recreation activities and marinas in these areas would serve to beautify and enhance such resources. A continuous park-like character is intended for waterfront development. Integration of uses, whether commercial, industrial, residential or public in nature, is sought. In this sense character is more important than use. Commercial or industrial uses, without relationship or need for water locations should be discouraged from locating on lake or river front sites. A program to oversee and manage waterfront resources is necessary.

BUFFALO CITY PLAN

Chapter IV - Residential Land Use Plan

A - LONG-RANGE POLICIES AND STANDARDS

Division of Planning

CHAPTER IV - RESIDENTIAL LAND USE PLAN

A - LONG RANGE POLICIES AND STANDARDS

The Residential Land Use Plan for Buffalo is based on a City of 400,000 persons within its present boundaries by the year 2000. The present decline in population is foreseen as stabilizing by 1980 and a modest increase taking place between 1980 and 2000. The overall acreage for residential use would decrease slightly in order to provide more land for recreation and open space. Population densities would decrease in some areas, primarily in the core area, while increasing in others. Due to the decrease in residential acreage, reconstruction of residential areas will place a greater emphasis on townhouse, apartment and cluster types of development. Population density increases are proposed in proximity to major commercial and institutional centers as well as adjacent to major transit stations.

There is a substantial amount of substandard housing located in identifiable blighted areas. This, together with the relatively low income of occupants of substandard housing, results in a pressing need for the construction of new housing facilities before extensive demolition of substandard units can proceed.

The City is small in size compared to the central cities of comparable urbanized areas. Low income households in the Buffalo Urbanized Area are concentrated in the City of Buffalo which finds itself with less resources and open land than in comparable urbanized areas. The City's boundaries remain as barriers within which the low income-housing problem has been focused.

This situation calls for efforts to increase housing opportunities in the City by providing housing on new residential sites before an ambitious program of clearing substandard housing can begin. Related activity would call for serious efforts to have other local municipalities provide low income housing and efforts to increase the level of income of those living in declining areas. Increased income would result in more ownership, rehabilitation, and wider choices in housing. Provision of new middle and high-income housing within the City should be encouraged.

Maintenance, improvement and rehabilitation of existing residential structures will play a greater role in the housing inventory of the City by 2000 than will new construction. The ability of individuals to obtain mortgages and loans for property improvements becomes a necessary element of this plan.

The growth of blighting influences should be promptly challenged and causes eliminated. This will be necessary to protect the City's inventory of housing and to warrant continued financial investment throughout the City. The following policies are established to provide desirable housing in the City and to foster neighborhood preservation:

Meet the housing needs of low and moderate income families by providing alternate, affordable and desirable housing in all parts of the City.

Improve the City's ability to retain and attract middle and upper income families.

Maintain the attractiveness of neighborhoods considered as desirable places in which to live.

Upgrade or eliminate substandard and blighted housing through code enforcement, rehabilitation or demolition.

Means to carry-out the above policies require the establishment of procedural objectives.

1. Identify general housing needs of City residents and the special needs of individual groups.
2. Prepare a residential development plan for each of the City's residential communities.
3. Insure citizen participation for all elements in a community housing strategy.
4. Provide means for public and private housing organizations to coordinate actions with residents, and with agencies providing community services.
5. Establish effective and permanent machinery to carry out the housing strategy.
6. Develop a housing information system and use it to monitor housing programs.
7. Establish an ongoing program to influence the Buffalo Metropolitan housing environment.
8. Develop an affirmative action program for Buffalo.
9. Relate housing goals of the City to zoning and land use controls, seeking changes where they are desirable.
10. Develop policies on industrial and commercial development that will enhance residential neighborhoods in the City.

Each community housing development plan shall be reviewed as part of a City-wide housing strategy and shall contain a statement on equal housing opportunities in the community. The City will continue to support anti-discrimination and counseling activities of citizen organizations.

A-1 Housing

Only 11.9 percent of Buffalo's households are considered in a high income category. The City should seek to retain these households and increase their numbers. There are a number of older homes of high quality available in the City. High income apartments in desirable locations are scarce and more should be built.

Middle and moderate income families account for 30.8 percent of the City's households. There are older homes of quality construction available within affordable price ranges for these groups. This inventory is increased when elderly homeowners move to rental units. Current construction costs find rental units not being built for households of moderate income, although they are for higher and lower income groups. This situation should be improved.

Low income households number 57.3 percent of the total households in Buffalo. A primary objective should be to provide affordable, safe and sanitary housing for low income families. The rising cost of immediate necessities often force low income homeowners to defer normal housing maintenance, resulting in deterioration of their properties. At the present time 27 percent of the City's households are headed by a retired person but there are less than 2,000 subsidized senior citizen housing units in the City. With more elderly housing units rehabilitation of existing housing units could take place, providing a supply of housing which could be purchased by low income families. Affordable costs must be established to insure sufficient funds remain to maintain properties.

Home ownership in the City should be encouraged through preservation of single-family homes and by promoting single-family townhomes and condominiums. Regulations concerning the latter should be improved and simplified.

Rent assistance and subsidy programs should be encouraged to provide a diversity of housing opportunities for low and moderate income families. Discrimination in any form shall be held contrary to the policies of the City of Buffalo and to this plan.

Table IV A-1 is drawn from Chapter IX B, population and housing background material. It presents anticipated housing unit distribution in Buffalo by the year 2000. It indicates that 135,400 of the City's 166,000 1970 housing units will probably remain in existence by the year 2000. Added to this would be 21,700 housing units built between 1970 and 2000. The bulk of these would be provided under an ambitious building program between 1980 and 2000. A total of 157,100 housing units would then exist.

Of the total housing inventory in the year 2000, 86.2% of the housing units would have been in existence in 1970 and 13.8% of the units would have been built after 1970. The net result would be a loss of 30,700 1970 housing units and replacement of 21,700 of those units between 1970 and 2000. The loss in the 1970 units would represent a loss in the blighted end of the City's housing stock.

Table IV A-1
HOUSING UNITS (HU) DISTRIBUTION, 1970-2000
In Thousands

Unit	1970 HU	New HU Construction		Total	1970 HU Remaining	2000- Total HU
		1970-1980	1980-2000			
1.0	10.9	0.3	0.7	1.0	9.0	10.0
2.0	15.6	0.1	0.9	1.0	14.7	15.7
3.0	13.6	0.1	1.2	1.3	11.7	13.0
4.0	19.4	0.3	1.6	1.9	14.8	16.7
5.0	13.6	1.0	2.4	3.4	11.4	14.8
6.0	15.5	0.3	2.2	2.5	10.0	12.5
7.0	23.4	0.1	1.4	1.5	21.5	23.0
8.0	3.2	1.0	3.1	4.1	1.6	5.7
9.0	11.6	0.5	2.9	3.4	5.8	9.2
10.0	17.9	0.2	2.9	3.1	12.4	15.5
11.0	4.0	0.0	0.4	0.4	2.6	3.0
12.0	17.4	0.1	1.4	1.5	16.5	18.0
TOTAL	166.1	4.0	21.1	25.1	132.0	157.1

A-2 Neighborhoods

The following actions are proposed to assist in the preservation or improvement of neighborhoods. Housing does not stand alone and means to protect its surroundings will be necessary.

In viable neighborhoods which require little public investment, visible public improvements and supporting public services should be provided. Formation of homeowners' associations and block clubs should be encouraged. Homes sold in the area should require compliance with City Codes and Ordinances, and if not, violations should be listed and given to the potential purchaser who would be expected to correct the violations.

In neighborhoods beginning to show signs of decline, where decline is clearly underway or where heavy decline exists with evidences of high vacancy rates and particularly low-income households, suitable vacant commercial, institutional or industrial properties could be converted for residential use through Buffalo's tax exemption and abatement program. Federal programs and grants to revitalize industrial and commercial properties within the area should be sought. The City's Urban Homesteading Program should be used to make productive use out of City-owned property. Any other programs to assist rehabilitation or construction activities, and investment by financial institutions should be sought.

In neighborhoods where blight is widespread, fires are frequent and property abandonment is evident, families should be assisted in finding more suitable housing elsewhere. Redevelopment plans for the area should be prepared and implemented. More suitable housing may be found for residents of the area through social service and public assistance programs. Economic development programs and public improvements to promote compatible industrial, commercial, recreational, cultural or new housing uses should be undertaken in keeping with overall City planning principles.

Like other older cities a number of vacant properties in neighborhoods have fallen under the ownership of the City of Buffalo. Outside of the City's Urban Homesteading Programs, other re-use of such lots may be made. Three re-uses of vacant lots are proposed.

1. Where a lessening of population density is proposed, single vacant lots adjacent to existing residential structures which are reasonably sound may be sold, or split and sold, to the adjacent property-owners. It should be noted that in many areas existing residences do not have lot areas required by the zoning ordinance. They are nonconforming as to bulk-density requirements, often lacking adequate open space or off-street parking facilities.

2. Where a deficiency in recreation and open space facilities is indicated in a particular neighborhood, and there is a grouping of vacant lots which together with other lots containing structures that are structurally unsound, or would require extensive rehabilitation costs exceeding re-sale value, reservation of the vacant lots for future recreation and open space should be made. Partic-

ular emphasis would be placed on sites that would not be desirable for new housing due to location near incompatible non-residential uses or major transportation routes which generate high noise levels.

3. Where a number of vacant lots under City-ownership exist in an area where new housing is proposed, reservation of property for such use is recommended. In reserving an area as a future residential site consideration of environmental factors should be made, including noise levels and the compatibility of adjacent uses. Land reserved for housing might adjoin other land held in reserve for recreation and open space.

There is reason to hold that the physical condition of a neighborhood is a consideration worthy of constitutional protection. There has been court activity in this direction. Disparities in the condition of streets, street lighting, street signs, recreation facilities, sewer and storm drainage facilities should not exist.

Governmental responsibility to insure equalization of such services should be recognized. The condition of a neighborhood and its physical environment may be seen as a human right, just as other rights have been delineated by courts in recent decades. When an improvement is dependent on assessment of adjacent properties, as street paving may be, other funding procedures should be sought if the normal procedure proves infeasible or places a particular hardship on residents of a low-income area. Service measurements should be established whereby deficient areas would receive funds in accordance with a schedule to reduce and eliminate inequities.

While a local unit of government may hold immediate responsibility in identifying low-income areas deficient in public services and in efforts to improve the situation, other units of government, including County, Regional and State offices and agencies, should hold it to be their responsibility to assist in the elimination of disparities within areas under their jurisdiction. The provision of public facilities, by whatever level of government, should first give support to the people who need it the most. Alternate courses of action would elevate public facilities in those areas which already surpass deprived areas. Each unit or level of government involved in public facilities and services must assume a responsible role.

Residential development proposals are presented in Section B.



Fig. IV A-1. Patterns of Potential Major Substandard Residential Conditions, 2000.

BUFFALO CITY PLAN

Chapter IV - Residential Land Use Plan

B - DEVELOPMENT PROPOSALS

Division of Planning

CHAPTER IV - RESIDENTIAL LAND USE PLAN

B - DEVELOPMENT PROPOSALS

It is proposed to establish the 1970 Census breakdown of households by income as a goal to be maintained in the provision of new housing. This breakdown is as follows:

<u>Household Income</u>	<u>Percent</u>
High	17.5%
Middle/Moderate	37.4%
Low	45.1%

Section A of Chapter IV presented a table indicating the distribution of new housing units throughout the City and a figure indicating patterns of potential major substandard conditions by the year 2000.

B-1 Housing

Due to the age of housing in the City, most of the 1970 inventory remaining in the year 2000 will require varying degrees of rehabilitation. Maintenance, improvement and rehabilitation of the City's housing stock will play a greater role in its inventory of housing than will new construction. The ability of individuals to obtain mortgages and home improvement loans becomes a necessary element of any housing program. Related to these considerations should be efforts to increase levels of income of persons living in areas giving evidence of declining housing conditions in order to increase ownership opportunities and rehabilitation efforts, as well as permitting wider choices in housing.

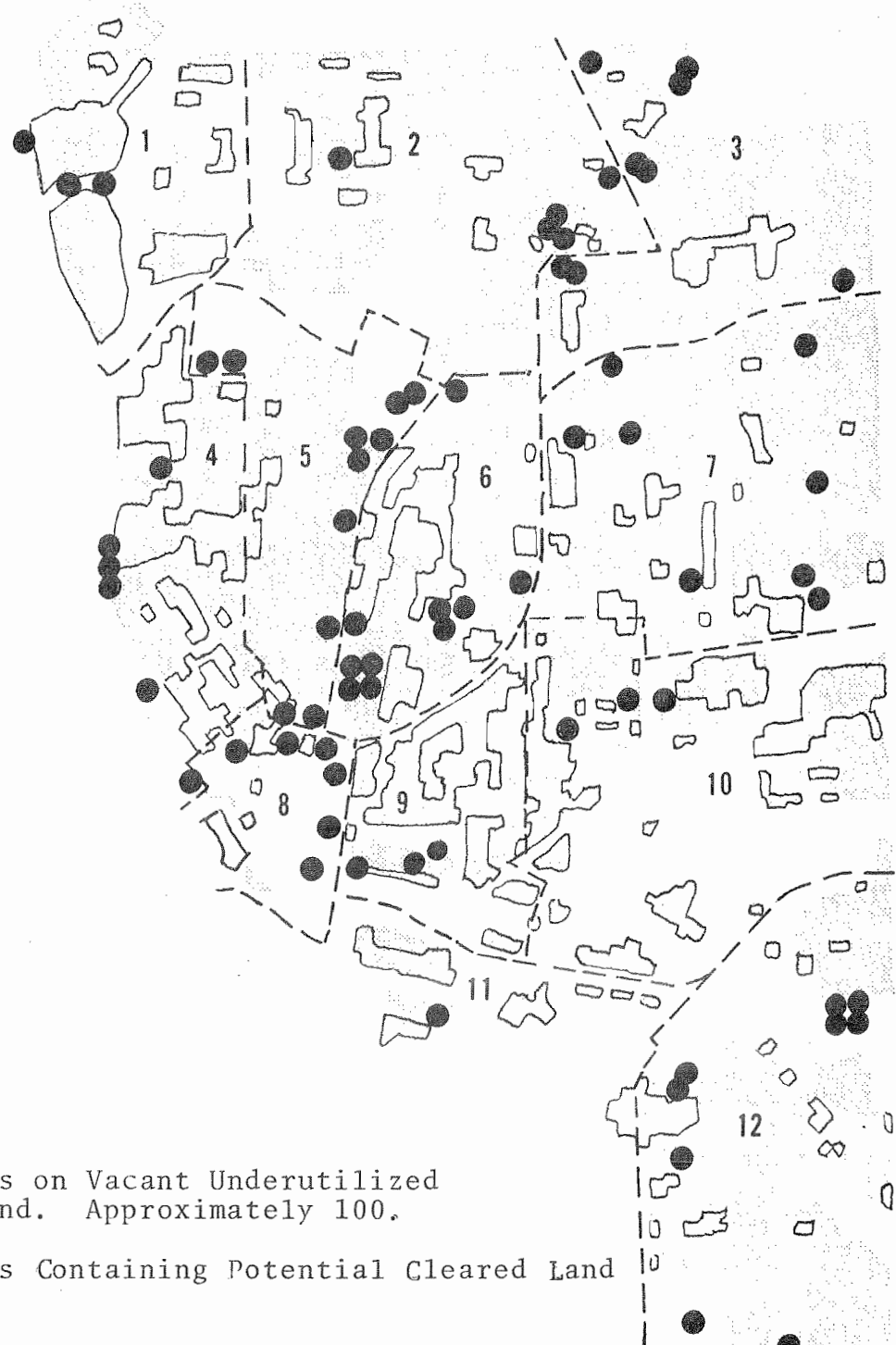
Table IV B-1 presents potential sites for the construction of new housing on vacant or underutilized land and on cleared sites. The precise location of cleared sites that will exist between the present time and the year 2000 is not known. However the bulk of such sites should be located in the areas of potential major substandard conditions. Figure IV B-1 indicates these areas together with potential sites on vacant or underutilized land.

The outlines of areas containing potential cleared sites by the year 2000 should be regarded as areas of significant concern to the City. Lending institutions should regard these areas as targets of particular emphasis for improvement and rehabilitation programs.

Where significant amounts of cleared sites exist in such areas, it is recommended to land bank vacant properties until funds be-

Table IV B-1
SITES OF NEW HOUSING UNITS (HU), 1980-2000

<u>Unit</u>	<u>HU on Vacant or Underutil- ized Land</u>	<u>HU on Cleared Sites</u>	<u>Total HU</u>
1.0	300	400	700
2.0	500	400	900
3.0	800	400	1,200
4.0	600	1,000	1,600
5.0	1,100	1,300	2,400
6.0	1,000	1,200	2,200
7.0	800	600	1,400
8.0	600	2,500	3,100
9.0	300	2,600	2,900
10.0	300	2,600	2,900
11.0	100	300	400
12.0	900	500	1,400
TOTAL	7,300	13,800	21,100



Units on Vacant Underutilized
Land. Approximately 100.

Areas Containing Potential Cleared Land

Fig. IV B-1, Sites of New Housing Units.



Fig. IV B-2. Introduction of New Housing
in Deteriorating Residential Areas.

come available to establish a viable revitalization project. A second procedure, when funding permits, would be a gradual renewal program as illustrated in Figure IV B-2. Illustration "a" indicates the provision of new housing on vacant lots in a marginal area. As time passes and additional land becomes available, new housing is expanded. Illustration "b" indicates this, including the closing of a street to add to open space and parking facilities. Under such a development program, rear parts of lots of existing housing might be purchased to add space for development and to provide money to assist owners of existing housing to rehabilitate their properties. They would also take advantage of the newly created open space and off-street parking facilities.

B-2 Neighborhoods

It was proposed that residential development plans be prepared for each of the City's communities, with citizen input. Figure IV B-3 suggests how a neighborhood might redirect its physical setting by combining various elements of the City Plan. Addition of open space and recreation land, as established by standards, would be joined by the consolidation of commercial uses. The black structures represent a minor community commercial center of approximately 8 acres along a major street. Marginal strip commercial uses have been replaced by townhomes and apartments and a pedestrian way connects various facilities, adding cohesion to the neighborhood.

B-3 Future Building

Figure IV B-4 illustrates potential development land with sewer and water facilities, (in black), in the urbanized area contiguous to the City of Buffalo. It is recommended that no additional sewer and water service be expanded outside of this area in Erie County. While such land would provide sites for all land uses, it now provides more potential residential sites than necessary until the next century. Further extension of water and sewer service would be a waste of public funds. Future investment in sewer and water facilities should be spent on improving existing facilities.

An action program for development of housing in Buffalo is presented in the Housing Element prepared separately by the Buffalo Housing Committee.

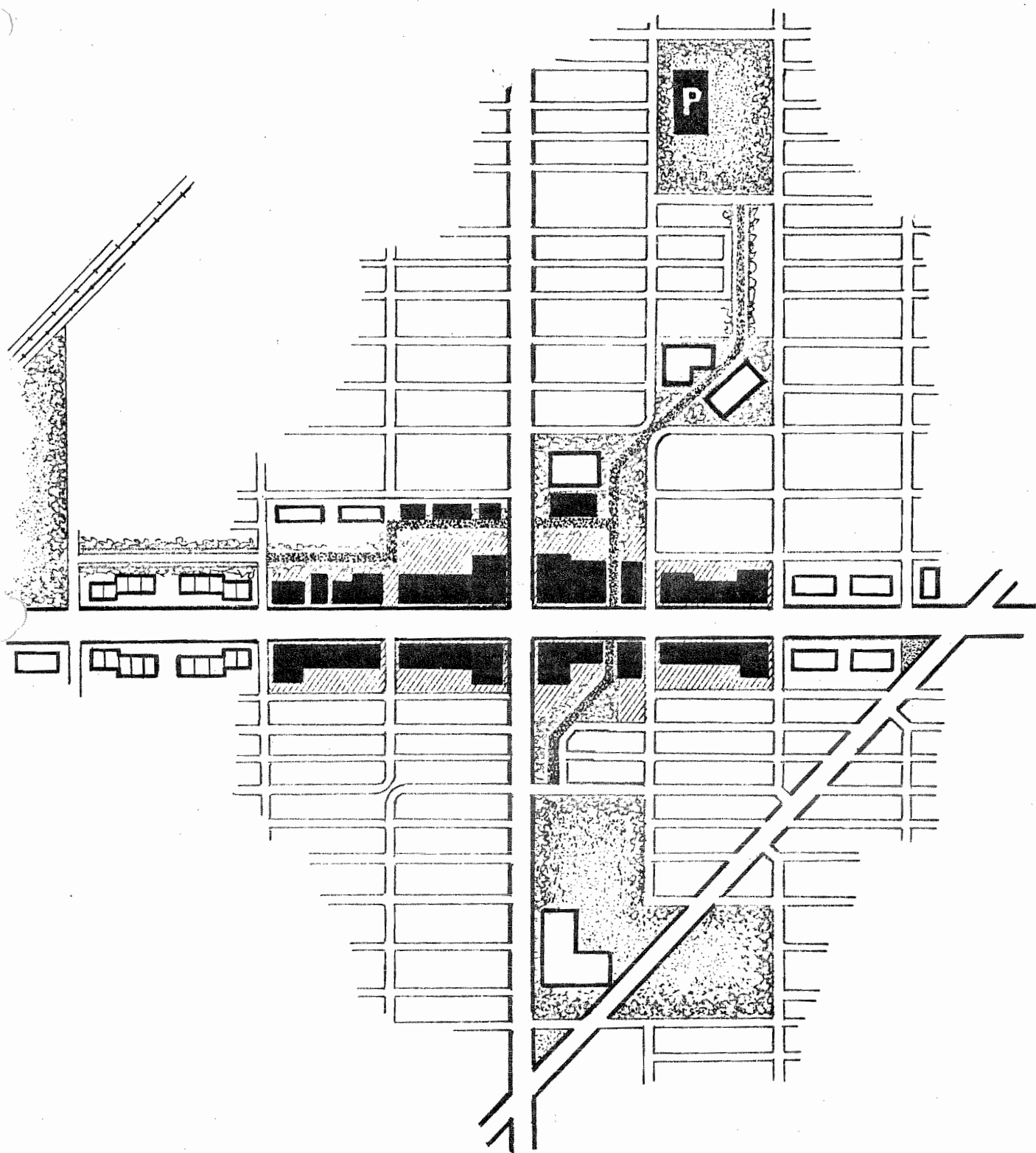


Fig. IV B-3. Neighborhood Improvements.

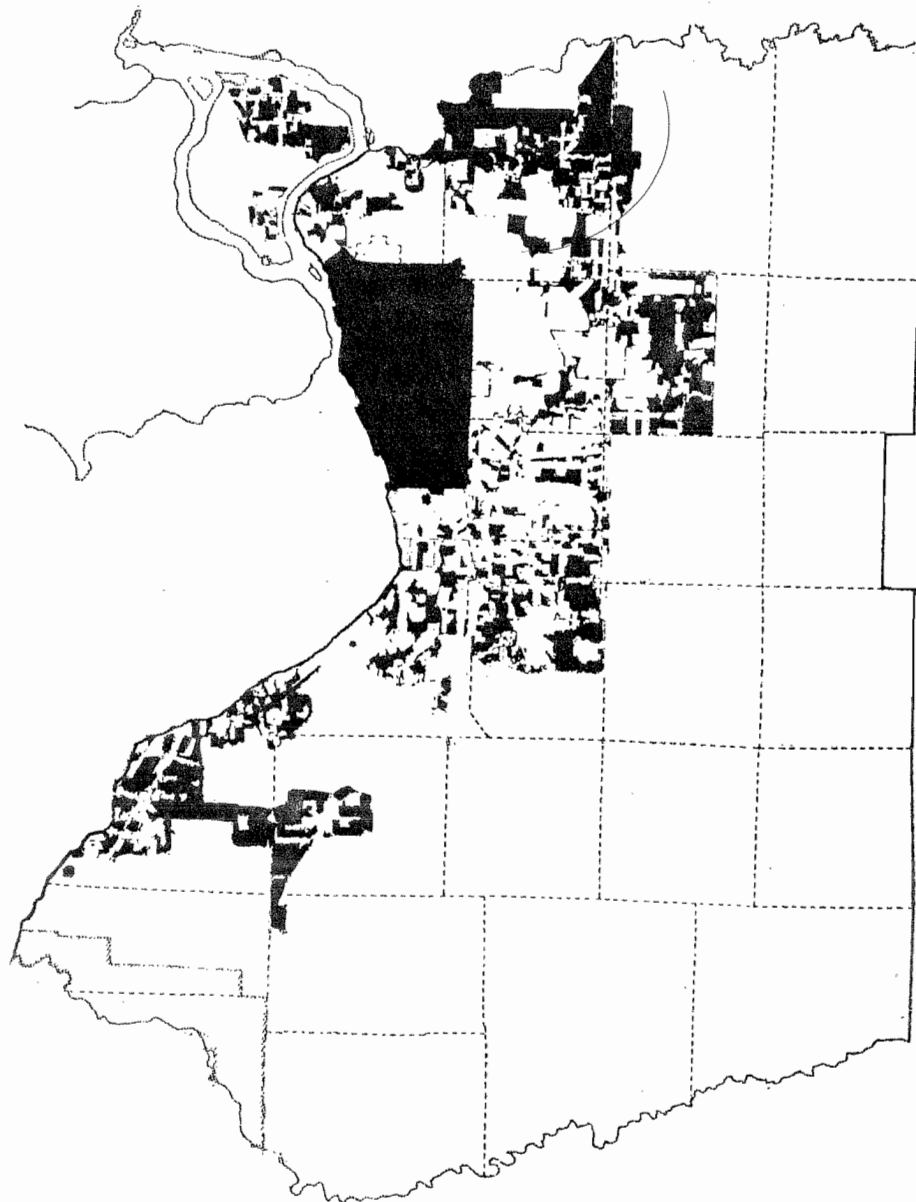


Fig. IV B-4. Development Sites, With Sewer and Water, Buffalo Urbanized Area.

Table IV B-1

RESIDENTIAL ACREAGE, HOUSING UNIT (HU) AND POPULATION DENSITY, 2000

Unit	Res. Acres	Density/Res. Acre		Unit	Res. Acres	Density/Res. Acre	
		H.U.	Population			H.U.	Population
01.01	133.8	19.0	49.3	08.01	65.0	79.1	138.5
01.02	138.3	18.7	48.7	08.02	7.7	74.2	129.9
01.03	106.5	18.3	47.7	08.03	--	--	--
01.04	68.4	20.5	53.2	09.01	64.5	32.4	77.5
01.05	94.0	20.2	52.6	09.02	79.8	25.7	61.4
02.01	146.2	16.4	41.7	09.03	92.1	18.2	43.4
02.02	296.6	15.1	41.1	09.04	14.0	29.9	71.4
02.03	188.0	11.9	30.3	09.05	80.0	37.2	88.8
02.04	204.5	10.7	27.4	10.01	106.2	26.3	65.9
02.05	166.4	13.7	34.9	10.02	92.5	34.0	85.4
02.06	--	--	--	10.03	62.8	30.4	76.4
02.07	188.8	9.6	24.4	10.04	30.5	19.6	49.2
03.01	127.2	17.0	45.6	10.05	224.7	16.0	40.1
03.02	335.4	13.1	35.2	10.06	19.3	10.3	25.9
03.03	260.5	14.0	37.6	10.07	24.6	13.0	32.5
03.04	178.0	15.9	42.7	10.08	42.0	14.2	35.7
04.01	104.0	21.0	56.7	10.09	21.3	18.7	46.9
04.02	221.1	21.3	57.4	10.10	42.7	28.0	70.3
04.03	231.0	25.3	68.4	10.11	--	--	--
04.04	160.0	24.6	66.3	10.12	18.9	21.1	52.9
04.05	--	--	--	11.01	89.0	24.4	65.2
05.01	8.7*	79.8	172.4	11.02	45.0	12.5	33.3
05.02	167.0	16.3	35.3	11.03	6.0	12.5	33.3
05.03	159.8	24.9	53.8	11.04	23.0	8.1	21.7
05.04	150.3	24.6	53.2	11.05	--	--	--
05.05	51.7	40.3	87.0	12.01	112.2	16.6	48.1
06.01	41.2	19.6	53.4	12.02	171.8	16.3	47.2
06.02	210.3	19.7	53.7	12.03	151.0	18.3	53.0
06.03	114.5	18.0	48.9	12.04	227.0	11.3	32.6
06.04	89.1	22.3	60.6	12.05	325.0	10.1	29.2
06.05	140.5	24.9	67.6	12.06	132.0	16.8	48.5
07.01	214.0	18.5	46.7	12.07	147.6	16.9	48.8
07.02	258.0	16.0	40.3				
07.03	140.1	15.6	39.3				
07.04	131.3	16.3	41.1				
07.05	143.9	20.1	50.7				
07.06	163.0	22.9	57.7				
07.07	182.7	21.7	54.7				

*Excluding existing group quarters.

BUFFALO CITY PLAN

Chapter V - Community Facilities

A - LONG-RANGE POLICIES AND STANDARDS

Division of Planning

Chapter V - COMMUNITY FACILITIES LAND USE PLAN

A - LONG-RANGE POLICIES

Perhaps no area of the urban environment plays a greater role in establishing the desirability of living in a particular city than the quality and location of community or public facilities.

Objectives of this plan are as follows:

1. Improve the City as a place to live by aiding in efforts to improve the environment and by making the City a more healthful, safe, pleasant and attractive place in which to live.
2. Preserve existing parks, parkways, open space and recreation areas. If such land is abandoned and used for other purposes, immediate replacement of equal size should occur.
3. Use open space as an urban design element.
4. Enhance natural features and improve ecological relationships.
5. Provide reasonable standards for the provision of community facilities.
- 6.. Equally distribute community facilities and public services throughout the City on the basis of land use arrangements.
7. Insure adequate public services to serve all areas of the City.
8. Periodically review distribution of public facilities and services to evaluate how they meet public needs.

Components of the long-range Community Facilities Land Use Plan are presented under the following headings in Chapter V:

Section	A-1	Parks, Recreation and Open Space
	A-2	Police Facilities
	A-3	Fire Fighting Facilities
	A-4	Schools
	A-5	Libraries
	A-6	Public Health
	A-7	Sewer System
	A-8	Water Distribution System
	A-9	Other Utilities

Development proposals for the above listed subjects are presented in Chapter V, Section B, under the same numbering sequence.

CHAPTER V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A-1 Parks, Recreation and Open Space

The first impetus in the formation of a park system in Buffalo occurred in 1868 when a group of private citizens retained Olmsted, Vaux and Company to prepare a plan for establishing a park system in Buffalo. An outline plan was presented to the City in that year. The State Legislature was then requested to permit the City Council to acquire land for public park purposes, a function later granted to the City. Olmsted and Vaux were again retained to provide development plans. In 1876 a map was presented showing three new parks and park approaches. The City began to acquire land following the proposals of the plan.

Acquisition of land for park purposes continued through the years, often without a guide. In 1946 the National Recreation Association (N.R.A.) was retained by the City. In its report the N.R.A. recommended that a recreation standard be established for the City of one acre of park and recreation land for every 236 persons. At that time the existing ratio was one acre for every 406 persons. This included Bennett Beach located in the Town of Evans. The national standard of the N.R.A. was one acre of park and recreation land for each 100 persons. The N.R.A. stated in its report that such a general standard must be adjusted to meet local conditions. It was noted that in densely developed cities 10 percent of the land was often devoted to park and recreation purposes. The N.R.A. proposals called for park use of 9 percent of Buffalo's land area. A standard of one acre of playground and one acre of playfield for each 800 persons was proposed.

The 1964 Master Plan recommended a standard of 0.35 acres of park land per 100 persons or 3.5 acres per 1000 persons. The 1968 revision established a standard of 4.5 acres per 1000 persons. This was due to a declining population more than an ambitious program to add park land. The 1977 revision calls for 6.0 acres per 1000 persons. This proposes to use approximately 9 percent of the City's area for park, recreation and open space purposes. Once this is obtained a higher goal may be established.

While stress is placed on quantitative measurements in this section, it will be necessary to rely on qualitative actions to enhance the existing park acreage. The proposals of this land use plan should assist the City in improving both recreation opportunities and the appearance of the City.

The first step in preparing a plan for parks, recreation and open space is the establishment of desirable standards. Facilities should be adequate in size for the population served and provide sufficient room for play areas and open space. The age composition of a given area should be studied to guide future development and

to meet changing needs of the service area. The facility should be centrally located and accessible. The standards which follow are based on national standards but are guided to a large extent by local conditions.

1.1 - NEIGHBORHOOD FACILITIES - 1.5 ACRES PER 1000 PERSONS.

a. Neighborhood park standards (0.50 acres per 1000 persons).

Centered in a neighborhood, possibly adjacent to a playground, a neighborhood park should provide open space, passive recreation facilities, benches and attractive landscaping. The general standard would be one-half acre per 1000 persons. A minimum of two acres is desirable. This could be in a linear form connecting various neighborhood facilities.

b. Neighborhood playground standards (1.00 acre per 1000 persons).

Facilities should be centered in a neighborhood, preferably near a school or agency which could provide year-round recreation supervision. Active recreation areas should emphasize facilities for children 5 to 15 years of age. The service radius may extend to one-half mile. At least one area should be provided for a neighborhood of 5000 persons with a minimum site size of two acres. Facilities may include outdoor play apparatus, softball diamond, multiple-use paved area, a quiet area, shelter house or comfort station and some parking space. While characteristics of individual neighborhoods vary, the general distribution of playgrounds should be one acre per 1000 persons.

1.2 - COMMUNITY FACILITIES - 1.50 ACRES PER 1000 PERSONS.

a. Community park standards - (0.50 acres per 1000 persons).

Located in an area accessible to the residents of a community within a one-mile radius, this facility would serve 20,000 to 50,000 persons based on approximately one-half acre per 1000 persons. Passive recreation areas, a band shell, comfort or shelter station, landscaping and picnic areas could exist.

b. Community playfield standards (1.00 Acre per 1000 persons).

Located in an accessible area and serving from three to five neighborhoods, this facility would serve primarily young persons over fifteen years of age living within a one-mile radius. The standard acreage is one acre per 1000 persons. Facilities could include fields and court sports, croquet, archery areas, a swimming pool, parking areas, and a playground to serve the neighborhood.

c. Community recreation center standards - (1 sq. ft. per person).

Since Buffalo is a highly developed City the proposed standards

for recreation do not attempt to provide the N.R.A. standard of one acre of recreation or park land for every 100 persons. To accommodate additional recreation needs more intensive use of land is proposed through indoor facilities. Indoor facilities could include a gymnasium, an auditorium, various game and craft rooms, a lounge, reading rooms and health or other facility as desired by the residents of the area. Community recreation centers would be located throughout the City with maximum service area of a mile. Approximately 16,000 square feet of floor space in one or more buildings is suggested to serve 25 service areas in the City. The service areas would consist of groupings of 3 to 5 neighborhoods, or statistical sub-units, representing population totals of approximately 16,000 persons. Thus such facilities would be based on 1 square foot per person within its service area.

1.3 CITY-WIDE FACILITIES - 3.00 ACRES PER 1000 PERSONS.

a. City-wide park (1.50 acres per 1000 persons).

Facilities should be accessible from the entire City, serving all age groups on a regional basis. The minimum recommended size is 100 acres. Uses could include field and court sports, golf courses, picnic areas, hiking and bicycling areas, places for assemblies and large landscaped areas. Where large concentrations of people are expected, parking areas, comfort stations and shelters should be provided.

b. Special category (0.75 acres per 1000 persons).

Specialized centers of activity provided on a City-wide basis include strip parks, zoo, botanical gardens or recreational or open space other than those listed above. Also included would be areas with scenic features and places of single purpose assemblies.

c. Water-oriented facilities (0.75 acres per 1000 persons).

The Niagara River, Lake Erie and other water bodies located within the City offer a unique opportunity to capitalize on these natural resources for water-oriented activities. Public access to such resources should be improved. Facilities included in this category could be hiking and bicycling paths, recreation areas, scenic features and passive recreation areas which are related to and located along waterways in the City.

1.4 - OTHER FACILITIES.

a. Tot lot recommendations.

Tot lots would be located in medium or high density residential areas to serve pre-school children. They normally are not operated as a function of the Parks Department.

It is recommended that neighborhood groups, developers, the Buffalo Municipal Housing Authority and other agencies provide such facilities when deemed desirable. The suggested size ranges from 2,500 to 8,000 square feet. Facilities may include an open shelter, benches, sand box, spray pool, swings, slides, climbing apparatus, and fencing to serve as screening and to control the wandering of small children.

b. School open space and recreation recommendations.

While it is desirable to locate neighborhood recreation facilities near or adjacent to schools, this is not always possible. When the nearest recreation area is over 500 feet from a school, it is recommended that twenty-five percent of the site be landscaped and reserved for recreation and open space uses. Parking facilities should not encroach upon the area reserved for this purpose.

c. Temporary facilities recommendations.

When long-range planning would indicate that a suggested recreation site would conflict with future proposals, a vacant parcel of land might temporarily be used for recreational purposes but not be dedicated for such purposes. Assistance in maintenance and supervision should come from an agency located in the neighborhood or from residents in the area.

The application of these standards to existing facilities and short-term proposals to accomplish them will be presented in Section V B-1.

Related to the concept of open space as an element of urban design, the use of art and attractive architectural features should be stressed in provision of urban functional components. This would include the appearance of railroads, transportation facilities and various public projects. Statements are made by such facilities as to the quality of life and civic values. The message often conveyed is one of a lack of concern for appearance. Ugliness is not necessary and continuing efforts to improve the visual impact of urban facilities should be sought for new and existing components. By stressing appearance it is hoped that the phrase "city environment" will take on an attractive connotation rather than a negative one by the end of the planning period.

The coastal zone management program should add to urban design considerations. While proposals would permit the mixing of uses in coastal areas, increased public access to waterways and open space and recreation facilities should be provided. Designated flood areas also may provide open space resources. Suggestions toward these ends are contained in the water-oriented recreation and open space proposals.

Table V A-1
PARK, RECREATION AND OPEN SPACE STANDARDS

<u>Facility</u>	<u>Acres per 1000 Persons</u>	<u>Size</u>	<u>Population Served</u>	<u>Service Radius</u>	<u>Groups Served</u>	<u>Location</u>
<u>NEIGHBORHOOD</u>						
Neighborhood Park	0.50	2 to 5 Acres	2000 to 5000	$\frac{1}{2}$ Mile	All	Centered in Neighborhood
Playground	1.00	2 to 5 Acres	2000 to 5000	$\frac{1}{4}$ - $\frac{1}{2}$ Mile	Under 15	Centered in Neighborhood
<u>COMMUNITY</u>						
Community Park	0.50	10 or More Acres	20,000 - 50,000	1 Mile	All	Within Service Area
Playfield	1.00	10 or More Acres	20,000	1 Mile	15 and Over	Within Service Area
Community Center	--	15,000 sq. ft. (min.)	15,000 - 20,000	3 - 5 Neighborhoods	All	Centered in Service Area
<u>CITY-WIDE</u>						
Parks	1.50	100 or More Acres	All	--	All	Accessible from all areas
Special Category	0.75	--	All	--	All	--
Water-Oriented	0.75	--	All	--	All	Adjacent to Waterways

Table V A-2

DISTRIBUTION OF MAJOR RECREATION FACILITIES

	<u>Standard</u>	<u>City Total</u>
PLAYFIELDS		
Softball Diamonds	2 per 10,000 persons	80
Hardball Diamonds	1 per 10,000 persons	40
Football Fields	1 per 20,000 persons	20
Soccer, Rugby, Cricket	1 per 40,000 persons	10
COURT SPORTS		
Tennis Courts	1 per 7,500 persons	54
Basketball Courts	1 per 5,000 persons	80
OTHER		
Artificial Ice Rinks	1 per 50,000 persons	8
Swimming Pools	0.6 sq. ft. per person	240,000 sq. ft.
Basic Pool Sizes:		
100'x200'=20,000 sq. ft.	} Average: 16 pools	
75'x220'=16,500		
75'x150'=11,250		
82'x100'= 8,200		

This plan attempts to satisfy a broad range of needs. Passive areas, fields for active sports, and centers for intensive recreation uses are included. While use of land for active recreation purposes is obvious, open space considerations may be more obscure. Open space is meant to describe land which is not built open and is not laid out for sport activities. Such land should become a structural component of the cityscape and a vital part of the City. Open space can provide a buffer between industrial and residential uses. Open space should be treated as much of an entity as the structures of the City. Due to the lack of recreation land in the City, tendencies in the past often were to crowd available land with apparatus and field and court facilities.

Should any loss in park, recreation or open space land occur, it is recommended that immediate replacement should occur. Such replacement should equal or be superior to land lost, both in facilities and acreage.

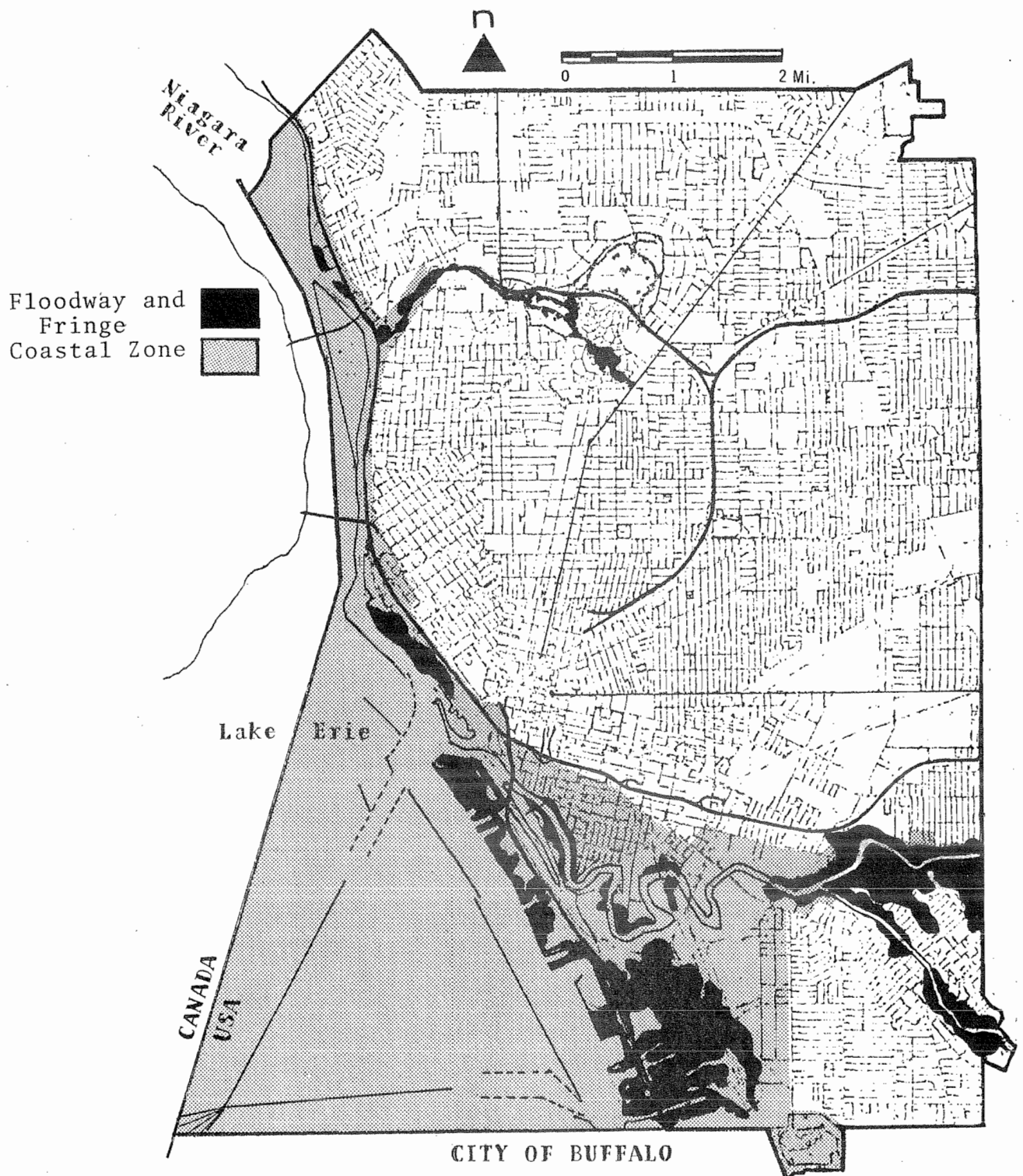


Fig. V A-1 (a). Floodway-Floodway Fringe and Coastal Zone.

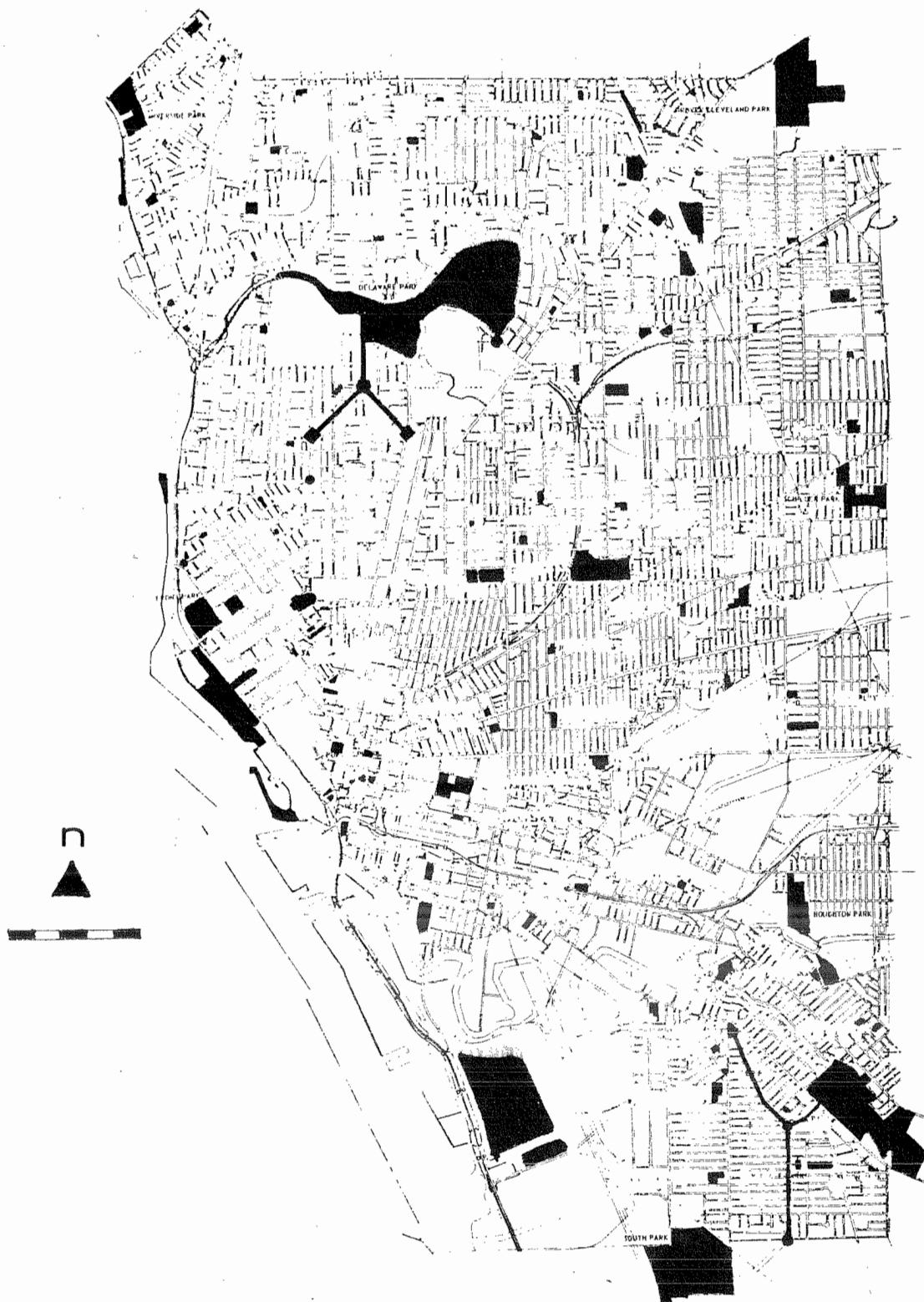


Fig. V A-1. Existing Park, Recreation and Open Space Land

Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

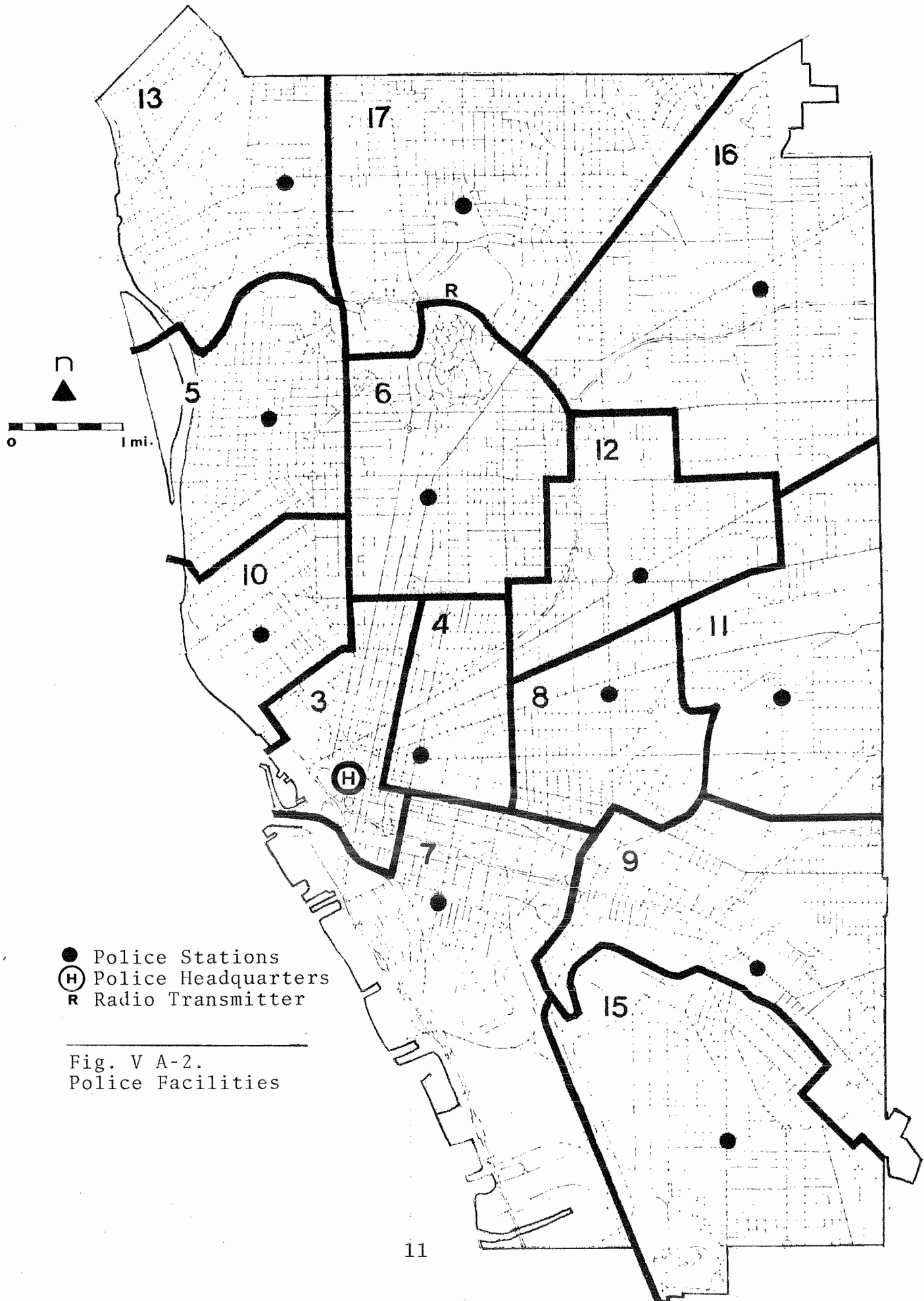
A-2 Police Facilities

The City's police force was established in the second last decade of the nineteenth century. Changes have occurred in the past and future changes should be anticipated. Response to the needs of contemporary situations will be necessary. Flexibility in forms of police control will be desirable.

Insofar as the land use plan is concerned existing police facilities will be deemed satisfactory until such time as experience and information is presented to warrant change. Generally age of structures will serve as a guide in considering priorities of improving existing facilities but significant reliance will be placed on the recommendations of the Commissioner of Police.

Changes that affect land use considerations will be presented in Chapter V, Section B-2.

Under long-range considerations, a form of urbanized area or metropolitan area reorganization of police facilities should not be overlooked.



Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A - 3 Fire Fighting Facilities

Adequate fire protection depends on the City's system of fire fighting facilities. Future adjustment in the distribution of stations and battalion divisions might provide greater efficiency and lower operating costs.

In relation to the land use plan, existing fire fighting facilities and services will generally be considered adequate until such time as evidence for the need of change becomes apparent. Due reliance will be placed on the opinions of the Fire Commissioner. As in the past, change may be anticipated as far as land dedicated or abandoned for use as part of the fire protection system is concerned.

In the future, fire fighting facilities and equipment provided throughout the urbanized area may be evaluated and a more economical approach to fire protection could be undertaken to remove duplication of expensive specialized equipment and fire investigation activities. Other measures might follow to provide more efficient service.

Changes that affect land use considerations will be presented in Chapter V, Section B-3.

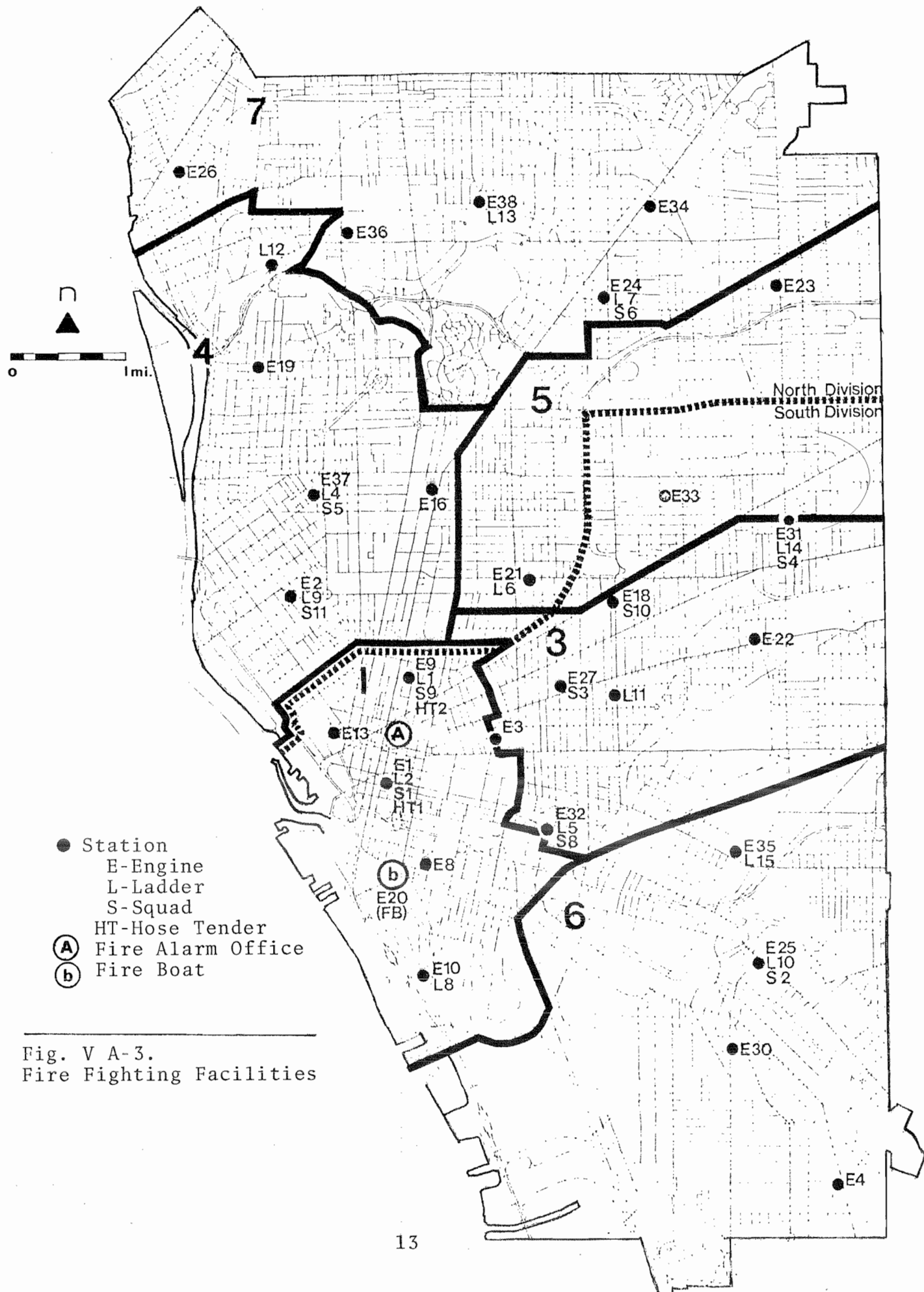


Fig. V A-3.
Fire Fighting Facilities

Chapter V - COMMUNITY FACILITIES

A- LONG-RANGE POLICIES AND STANDARDS

A-4 Schools

The Buffalo Board of Education is charged with determining education policies. The land use plan should assist the Board in carrying out its policies. A basic consideration in long-range educational planning is the number of school-aged children that may be anticipated in future decades.

Table V A-4(a) is derived from population projections for the City. Three levels of school-aged children are presented for 1980, 1990 and 2000. The highest level is derived from projections of the Buffalo Division of Planning. This assumes significant improvements will be made in the City's stock of housing facilities, including those for families. The middle category represents projections made by the Erie and Niagara Counties Regional Planning Board. The low projections are presented under the assumption that the City will accomplish little in the way of rehabilitating or building new housing facilities and that blight trends will expand.

If the number of students are known a reasonable estimate of school space needs may be determined. From a low of 150 square feet per student to a high of 200 square feet, a range of space needs may be obtained. The area indicated includes all space required and would be broken into the following distribution:

68%	- Instructional
9%	- Miscellaneous Educational
23%	- Non-educational

It should be noted that in all three of the above projections the low point for school-aged children would occur in 1990. All three versions indicate an increase by the year 2000 although the numbers differ. Planning for school space needs should take the 2000 increase into consideration.

For the year 2000 the Regional Board's and the low projection are close. The Division of Planning's figure for school-aged children in 2000 is about 12,000 higher. This is based on the assumption that the decline in school-aged children, as often represented by families with children moving outside the City, will not continue at its present pace.

Table V A-4(b) presents the relationship between age groups and school enrollments for the year 1970. Age groups alone will not reflect probable school space needs. The factors developed in Table V A-4(b) should be applied to age group projections to more accurately determine space needs.

Table V A-4
PROJECTIONS OF NUMBERS OF SCHOOL-AGE CHILDREN
In Thousands

Age Group	1970 Census	1980			1990			2000		
		Div. of Pl.	E-N	Low	Div. of Pl.	E-N	Low	Div. of Pl.	E-N	Low
5-9	38.7	22.3	23.0	22.3	26.5	26.0	24.6	29.1	22.6	25.1
10-14	42.0	27.1	27.6	27.0	21.6	21.5	20.1	27.5	22.5	23.1
15-19	41.7	34.2	34.8	34.2	20.7	20.7	19.3	26.2	25.5	22.2
TOTAL	122.4	83.6	85.4	83.5	68.8	68.2	64.0	82.8	70.6	70.4

Table V A-4(b)
RELATIONSHIPS BETWEEN SCHOOL ENROLLMENTS AND AGE GROUPS

1970 School Enrollment
In Thousands

	Buffalo Public Schools	U.S. Census Private and Parochial	Other*	Total
Nursery School	0.7	1.0	0.2	1.9
Kindergarten	5.2	1.9	0.1	7.2
Elementary	43.5	20.7	3.0	67.2
High School	20.9	7.9	1.2	30.0
TOTAL	70.3	31.4	4.6	106.3
Excluding College- level and Other	70.3	26.4	---	96.7

*Includes special schooling and school attendance outside of City.

1970 CENSUS, AGE GROUPS
In Thousands

	Total	Adjusted for School Enrollment*	Factor
Under 5	37.2	1.7	.046
5-9	38.7	32.9	.850
10-14	42.0	35.7	.850
15-19	41.7	26.4	.633
TOTAL	122.4	96.7	.790

*Public, traditional private and parochial schools in City.

There are other considerations in planning school facilities. The future role of the parochial school system will have to be considered in estimating facilities to meet school needs. The above required space figures are based on the total number of school-aged children in Buffalo. The share of those to be accommodated in the parochial school system will have to be determined. Close association between that system and the public school system will have to be maintained

It is likely that smaller and older schools within both systems will continue to be abandoned. Larger schools will draw from expanded service areas and perhaps serve more specialized and individual functions.

During the planning period it is anticipated that different means of financing local school systems will be mandated, either on a regional or State basis. There is evidence at the present time that inequities in amounts of money spent on a student per capita basis for education will be lessened or eliminated.

Figure V A-4(a) illustrates the setting of the City of Buffalo in its Urbanized Area, and the number of school districts existing in the Metropolitan Area. Figure V A-4(b) depicts the Board of Education election districts within the City of Buffalo.

NIAGARA COUNTY

- a Lewiston-Porter
- b Wilson
- c Newfane
- d Barker
- e Niagara-Wheatfield
- f Starpoint
- g Lockport
- h Royalton-Hartland
- i Niagara Falls
- j North Tonawanda

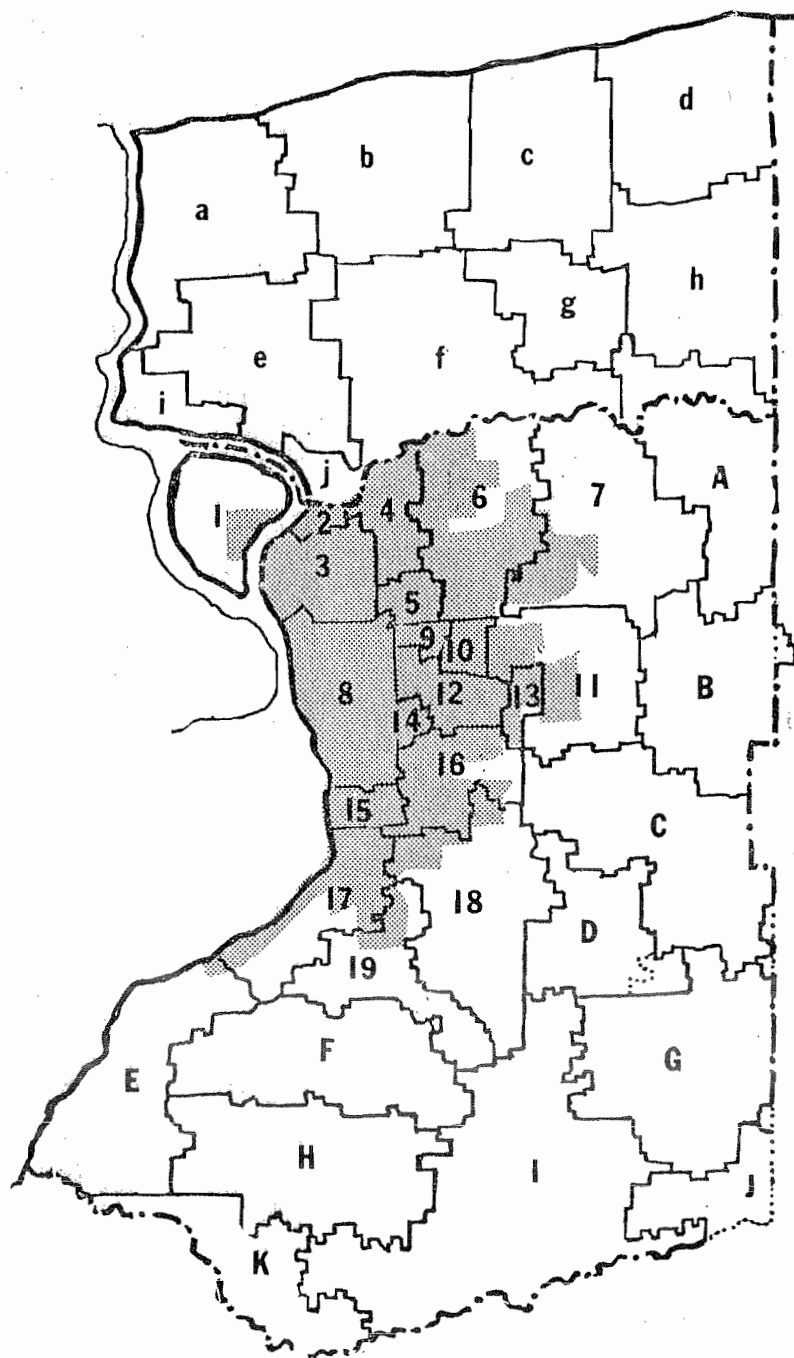
ERIE COUNTY

Urbanized Area

- 1 Grand Island
- 2 Tonawanda
- 3 Kenmore
- 4 Sweet Home
- 5 Amherst
- 6 Williamsville
- 7 Clarence
- 8 Buffalo
- 9 Cleveland Hill
- 10 Maryvale
- 11 Lancaster
- 12 Cheektowaga
- 13 Depew
- 14 Sloan
- 15 Lackawanna
- 16 West Seneca
- 17 Frontier
- 18 Orchard Park
- 19 Hamburg

Rest of County

- A Akron
- B Alden
- C Iroquois
- D Aurora
- E Lakeshore
- F Eden
- G Holland
- H North Collins
- I Griffith Institute
- J Arcade
- K Gowanda



Contiguous Urbanized Area,
Erie County

Fig. V A-4(b). Metropolitan School Districts.

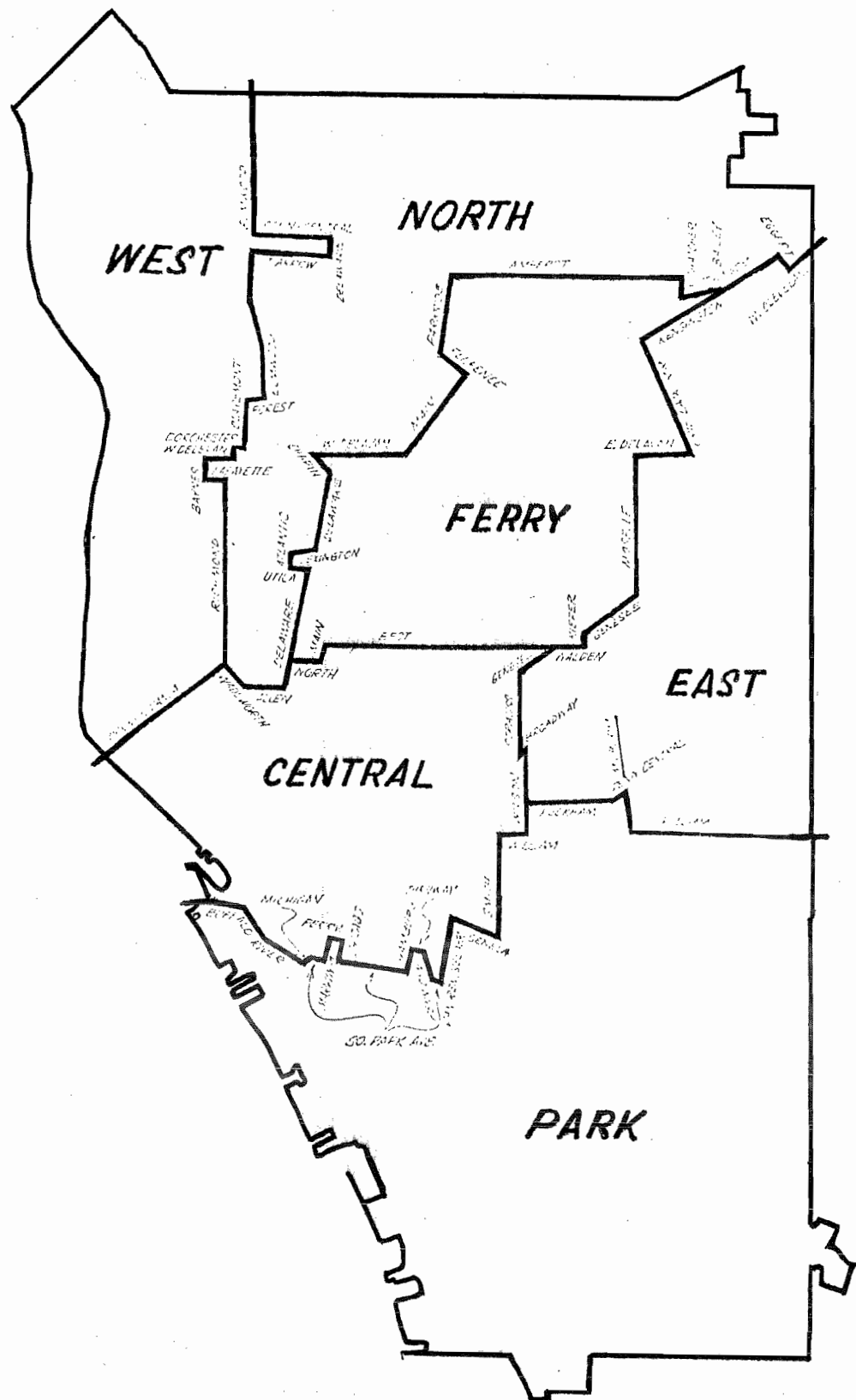


Fig. V A-4 (c). Board of Education Election Districts.

Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A-5 Libraries

Libraries have become centers beyond providing book lending facilities. Besides serving as a source of reference materials, libraries provide facilities for copying material, programs for children and space for community meetings.

The general standard for service radius to meet and serve public needs has been established as one mile. The established branch library pattern meets this criteria and no major change is recommended. The primary question now arising is how well does a branch library serve those within its service area. Replacement may be warranted by unsatisfactory service facilities, unsafe storage of books or the condition of the building. Book circulation is one consideration but community service in general is of greater significance.

The library system is operated by the Buffalo and Erie County Public Library. Under this system local municipalities provide a building which is staffed by Erie County, if the location meets County criteria. Agreement with the library system must be obtained before a new building is provided since a staffing agreement might not be reached.

Additional reading rooms in various City facilities might be provided in logical locations between branch libraries. However, it should not be anticipated that Erie County would staff such facilities.

Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A-6 Public Health

Technical considerations of health planning are usually not matters of direct concern in the land use plan. Distribution of health care facilities to serve the public is, however, of concern. It is the policy of this plan, which would reflect the physical characteristics of health planning, to attempt to distribute health care facilities in such a manner to insure proper health care for the general public when hospitalized and, especially, in emergency situations.

A significant medical development that began in the 1960's was the growth of voluntary hospital planning. Focus has shifted to inter-relationships between existing facilities and an awareness of technological advances as well as organizational changes in the medical field. Direct relationship between health planning and traditional city planning has not been extensively developed. Relationships may arise concerning proposed site designations, encouragement of establishing hospitals as a positive force in the neighborhoods in which they are located and by assisting in the provision of related and ancillary facilities. Such uses could include medical training schools, doctors' offices, laboratories, nursing homes and necessary parking facilities. The zoning ordinance may assist in proposed development of health facilities. It should not hamper desirable facilities but review should balance public welfare and health against individual property owner's problems and concerns.

Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A-7 Water Distribution System

The framework of the City's water distribution system has been established. Change should emphasize improved service to areas subject to low pressure and replacement of old facilities. New equipment to meet Federal requirements must be provided.

Age of facilities in the distribution system is not always the best guide for replacement priority. Soil chemicals and other factors can alter such priority. It is anticipated that the City's high per capita rate of water consumption, based on Census figures, will continue. This will be due to increased daytime population and commercial and industrial usage.

Buffalo's location on Lake Erie provides the City with an inexhaustible supply of raw surface water. This valuable asset is a key factor in the future development of both the City and its Metropolitan Area. Protection of the quality of water in Lake Erie should be of primary concern to the City.

Chapter V - COMMUNITY FACILITIES

A - LONG-RANGE POLICIES AND STANDARDS

A-8 Sewer System and Drainage

Census population figures alone do not provide an adequate basis to plan utilities. In 1970, the City's average daily peak population was 20 percent higher than its recorded Census population. The Census population of Downtown Buffalo was 5,343 but the average daily peak population rose to over 90,000 persons. The sewer system in the City will have to accommodate waste water and storm drainage. Waste water will be generated by a population larger than Census figures would indicate and by the concentration of commercial and industrial uses in the City.

In 1938, when the Buffalo Sewer Authority was established, the City undertook planning and implementation of a combined sewer system throughout the City. Today it is desirable to separate sanitary and storm drainage. Because of the current situation in Buffalo, waters in the combined sewer system should be treated as waste water.

Separation of sanitary and storm drainage should begin, but a complete separation would be expensive and time consuming. This requirement should be placed, however, on all new development. More immediate needs would call for the installation of separated storm drains in areas where flooding occurs frequently.

As a matter of general policy, whenever questions of priority arise, improvement of existing facilities should take precedent over the provision of new facilities.

BUFFALO CITY PLAN

Chapter V - Community Facilities

B - DEVELOPMENT PROPOSALS

Division of Planning

Chapter V - Community Facilities

B-Development Proposals

B-1 PARKS, RECREATION AND OPEN SPACE

Standards for parks, recreation and open space were established in Chapter V, Section A-1. Inventories of existing acreage are necessary to determine deficiencies. Since certain facilities provide use or resources for adjoining units, acreage of the facilities is split accordingly. Table V B-1 presents the assignment of acreage in these situations.

B-1.1 Neighborhood Facilities

Table V B-1.1 (a) presents an inventory of neighborhood park, recreation and open space acreage. The Table indicates those areas which are not dedicated for park purposes but are developed in such a manner, those which have been dedicated for such use but have not yet been developed and those which exist on a temporary basis. School playgrounds are included in this inventory.

This is followed by Table V B-1.1 (b) which presents existing acreage figures and applies the standard, using planning population figures. Three categories of deficiency are shown on Table V B-1.1 (c). The first category includes neighborhoods with minor deficiencies, less than 3 acres. These deficiencies could be made up as land may become available, by adding land to existing park, recreation or open space areas or other public facilities in the neighborhood.

The second category presents neighborhoods which have moderate deficiencies, ranging from 4 to 7 acres. Should land become available, additions to existing facilities could be made or new sites established. A minimum site size of 2 acres should be followed unless a permanently organized group or institution exists to maintain and supervise smaller areas.

The third category lists the neighborhoods which are most deficient in park, recreation and open space acreage. Each is 8 or more acres below the standard. Concentration on the provision of additional acreage should occur in these areas.

Table V B-1.1 (d) presents proposed new park, recreation and open space. The listing includes the most deficient neighborhoods, the third category of Table V B-1.1 (c), along with neighborhoods likely to be included in neighborhood reconstruction programs.

The order of listing indicates a sense of priority based on population density. The higher density neighborhoods are given higher priority than less densely developed neighborhoods due to a greater lack of ~~private~~ open space. After all neighborhoods reach the

PUBLIC

Table V B-1
ASSIGNMENT OF SPLIT FACILITIES

FACILITY (Total Acres)	NEIGHBORHOOD (Acres)	COMMUNITY (Acres)	CITY-WIDE (Acres)	OTHER USES
Cazenovia Pk. (191.7)	S. Abbott (4.0) Cumberld. (5.0) Caz. Pk. (2.2)	S. Bflo. Pk. (15.0) S. Bflo. Plfd (12.7)	152.6	---
Delaware Pk. (367.6)	Park Meadow (6.0) Parkside (3.0) Albright (6 4)	Elmwood Pk. (15.0) Elmwood Plfd. (30.0) N. Bflo. Pk. (20.0) N. Bflo. Plfd (30.3) Masten Pk. (13.0) Masten Plfd. (26.0) W. Side Plfd. (15.0) S. Bflo. Pk. (15.0)	194.0	Expwy. (8.9)
South Park (162.3)	S. Park (6 0)		141.3	---
Grover Clevlnd. (112.0)	University (3.0) Kensington (3.0)	N. East Pk. (17.5) N. East Plfd. (6.6)	78.5	---
Houghton Pk. (36.2)	Houghton (8.8)	E. Side Pk. (5 0) E. Side Plfd. (10.0) S. Bflo. Plfd. (12.4) E. Delavan Pk. (25.0) Masten Pk. (12.0) Ellicott Pk. (10.7)	---	---
(51.0) JFK (Ellicott) (21 1) LaSalle Park (98.6)	Humboldt (6.0) Ellicott (10.4) Lakeview (6.0)		8.0	---
Riverside Park (37.2)	Riv. Pk. S. (7.0)	W. Side Plgd. (21.3) Central Pk. (5.0) Central Plfd. (10.0) Riverside Pk. (15.0) Riverside Plfd. (15.2) E. Delavan Pk. (10.0) E. Delavan Plfd. (20.0)	---	---
Schiller Park (36.9)	Schiller Pk. (4.3) Lang (2.6)		---	---

Table V B-1 Split Facilities Cont.

FACILITY (Total Acres)	NEIGHBORHOOD (Acres)	COMMUNITY (Acres)	CITY-WIDE (Acres)	OTHER USES
Shoshone (16.4)	Starin (2.0)	N.Bflo. Plfd. (8.2)	---	---
Fr. Conway (14.5)	Central Park (6.2) Perry (3.5)	Bflo. River Plfd. (11.0)	---	---
W. Hertel Mid. Sch. (3.4)	Military (1.7) Upper Bl. Rock (1.7)	---	---	---
Masten Plg. (9.2)	Masten Park (5.2) Fruit Belt (4.0)	---	---	---
Emerson Plg. (10.6)	Moselle (6.8) Walden-Bailey (3.8)	---	---	---
Mulroy Plg. (7.5)	Triangle (4.5) S. Park (3.0)	---	---	---
Colonial Cir. (5.5)	Cleveland (0.4) Grant-Ferry (0.9)	---	---	R.O.W.
Ferry Circle (1.6)	Cleveland (0.2) Grant-Ferry (0.2)	---	---	R.O.W.
Gates Circle (4.7)	Cleveland (1.0)	---	---	R.O.W.
McClellan Cir. (4.5)	Cumberland (0.4) South Abbott (0.7)	---	---	R.O.W.
McKinley Cir. (4.5)	South Park (0.7) South Abbott (0.7)	---	---	R.O.W.
Symphony Cir. (4.5)	South Park (0.6) Allen (0.6) Bryant (0.7)	---	---	R.O.W.
Lafayette Sq. (1.0)	Front Park (0.5) Business Dist. (0.2)	---	---	R.O.W.
Tift Farm Playfield (20.2)	---	S. Buffalo (10.0)	10.2	---

Table V B-1 Split Facilities Cont.

FACILITY (Total Acres)	NEIGHBORHOOD (Acres)	COMMUNITY (Acres)	CITY-WIDE (Acres)	OTHER USES
Market Sq. (0.3)	Black Rock (0.3)	---	---	R.O.W.
Niagara Sq. (4.9)	Business Dist. (1.3)	---	---	R.O.W.
Soldiers Pl. (8.8)	Lincoln (4.2)	---	---	R.O.W.
Bidwell, Chapin Lincoln Pkwy. (14.4)	Lincoln (3.6)	---	---	R.O.W.
McKinley Pkwy. (28.2)	Cumberland (1.2) S. Abbott (1.1) S. Park (1.6) Triangle (0.7)	---	---	R.O.W.

R.O.W.: Street right-of-way

level of the standard, consideration may be given to elevating the standard.

Neighborhood Reconstruction or Improvement Programs

When a neighborhood reconstruction program is proposed in an area with a significant amount of vacant land or blighted housing, the provision of the neighborhood standard for park, recreation or open space land should be included and considered part of proposals for rebuilding. In replanning a neighborhood, neighborhood park proposals should consider land not desirable for residential purposes due to adjacent uses. It may be advantageous to front new residential uses on new park land instead of existing streets. Neighborhoods undergoing special improvement programs should be considered part of the proposals of Table V B-1.1 (d) even if they are not listed.

Before implementation of proposed recreation sites, residents of the area involved should be contacted and their opinions sought as to location and facilities to be offered.

The neighborhood category is the most deficient of the 3 categories in Buffalo. About half of the City's total park inventory is provided by large parks on the perimeter of the City. Nearly 70 percent of the City's total inventory consists of the above parks and Delaware Park, the City's largest Park. That leaves approximately 30 percent of the City's current inventory distributed throughout the rest of the City.

The perimeter parks and Delaware Park are heavily used by non-residents of the City. An improved network of neighborhood and community facilities in the City raises the question of maintenance capabilities. Consideration should be given to the transfer of park land in the City-wide category, which really serves the entire urban area, to a county or urban area parks office or commission. This would permit the City to concentrate its maintenance manpower on additional neighborhood and community facilities. It would also more equitably distribute costs involved.

Table V B-1.1 (a)
NEIGHBORHOOD RECREATION AND OPEN SPACE INVENTORY

1.0 RIVERSIDE			2.0 NORTH BUFFALO		
Sub- Unit		Existing Acreage	Sub- Unit		Existing Acreage
01.01	TOTAL	7.6	02.01	TOTAL	2.4
	P.S. 60	0.6		P.S. 21	0.5
	Riverside Park	7.0s		P.S. 81	1.9
01.02	TOTAL	7.2	02.02	TOTAL	0.7
	P.S. 65	1.5		P.S. 88	
	Williams Plg.	5.7	02.03	TOTAL	5.1
01.03	TOTAL	5.9		P.S. 66	1.1
	Gay (Ramsdell)	1.7		P.S. 86	2.0
	Barrett Plg.	2.5		Shoshone Plg.	2.0s
	W. Hertel Mid. Sch.	1.7s	02.04	TOTAL	7.0
01.04	TOTAL	2.7		P.S. 22	0.6
	P.S. 42	0.8		Shoshone Plg.	6.2s
	W. Hertel Mid. Sch.	1.7s		Crocker Triangle	0.2
	Black Rock Pk.	0.2	02.05	TOTAL	3.5
01.05	TOTAL	2.7		P.S. 54	0.5
	P.S. 51	0.7		Dela. Pk.	3.0s
	Porter Sq.	1.7	02.07	TOTAL	6.7
	Market Sq.	0.3s		P.S. 64	0.7
				Dela. Pk. (3 parts)	6.0s
RIVERSIDE TOTAL		26.1	NORTH BUFFALO TOTAL		25.4

Table V B-1.1 (a) Neighborhood - Cont.

3.0 NORTH EAST			4.0 WEST SIDE		
Sub- Unit		Existing Acreage	Sub- Unit		Existing Acreage
03.01	TOTAL	11.8	04.01	TOTAL	2.6
	Minn. Linear Pk.	(8.0)		P.S. 52	0.4
	Gr. Clev. Pk.	3.0s		Bradley Plg.	2.2
	Radcliffe Tri.	0.3	04.02	TOTAL	1.6
	Tyler-Winspear Tri.	0.3		P.S. 19	0.2
	Tyler-Flower Tri.	0.2		P.S. 45	0.3
03.02	TOTAL	12.1		Colonial Circle	0.9s
	P.S. 68	0.7		Ferry Circle	0.2s
	P.S. 80	0.9	04.03	TOTAL	13.8
	Roosevelt Plg.	7.5		P.S. 18	1.2
	Gr. Clev. Pk.	3.0s		P.S. 38	1.1
03.03	TOTAL	1.1		P.S. 49	0.2
	P.S. 63	0.6		P.S. 77	0.5
	P.S. 78	0.2		Prospect Park	7.7
	Range-LaSalle Tri.	0.3		Mass. Plg.	1.6
03.04	TOTAL	13.9		Busti-Mass. - 7th Plg.	1.0s
	P.S. 61	0.6		Symphony Circle	0.5s
	Dewey Plg.	4.1	04.04	TOTAL	16.2
	Manhattan (Gleasner)	9.2		P.S. 3	0.4
				P.S. 36	0.4
				Days Park	1.6
				Tauriello Plg.	0.7
				LaSalle Pk.	6.0s
				Hudson Linear Pk.	5.1
NORTH EAST TOTAL		38.9	WEST SIDE TOTAL		32.2

Table V B-1.1 (a) Neighborhood - Cont.

5.0 ELMWOOD		
Sub-Unit	Existing Acreage	
05.01 TOTAL	6.4	
Delaware Park	6.4s	
05.02 TOTAL	8.4	
P.S. 56	0.6	
Parkways	3.6s	
Soldiers Place	4.2s	
05.03 TOTAL	2.1	
Delavan-Main	(0.5)T	
P.S. 17	0.5	
Colonial Circle	0.4s	
Ferry Circle	0.2s	
Gates Circle	1.0s	
05.04 TOTAL	0.7	
Symphony Circle	0.7s	
05.05 TOTAL	3.9	
Arlington Park	0.7	
Symphony Circle	0.6s	
North-Franklin Tri.	0.3	
Elmwood-Edward Tri.	0.5	
Virginia St. Plgrnd.	0.2	
ELMWOOD TOTAL	21.5	

6.0 MASTEN		
Sub-Unit	Existing Acreage	
06.01 TOTAL	0.5	
Masten-Northland Tri.	0.2	
Chester-Waverly	(0.3)	
06.02 TOTAL	8.1	
P.S. 53	0.7	
P.S. 74	0.6	
Scajaquada Linear Park	2.9	
Monticello	(2.9)	
Trinidad	3.9	
06.03 TOTAL	1.5	
P.S. 39	0.1	
Kingsley Plg.	1.4	
06.04 TOTAL	4.4	
Masten Plg.	4.0s	
Dr. Grace Park	0.4	
06.05 TOTAL	6.9	
P.S. 48	0.2	
Masten Plg.	5.2s	
Woodlawn Sch.	1.5	
MASTEN TOTAL	21.4	

Table V B-1.1 (a) Neighborhood - Cont.

7.0 EAST DELAVAN			8.0 CENTRAL		
Sub- Unit		Existing Acreage	Sub- Unit		Existing Acreage
07.01	TOTAL	9.5	08.01	TOTAL	14.2
	Moselle Plg.	0.7		P.S. 76	0.6
	Kens. Hts.	8.8		Johnson Park	1.2
07.02	TOTAL	0.9		Waterfront Sch. Plygrd.	5.9
	P.S. 82	0.9		Court-Seventh St. Park	(2.3)
07.03	TOTAL	5.2		Carolina-Busti	(4.2)
	Lang-Weber Pk.	2.0	08.02	TOTAL	1.3
	P.S. 71	0.6		Niagara Square	1.3s
	Schiller Pk.	2.6s			
07.04	TOTAL	5.1			
	P.S. 11	0.8			
	Schiller Pk.	4.3s			
07.5	TOTAL	4.0			
	Emerson Plg.	3.8s			
	Wood Ave Playground	(0.2)			
07.06	TOTAL	12.0			
	Emerson Plg.	6.8			
	Nowak Plg.	3.8			
	Urban Plg.	1.4			
07.07	TOTAL	8.0			
	M.L. King Pk.	6.0s			
	Glenwood Plg.	1.8			
	S. Parade-Genesee Tri.	0.2			
EAST DELAVAN TOTAL		44.7	CENTRAL TOTAL		15.5

Table V B-1.1 (a) Neighborhood - Cont.

9.0 ELLICOTT		10.0 EAST SIDE	
Sub-Unit	Existing Acreage	Sub-Unit	Existing Acreage
09.01 TOTAL	3.1	10.01 TOTAL	1.7
Wende Plg.	0.8	P.S. 25 Sp.	0.3
Willert Park	2.3	P.S. 90	1.4
09.02 TOTAL	1.7	10.02 TOTAL	0.6
Johnson P lg.	1.7	P.S. 57	0.3
Monroe, N. of Wm.	(0.3)t	Arco Park	0.3
09.03 TOTAL	3.2	10.03 TOTAL	3.2
P.S. 75	0.3	P.S. 44	0.9
Sperry Plg.	2.9	Lincoln Plg.	2.3
Emslie-Bristol, S.E. Cor.	(0.2)t	10.04 TOTAL	0.0
Adams-Howard, S.E. Cor.	(0.2)t	10.05 TOTAL	10.4
09.04 TOTAL	0.0	P.S. 43	0.9
09.05 TOTAL	12.2	Davey Plg.	0.6
P.S. 6	0.3	Hennepin Pk.	6.7
P.S. 32	0.3	Moreland Plg.	2.2
J.F.K. Center	10.4s	10.06 TOTAL	0.0
Tod-Healy (Welcome Hall)	1.0	10.07 TOTAL	0.0
Jesse Clippre Square	0.2	10.08 TOTAL	3.1
ELLICOTT TOTAL	20.5	P.S. 26	0.6
		Collins Plg.	1.4
		Mullin Plg.	1.1
		10.09 TOTAL	0.2
		P.S. 40	0.2
		10.10 TOTAL	0.0
		10.11 TOTAL	0.0
		10.12 TOTAL	0.7
		Lewis-Lyman	0.7
		EAST SIDE TOTAL	16.1

Table V B-1.1(a) Neighborhood - Cont.

11.0 BUFFALO RIVER			12.0 SOUTH BUFFALO		
Sub- Unit	TOTAL	Existing Acreage	Sub- Unit	TOTAL	Existing Acreage
11.01	TOTAL	10.0	12.01	TOTAL	5.6
	P.S. 4	0.2		Butler Pk.	2.7
	Chicago- Perry Plg.			Hillery Plg.	2.7
	Sullivan Plg.	2.0		Spg-Seminole Tri.	0.2
	Lanigan Pk.	1.1	12.02	TOTAL	10.0
	Fr. Conway Plg.	3.2		P.S. 69	1.2
		3.5s		Houghton Pk.	8.8s
11.02	TOTAL	2.7	12.03	TOTAL	12.8
	Leddy Plng.	2.6		P.S. 70	1.6
	P.S. 33	0.1		Caz. Park	2.2s
				Sen. Indian Park	1.6
11.03	TOTAL	0.0		Hillery Pk.	7.4
11.04	TOTAL	3.3	12.04	TOTAL	11.8
	Taylor Plg.	3.3		P.S. 67	1.1
				Brookdale	2.2
				Sheldon Pk.	1.2
11.05	TOTAL	0.0		Caz. Park	4.0s
				McKinley Pkwy.	1.1s
				McKinley Circle	1.5s
				McClellan Circle	0.7s
	BUFFALO RIVER TOTAL	16.0			

Table V B-1.1(a) Neighborhood - Cont.

V B-1.1

<u>SOUTH BUFFALO, CONT.</u>			<u>SUMMARY</u>	
<u>Sub-Unit</u>		<u>Existing Acreage</u>	<u>Unit</u>	<u>Existing Acreage</u>
12.05	TOTAL	18.6	1.0	26.1
	Okell Plg.	6.5	2.0	25.4
	South Park	6.0s	3.0	38.9
	P.S. 29	0.2	4.0	32.2
	Mulroy Plg.	3.0s	5.0	21.5
	McKinley Pkwy.	1.6s	6.0	21.4
	McKinley Circle	0.6s	7.0	44.7
	McClellan Circle	0.7s	8.0	15.5
			9.0	20.5
12.06	TOTAL	9.8	10.0	16.1
	Heacock Park	2.5	11.0	16.0
	P.S. 72	0.7	12.0	79.1
	Cazenovia Pk.	5.0		
	McKinley Pkwy.	1.2s		
	McClellan Circle	0.4s		
			CITY TOTAL	360.7
12.07	TOTAL	13.8		
	Taylor Park	2.3		
	P.S. 28	0.3		
	Tyler Park	0.3		
	Mulroy Plg.	4.5		
	Heacock Park	2.4		
	McKinley Pkwy.	0.7s		
	Taylor Plg.	3.3		
	SOUTH BUFFALO TOTAL	82.4		

Inventory Legend

- () Not Dedicated; acreage counted
 * Dedicated but not developed; counted
 s Split Facility
 () T Temporary facility; not counted

Table V B-1.1(b)
NEIGHBORHOOD RECREATION, APPLICATION OF STANDARD

<u>Unit</u>	<u>Existing Acres</u>	<u>1.5a/ 1000</u>	<u>Unit</u>	<u>Existing Acreage</u>	<u>1.5a/ 1000</u>
01.01	7.6	9.9	08.01	14.2	13.5
01.02	7.2	9.3	08.02	1.3	1.5
01.03	5.9	7.5	08.03	--	--
01.04	2.7	5.3			
01.05	2.7	7.1	09.01	3.1	7.5
			09.02	1.7	7.4
02.01	2.4	9.2	09.03	3.2	6.0
02.02	0.7	18.3	09.04	0.0	1.5
02.03	5.1	8.6	09.05	12.2	10.7
02.04	7.0	8.4			
02.05	3.5	8.7	10.01	1.7	10.5
02.06	--	--	10.02	0.6	11.9
02.07	6.7	6.9	10.03	3.2	7.2
			10.04	0.0	2.3
03.01	11.8	8.7	10.05	10.4	13.5
03.02	12.1	17.7	10.06	0.0	0.8
03.03	1.1	14.7	10.07	0.0	1.2
03.04	13.9	11.4	10.08	3.1	2.3
			10.09	0.2	1.5
04.01	2.6	8.9	10.10	0.0	4.5
04.02	1.6	19.1	10.11	0.0	--
04.03	13.8	23.7	10.12	0.7	1.5
04.04	14.2	15.9			
04.05	--	--	11.01	10.0	8.7
			11.02	2.7	2.3
05.01	6.4	7.5	11.03	0.0	0.3
05.02	8.4	8.9	11.04	3.3	0.8
05.03	2.1	12.9	11.05	0.0	--
05.04	0.7	12.0			
05.05	3.9	6.8	12.01	5.6	8.1
			12.02	10.0	12.2
06.01	0.5	3.3	12.03	12.8	12.0
06.02	8.1	17.0	12.04	11.8	11.1
06.03	1.5	8.4	12.05	18.6	14.3
06.04	4.4	8.1	12.06	9.8	9.6
06.05	6.9	14.3	12.07	10.5	10.8
07.01	9.5	15.0			
07.02	0.9	15.6			
07.03	5.2	8.3			
07.04	5.1	8.1			
07.05	4.0	11.0			
07.06	12.0	14.1			
07.07	8.0	15.0			

Table V B-1.1 (d)

PROPOSED NEIGHBORHOOD PARK, RECREATION AND OPEN SPACE

<u>Unit</u>	<u>Neighborhood</u>	<u>Deficient Acreage</u>	<u>Suggested Acreage and Location</u>
04.03	Front Park 65.6*	9.9	4.0 Mass. Recreation Center 7.5 School St. Area 6.0 Vermont-Fargo Area
10.02	Broadway- Fillmore 65.0*	11.3	3.7 Woltz-Mills & Walkway 5.0 Memorial Drive-Broadway Area 2.6 Smith-Broadway Area
10.01	Mills 60.9*	8.8	5.0 Stanislaus Area 3.8 Fillmore Area
04.02	Grant- Ferry 56.9*	17.5	3.3 West-Niagara Area 6.2 School St. Area 4.0 P.S. 45 Area 4.0 Dewitt-Barton Area
06.02	Hamlin Park 52.9*	8.9	6.9 Jefferson-Brunswick Area 2.0 P.S. 53
05.03	Cleveland 43.4*	10.8	5.3 Harvard-Balcom Area 5.5 Breckenridge Area
05.04	Bryant 40.1*	11.3	3.2 Richmond-Summer Area 4.0 Bryant-Ashland Area 4.1 Utica St. Area
07.02	Kenfield 40.0*	14.7	7.7 Courtland-Easton Area 4.0 Tower-Oakmont Area 3.0 Olympic Connelly Area
02.02	North Park 39.5*	17.6	15.0 Taunton, RR Land 2.6 N. Park-Hertel Area
03.03	LaSalle 35.4*	13.6	4.6 Parkridge-Kensington Area 5.0 Cordova-Quarry 4.0 Amherst-Quarry
<u>Neighborhood Reconstruction</u>			
09.01	Willert Park 70.1*	4.4	2.4 Sycamore-Mortimer Area 2.0 Broadway-Hickory Area (0.8 Wende Plg. Replacement)
09.02	Johnson 62.0*	5.7	2.5 Sycamore-Monroe Area 2.2 Broadwayey Area 1.0 Johnson Plg. Expansion
06.01	Cold Spring 54.5*	2.8	2.8 Michigan-Ferry Area
09.03	Emslie 43.3*	2.8	2.5 Adams-Howard Area 0.3 Sperry Plg. Exp.
06.05	Fruit Belt 39.9*	7.4	3.0 Lemon-Carlton Area 4.4 Oak St. Project

*Persons per residential acre

B-1.2 Community Facilities

Table V B-1.2 (a) presents an inventory of community park, recreation and open space acreage. Table V B-1.2 (b) presents proposed acreage for those communities which have deficient acreage based on the standards established in Section A-1 of Chapter V.

The location of community park, recreation and open space facilities is not as critical as is the location of neighborhood facilities due to a larger service area and the emphasis on facilities for persons over 15 years of age. Suggested locations are presented in Table V B-1.2 (b), but these should be considered as possible locations. Situations may arise in the future which would make sites more logical due to circumstances that may arise.

Before new sites are developed, residents within its service area should be contacted and their opinions sought as to proposed locations and facilities offered.

Table B-1.2.2 (a)
EXISTING COMMUNITY RECREATION FACILITIES

Community	Existing Acreage	
	Playfield	Park
1.0 Riverside	15.2 Riverside Park	15.0 Riverside Park
2.0 North Buffalo	30.3 Delaware Park	20.0 Delaware Park
	8.2 Shoshone Pool	
3.0 North East	6.6 Gr. Cleveland Park	17.5 Gr. Cleveland Park
	25.5 McCarthy Field	
	2.9 Kensington Pool	
4.0 West Side	21.3 LaSalle Park	24.0 Front Park
	15.0 Delaware Park	
5.0 Elmwood	30.0 Delaware Park	15.0 Delaware Park
6.0 Masten	26.0 Delaware Park	13.0 Delaware Park
		12.0 M.L. King Park
7.0 East Delavan	20.0 Schiller Park	10.0 Schiller Park
	8.8 Ken. Ht. Playfield	25.0 M.L. King Park
	17.7 Walden Playfield	
	10.0 LaSalle Park	
8.0 Central	10.7 Ellicott Park(JFK)	5.0 LaSalle Park
9.0 Ellicott	8.2 Polonia	0.0
10.0 East Side	10.0 Houghton Park	5.0 Houghton Park
	11.0 Father Conway Plg.	
11.0 Buffalo River	12.4 Houghton Park	0.0
12.0 South Buffalo	12.7 Mungovan	15.0 South Park
	12.9 Cazenovia Park	15.0 Cazenovia Park
	10.0 Tifft Farm	
	Playfield(s)	

Table V B-1.2 (b)

PROPOSED COMMUNITY RECREATION FACILITIES

Community Unit	Deficient Acreage	Proposed Additional Facilities
1	8.8	Playfield, near City line. To serve as buffer between residential and industrial uses.
2	1.5	Playfield, addition to Shoshone Park.
3	--	--
4	7.2	Playfield, Days Point area.
5	3.0	Field sports, or pool, Bryant or Cleveland Neighborhoods.
6	--	--
7	5.5	Playfield, addition to Kensington Heights Park
8	--	--
9	22.3	Park, Willert Park Neighborhood (11.0 acres) Playfield, Emslie Neighborhood (11.3 acres)
10	33.8	Park-Playfield, Person Neighborhood (13.8 acres) Park-Playfield, Peckham or Broadway. Fillmore(20.0 a.)
11	1.0	Addition to Father Conway Park.
12	--	--

B-1.3 City-wide Facilities

Table V B-1.3 (a) presents an inventory of City-wide park, recreation and open space acreage. Table V B-1.3 (b) presents proposed acreage based on the standards established in Section A-1 of Chapter V.

The facilities listed under the City-wide category serve not only residents of the City of Buffalo, but they also are used by residents of the urbanized area surrounding the City. Some form of county or urban area financial support eventually should be provided so that the City can expand its neighborhood and community facilities. The latter would be primarily used by City residents.

Following more general recommendations, individual development proposals are presented.

Table VB-1.3 (a)

EXISTING CITY-WIDE PARK, RECREATION AND OPEN SPACE

<u>PARKS</u>	<u>ACREAGE</u>	<u>GOAL</u>
Delaware Park	194.0	
Grover Cleveland Park	78.5	
Martin Luther King Park	8.0	
Cazenovia Park	152.6	
South Park	141.3	
Tifft Farm Playfield	10.2	
Sub-Total	584.4	600
<u>SPECIAL CATEGORY</u>		
Riverside H.S. Ath. Field	3.9	
All-High Stadium	5.7	
Kleinhans Music Hall	4.2	
Cathedral Park	1.3	
Church Street Mall	2.3	
Erie Mall	7.6	
War Mem. Auditorium	4.8	
Tifft Farm Preserve	<u>223.9</u>	
Sub-Total	253.7	300
<u>WATER-ORIENTED</u>		
Geo. Washington Park	1.8	
Ontario Boat Ramp, Drive	3.6	
Broderick Park	3.4	
LaSalle Park	56.3	
Erie Basin Marina	35.2	
Marine Dr. Riverwalk	5.1	
NFTA Small Boat Harbor	65.6	
Bennett Beach (In Evans)	<u>52.7</u>	
Sub-Total	221.7	300
TOTAL	1060.0	1200

Table V-B 1.3 (b)
PROPOSED CITY-WIDE PARK, RECREATION AND OPEN SPACE FACILITIES

SPECIAL CATEGORY

	<u>Acreage</u>	<u>Location</u>
Theaters (2)	1.5	Theater District
Tifft Farm Expansion	10.0	Adjacent Tifft Farm
<u>WATER-ORIENTED</u>		
Buffalo River Park, East	25.0	Navigation Channel to East City Line
Buffalo River Park, West	2.0	Main to Ohio St.
Buffalo River Reserve	2.5	Foot of Smith St.
Naval Park	5.0	Foot of Main St.
Niagara River Linear Park	75.2	Buffalo River to Riverside Park
Times Beach	57.0	South of Coast Guard Station
TOTAL	178.2	

Note: The City may transfer or sell Bennett Beach 52.7 a in the Town of Evans within the planning period.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.31 DELAWARE PARK DEVELOPMENT PLAN

The City Plan contains two basic objectives in relation to recreation and open space land. The first is a quantitative goal of acreage to be reached. The second is a goal to maintain and improve acreage in existence, as well as evaluating how that acreage meets public needs. The City Plan assigns a quantitative measure of open space or recreation land to each neighborhood. It is recommended that a reservation of 25 feet of park land adjacent to or across the street from residential property be considered as part of the neighborhood inventory of recreation and open space land. This reservation should be landscaped and not intensely developed. When proposals call for intensive development within the 25 foot zone, residents of the area should participate in the formation of development plans. The following development proposals are recommended to improve the condition and use of Delaware Park. The numbers correspond to those on the estimated cost table.

1. Scajaquada By-pass and Lake Improvements: Part of the Olmsted and Vaux plan was the creation of a manmade lake in Delaware Park to improve the swampy shorelines of Scajaquada Creek which were considered an eyesore. The excavation for a lake was completed in 1871. Within 20 years the lake had become the object of complaints due to foul odor. The lake was thoroughly dredged in preparation for the 1901 Pan-American Exposition. During the 1950's, the lake again became the object of complaints due to odor and the lake was reshaped in 1960 to encourage movement of water to end stagnation. Problems still exist with waters of the lake most of which can be traced to wastes which are permitted to drain into Scajaquada Creek. To correct this situation, a Scajaquada Creek By-pass is proposed. This calls for a large, underground conduit along the south shore of Delaware Park and Mirror Lakes to divert routine flow and much of the flood-stage flow of the Creek. As part of this improvement, the entire shoreline of the lakes will be improved with pedestrian and bike path systems, landscaping and passive recreation areas. The waters of Delaware Park Lake and Mirror Lake must be improved before adjacent park land can reach its full potential.
2. North Shore Uplands Improvement; and
3. South Shore Uplands Improvement: Improvements are proposed in path systems, lawn areas and planting. New paths south of Nottingham Terrace, for pedestrians and bicyclists, and a new park entrance in the Rumsey Road-Forest Avenue area are proposed.

4. Lincoln Parkway: A median strip is proposed in the Parkway east of the Art Gallery. Long-range reconstruction of expressway access and egress ramps should be considered, placing greater emphasis for motor vehicles on Elmwood Avenue.
5. Meadow Road: Connection of the existing sections of the Meadow Road into a loop roadway is proposed.
6. Meadow Path System: A continuous pedestrian and bicycle path system inside Meadow Road is recommended.
7. Black Rock Neighborhood Park: Development plans should emphasize neighborhood facilities.
8. Parkside Playground: Neighborhood facilities located west of the Parkside-Florence area are proposed.
9. Meadow-Lake Connection and Pedestrian Connection: This proposal would provide safer pedestrian and biking facilities by connecting the Meadow and Lake areas with a new connection.
10. Lake-Black Rock Path Connection: The path system around Delaware Park Lake would be extended westerly, beneath Lincoln Parkway and the Scajaquada Expressway Bridges and other structures along the north side of Scajaquada Creek, toward Black Rock Park.
11. Hillside Amphitheatre and Stage: This would be located east of the Casino on the hillside and extend toward the Lake.
12. Rose Garden and Pergola Restoration: This proposal calls for path refurbishment as well as restoration of the rose garden and the pergola.
13. Baseball Diamond Area Improvements: Due to the Meadow Road loop, one baseball diamond must be shifted eastward. The remaining three diamonds and lawn areas are to be refurbished.
14. Basketball Courts: Two additional courts are proposed, adjacent to existing courts.
15. Tennis Courts: Two new courts are proposed between Agassiz Circle and the Scajaquada Expressway.
16. Soccer-Rugby Field: Regrading of an existing open area is proposed inside the Parkside portion of the Meadows Road.
17. General Parking Expansion and Improvements: Parking improvements are proposed to keep pace with increasing needs. The parking is to be developed in the form of diagonal bays off the road system to avoid excessive parking concentrations in

- 1 Scajaquada By-Pass
- 2 North Shore Uplands
- 3 South Shore Uplands
- 4 Lincoln Parkway
- 5 Meadow Road
- 6 Meadow Path System
- 7 Upper Black Rock Playground
- 8 Parkside Playground
- 9 Pedestrian Connection
- 10 Upper Black Connection
- 11 Amphitheater and Stage
- 12 Rose Garden
- 13 Baseball Diamonds
- 14 Basketball Courts
- 15 Tennis Courts
- 16 Soccer-Rugby Field
- 17 Parking
- 18 Zoo Parking
- 19 Tree Planting (not mapped)
- 20 Parkside Lodge
- 21 Rumsey Shelter House
- 22 Bike Rocks, Signs, etc. (not mapped)
- 23 Zoo

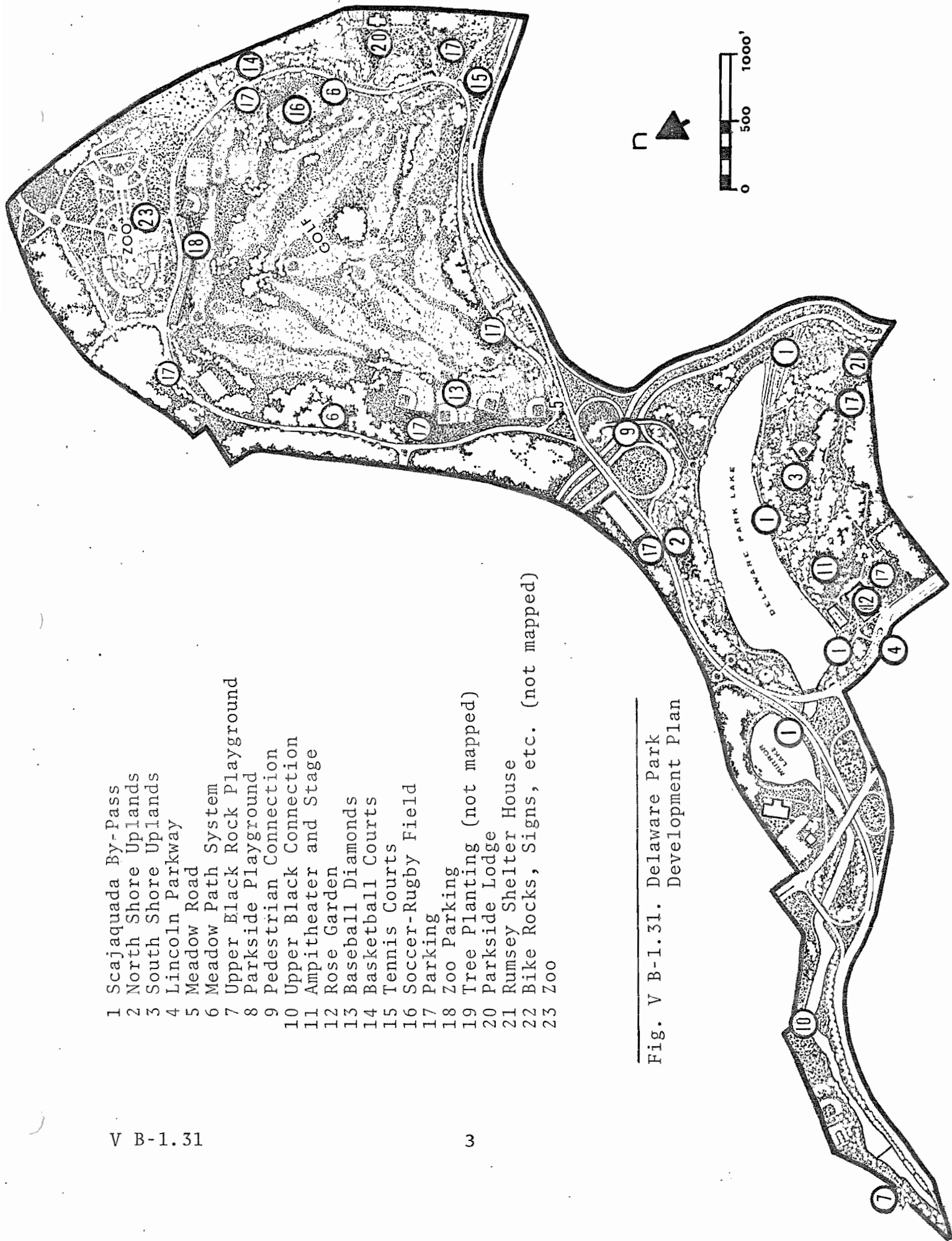


Fig. V B-1.31. Delaware Park
Development Plan

any one area. Parallel parking along other portions of the Loop Road would be permitted. Additional parking facilities are proposed adjacent to the following facilities: Golf Course, Nichols Tennis Courts, McMillan Tennis Courts, Rumsey Road-Casino Area, Baseball Diamonds and the Basketball Courts.

18. Zoo Parking: It is suggested that the one-way eastbound roadway north of the zoo be widened to permit diagonal parking on both sides.
19. General Tree Planting: This is a general program to add to the wooded character of the Park, to screen and buffer the Scajaquada Expressway, to regenerate the east end of the Lake, to enhance golf play, to separate various use areas, and to screen unattractive features.
20. Parkside Lodge Improvements: The lodge requires general exterior and interior refurbishment, some updating of mechanical systems, and improved refreshment facilities.
21. Rumsey Shelter House Rehabilitation: Rehabilitation of this shelter is proposed along with consideration of a roofed shelter addition.
22. New Bike Racks, Drinking Fountains, Signs, Trash Receptacles: These are to be distributed throughout the park.
23. Zoo Improvements: In the 1930's under the Works Progress Administration, the City was assisted in development of its zoological gardens. The zoo had originated from donations made in 1892 and continued to grow slowly from that time. In October 1935 the Works Progress Administration began a major modernization program with City assistance. Crushed stone and hewn rock were obtained from the Manhattan Quarry by relief labor.

The Zoo Plan was prepared by Jerry M. Johnson, Inc., through the auspices of the Zoological Society of Buffalo. This section represents a very brief summary of that plan. Details of the plan are presented in Figure V B-1.31 (a). The plan recommendations are made to correct existing deficiencies and to introduce new features at the Buffalo Zoo. Four areas are emphasized:

Zone A will be centered around the Main Animal Building. This Zone will contain a new entrance area, a new service complex for concession services, restrooms, first aid, security offices, an orientation facility, the Main Animal Building and adjacent exhibit areas.

Table V B-1.31 (a)
 DELAWARE PARK DEVELOPMENT PLAN COSTS

<u>Identi- fication</u>	<u>Estimated Cost</u>	<u>Funding Source</u>
<u>1</u>	<u>\$4,700,000</u>	E.P.A. 50%; Local 50%
2 -	96,000	
3	108,000	
4	142,500	
5	158,000	
6	180,000	
7	350,000	
8	162,000	
9	385,000	
10	121,000	
11	175,000	
12	50,000	
13	177,000	
14	143,000	
15	41,000	
16	53,000	
17	323,000	
18	115,000	
19	125,000	
20	180,000	
21	30,000	
22	92,000	
Total, 2 to 22	3,200,000	

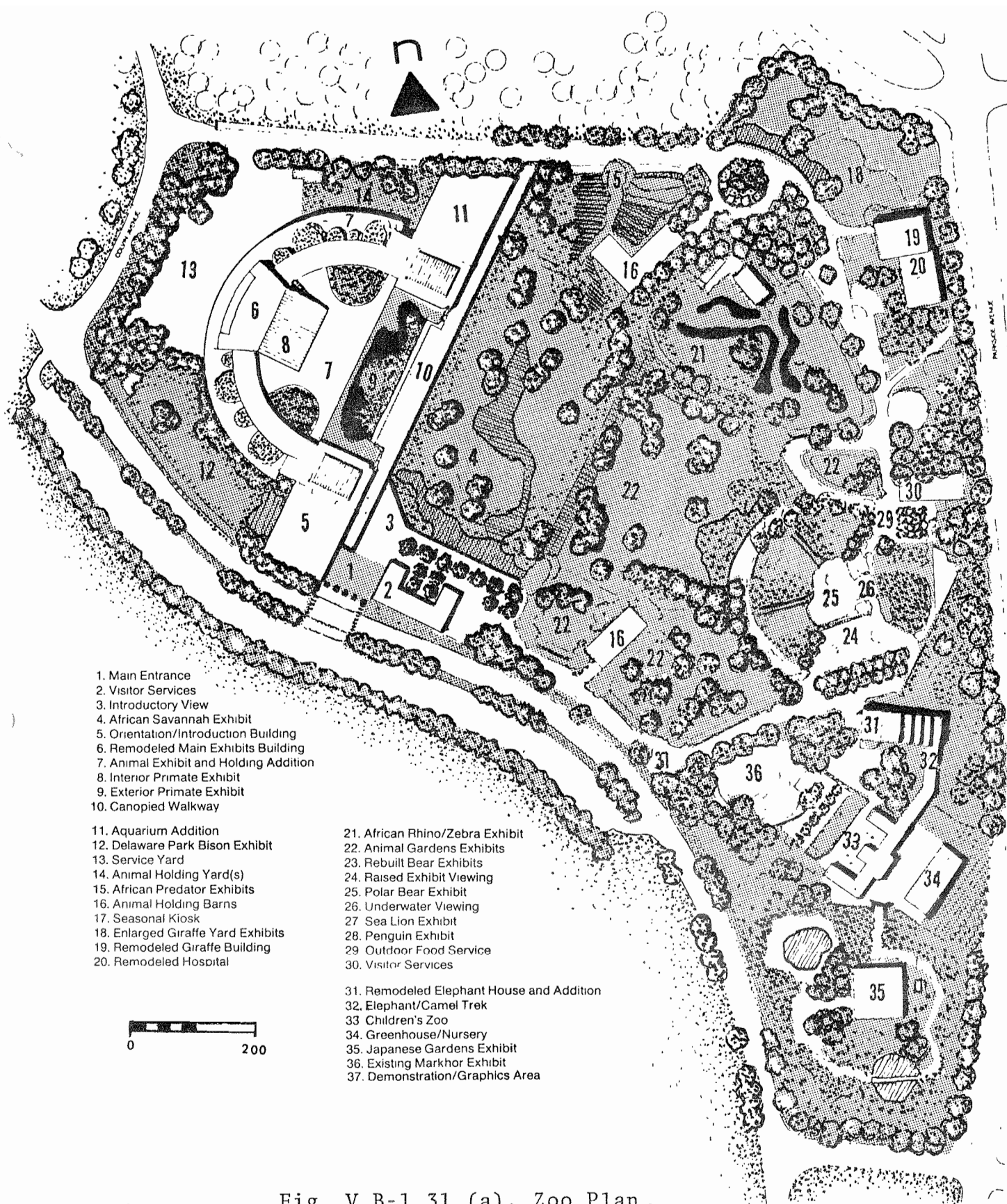


Fig. V B-1.31 (a). Zoo Plan.

Zone B will be much more passive. This area will contain outdoor exhibits. Envisioned as an animal garden, this will provide attractive landscaping and benches.

Zone C will constitute another area of high activity. The Zone will consist of bear exhibits, an aquatic animal exhibit, visitor services, the elephant house, the Children's Zoo and a working greenhouse and hydroponics plant. The Children's Zoo can be improved for year-round use. A unique learning experience is offered through child and animal contact.

Zone D is a medium-level activity area devoted to to the display of Japanese animals and plants. This recommendation has been developed based on the City of Buffalo's sister-city status with Kanazawa, Japan. This exhibit would be constructed on a Japanese Garden theme, containing many species of animal life indigineous to the Japanese environment.

After Niagara Falls, the Buffalo Zoo is the largest tourist attraction in the Buffalo Area. Projected annual visitors number 600,000. Due to this large attendance, automobile parking areas are apt to cause some problems in Delaware Park. It is suggested that about 200 parking spaces be provided, centered on the new entrance. Additional parking could be provided west of the Zoo on park land as required. A 300 to 400 parking space facility could exist there with less problems. A means of transporting visitors from the second lot into the Zoo could be provided.

Table V B-1.31 (b)

PHASES AND COSTS OF THE ZOO PLAN

<u>Facility</u>	<u>Cost</u>	<u>Status</u>
PHASE I		
Rhinoceros Holding Facility	\$ 143,000	
Main Entrance	200,000	
Admission control and plaza		
Visitors Service Building (1)	300,000	
Building, outdoor landscaping		
Orientation Facility	600,000	
Main Animal Buidling (Half)	769,000	
Remodeling, utilities		
Service Yard	325,000	
Fencing	80,000	
Main Animal Building (half)	1,785,000	
Remodeling		
Court Exhibits	2,480,000	
TOTAL	11,680,000	
Including fees, contingencies		
PHASE II		
Parking Facility	350,000	
Yards, Moats, Paths	1,750,000	
Exhibits	1,700,000	
Site Utilities	100,000	
Giraffe House & Hospital	140,000	
Remodeling		
Bear Exhibit	100,000	
Visitors Service Building (2)	140,000	
Aquatic Exhibit	200,000	
Elephant House Remodeling	200,000	
Children's Zoo	156,000	
Greenhouse	125,000	
Landscaping (10 years)	200,000	
TOTAL	8,151,000	
Including fees, contingencies		
PHASE III		
Japanese Exhibit	1,660,000	
TOTAL	1,992,000	
Including fees, contingencies		

TOTAL COST: \$21,913,000, over a 10 to 15 year period.

SOURCES: B.O.R., E.D.A., Buffalo, Erie Co., Private Donations.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.32 TIFFT FARM NATURE PRESERVE

The plan for Tifft Farm divides the site into four major zones. The environmental education center will house exhibits and serve as a center for guided tours. Trails will lead to observation areas at the summits of the mounds. The playfield area provides fields for active sports and picnic facilities. The northern part of the preserve will contain uses of low intensity. A pond will provide water-fowl nesting areas and a field of a savannah character. At the north-easterly edge of the preserve, a filled-in canal will be partially excavated to provide a linear marsh to buffer the site from Fuhrmann Blvd. The easterly half of the site will contain a 75 acre wildlife sanctuary where no public access will exist.

Besides land under ownership of the nature preserve, some adjacent lands will be used in a manner to compliment the preserve through agreements.

Immediate plans call for the construction of pot holes and nesting islands in the cattail marsh, and a water-level regulating system to permit management of wetlands at optimum water levels. These are to be built through a grant from New York State from the 1972 environmental bond fund.

Additional developmental projects call for the construction of a parking lot to be built of grid material through which grass can grow. The environmental education center, which will be the focal point of the preserve. Other development proposals are contained in Table V B-1.32. Where specific sources of funding are not indicated on the Table, it is anticipated that combinations of local, state, federal and private funding will be arranged.

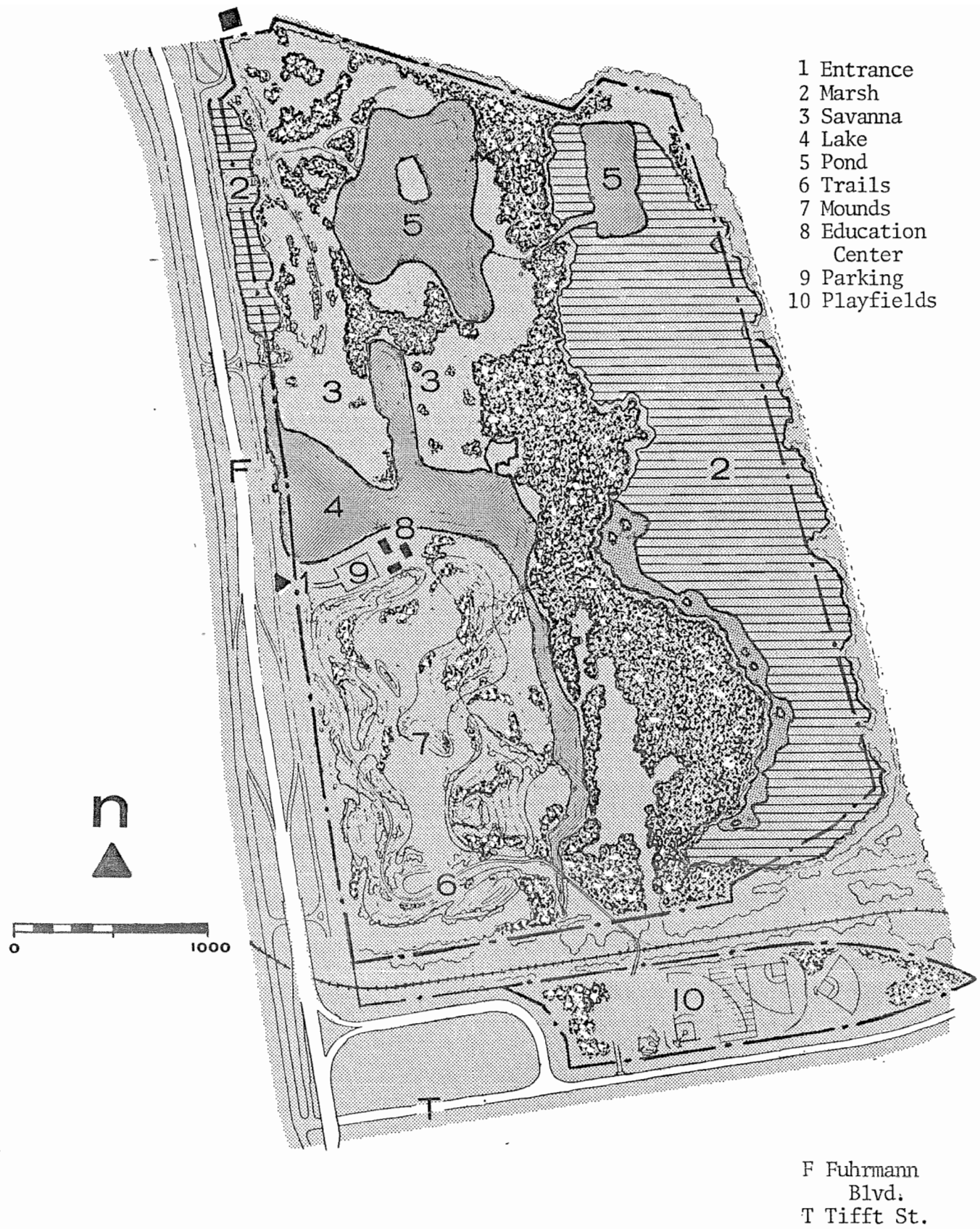


Fig. V B-1.32. Tifft Farm Nature Preserve

Table V B-1.32
TIFFT FARM IMPROVEMENTS

SHORT RANGE

	<u>Est. Costs</u>	<u>Sources</u>
Parking Area	\$ 37,500	E.D.A.
Trail Improvements	13,500	E.D.A.
Tree Planting	99,000	E.D.A.
Total	150,000	

INTERMEDIATE LONG RANGE

Env. Education Center	560,000	
3 Observation Towers	52,500	N.Y.S.
Catwalk	18,750	N.Y.S.
Gate, Fence	375,000	
3 Docks	4,500	N.Y.S.
Road Grading	1,750	
Benches	4,050	
Additional Planting	12,000	N.Y.S.
Additional Trail Improv.	4,000	N.Y.S.
Total	1,032,550	

ADDITIONAL IMPROVEMENTS

Water, Sewer Connections	Undertermined	--
Blind, Handicapped Trails	Undertermined	--

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.33 NIAGARA RIVER

The 1968 PERIMETER STUDY, a survey of zoning problems along Buffalo's boundaries, was prepared by consultants retained to assist in the revision of the City's zoning ordinance. While adjacent municipalities were found to encroach upon City interests generally, the international frontier was an exception. Buffalo's failure to improve its riverfront was found to injure not only the riverfront but the City itself. Specific recommendations for improvement contained in the report may be altered by time, but the purpose remains the same. Access to and the appearance of the riverfront should be improved. A mixture of uses may be expected to continue within Buffalo. Such mixtures, however, should be directed toward a general enhancement of the riverfront, with increased emphasis on the recreational and aesthetic potential of the area. On May 1, 1975 The Erie and Niagara Counties Regional Planning Board adopted a NIAGARA RIVER STUDY which the Buffalo City Planning Board approved on February 19, 1976.

The intense use of the 37 mile long Niagara River has seriously threatened its environmental quality. Competition for the limited shoreline has been vigorous. This has resulted in a development pattern which often denies public access to the River. Past waste disposal practices on the part of industry, municipalities, and private citizens have added to the pollution problem.

The overall concept for the Buffalo area stresses continued mixed uses along the River, with the provision of parks, restaurants, walkways and spaces from which people may view the River. The major constraints here are related to air and water pollution, visual blight, and contrasting land uses which are incompatible with each other.

Proposals for improvement call for improving land use relationships, improving air and water quality and the provision of additional public land emphasizing a linear connection along the riverfront. Proposed facilities include the following:

1. Linear Park and Trailways
2. Linear Park Wide Spaces
3. Proposed Parks
4. Proposed Reclaimed Land

Details are presented in Table V B-1.33(a) on the following page

Table V B-1.33(a)
NIAGARA RIVER PARK, RECREATION AND OPEN SPACE PLAN

	Existing Acreage	Proposed Acreage	Total Acreage
a-Urban Renewal Land	-	8.5*	8.5*
b-Breakwater Island	-	4.5*	4.5*
c-Erie Canal Park	-	14.11 (6.9)*	14.11 (6.9)*
d-Peace Bridge Trail	-	0.8	0.8
e-Pumping Station Trail	1.0	2.0	3.0
f-Bird Island Pier	1.0*	-	1.0*
g-Broderick Park	3.4*	1.6*	5.0*
h-Squaw Island Trail	-	3.0	3.0
i-Breckenridge Trail	-	1.0	1.0
j-Scajaquada Creek Park	-	4.0*	4.0*
k-Scajaquada Creek Marina	-	2.6*	2.6*
l-Scajaquada Trail	-	5.0*	5.0*
m-Squaw Island Park	-	13.5*	13.5*
n-Black Rock Lock Park	-	2.3*	2.3*
o-Marine Trail	-	1.2	1.2
p-Thruway Trail	-	1.0*	1.0
q-Hertel Ave.	1.0*	0.6*	1.6 (0.6)*
r-George Washington Park	1.2*	0.3*	1.5*
s-Ontario Street Park	3.6*	-	3.6*
t-Riverside Waterfront	-	30.0*	30.0*
TOTAL	11.2	114.4	125.6

*Dedicated park land.

TOTAL DEDICATED

75.2

83.4

17.2 acres counted as West Side community facility.

Table V B-1.33 (b)
 NIAGARA RIVERFRONT IMPROVEMENTS

GENERAL

	<u>Est. Costs</u>	<u>Possible Sources</u>
Signs, Markers	\$ 25,000	City, Hist. Soc.
Marine Rescue, Equip.	39,000	City, Telephone Co.
Bus Turns, Shelters	87,000	City, NFTA, Fed.
Thruway Improvements	5,000,000	Thruway Auth., Fed.
Trailways	456,000	County, City, Fed.

AREA 1 (on map)

Erie Basin	5,000	City
Ferry Docks	20,000	City
Breakwater Island	635,000	NYS, Fed.
Renewal OPen Space	200,000	B.U.R.A.
Boat Livery, School	350,000	City, Fed.
LaSalle Park Roads	100,000	City, Fed.
Restaurant Rehab.	75,000	City
Bulkhead Impr.	80,000	City, E.D.A.
Picnic Area	60,000	City, Fed.
Days Point Park	130,000	City, Fed.
Information Booth	50,000	County, Ch. of Commerce
Front Park Impr.	25,000	City

AREA 2 (on map)

Peace Bridge Impr.	20,000	Bridge Auth.
Peace Bridge Park	10,000	Co., City, Fed.
Bird Island Pier	135,000	Corps of Eng.

AREA 3 (on map)

Scajaquada Cr. Park	20,000	Thruway Auth., Fed.
Scajaquada Marina	165,000	City, Fed.
Squaw Island Park	100,000	City Fed.
Black Rock Lock Park	90,000	Corps of Eng.
Marina Development	20,000	Private
Hertel Docks	60,000	N.Y.S.

AREA 4 (on map)

Ontario Boat Ramp	46,000	City, Fed.
Waterfront Park	975,000	N.Y.S., Fed.
Niagara St. Landscaping	40,000	Corps of Eng.

a-Riverwalk, Phase I
 b-Breakwater Island
 c-Day's Point Park
 d-Riverwalk, Phase I
 e-Peace Bridge Park
 f-Bird Island Pier
 g-Broderick Park
 h-Riverwalk, Phase II
 j-Scajaquada Park

k-Scajaquada Marina
 l-Scajaquada Trailway
 m-Squaw Island Park
 n-Black Rock Lock Park
 o-Riverwalk, Phase II
 p-Riverwalk, Phase I
 q-Riverwalk, Phase II
 r-George Washington Park
 s-Ontario St. Boat Ramp
 t-Waterfront Park

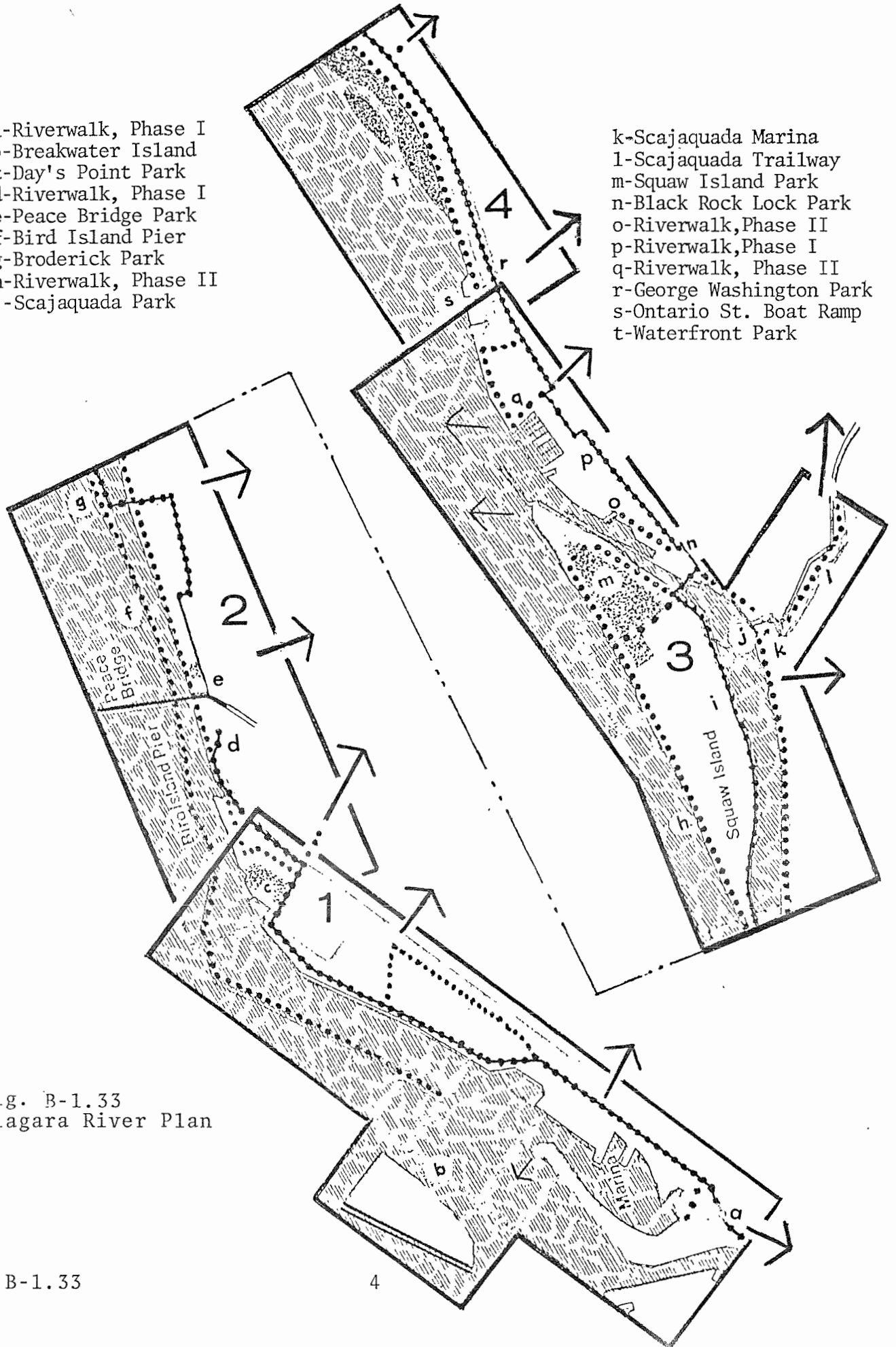
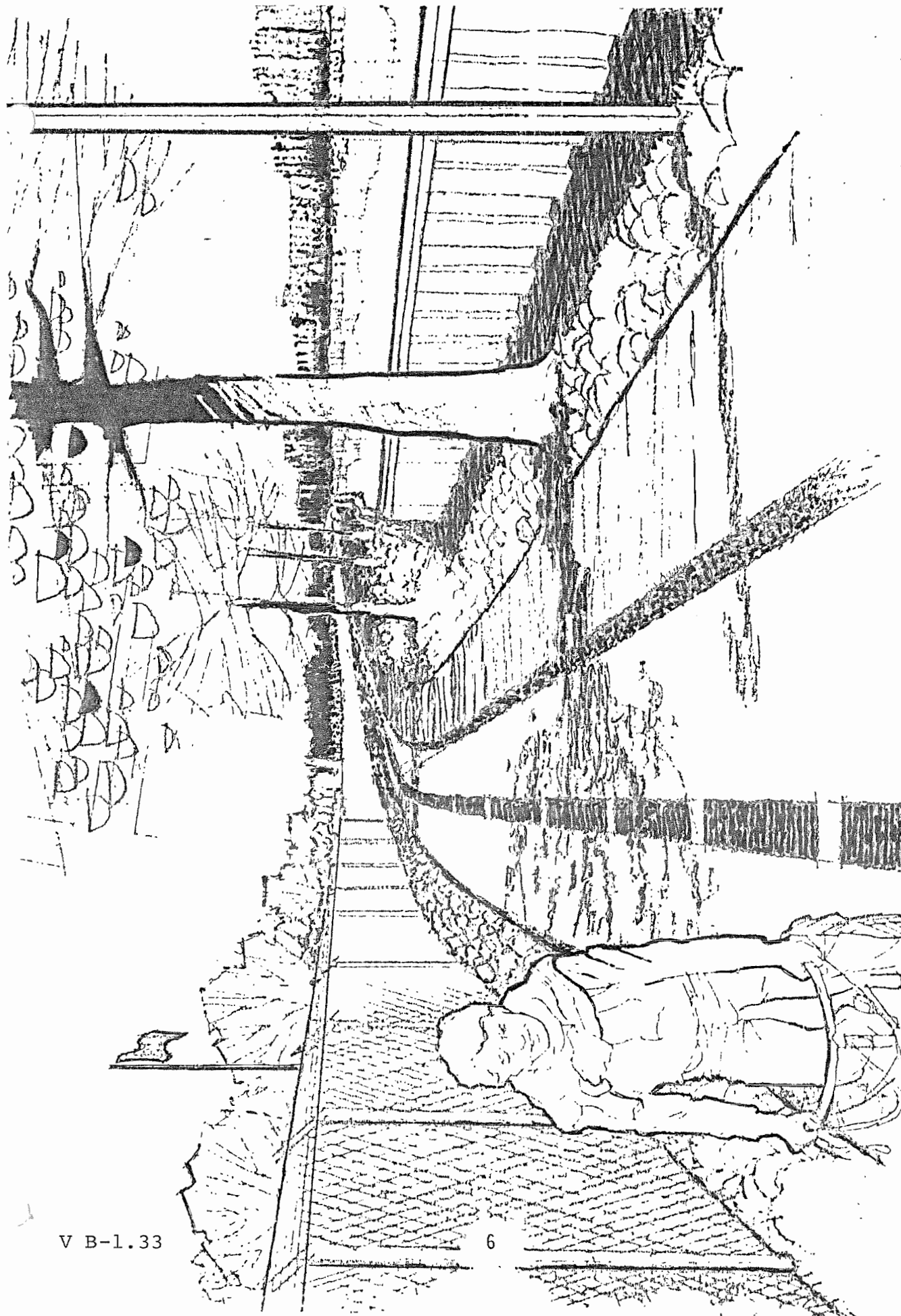


Fig. B-1.33
 Niagara River Plan



V B-1.33

6

Fig. V B-1.33. Riverwalk, Squaw Island Area.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.34 BUFFALO RIVER

SECTION A

Section A of the Buffalo River for the purposes of this study covers the Navigation Channel which extends from the mouth of the River to the railroad bridge near Abby Street. The Navigation Channel constitutes the Inner Harbor and Lake Erie frontage represents the Outer Harbor. In Table V B-1.34 proposals covering Section A include studies of the Harbors as to future land use needs, the preparation of Times Beach as a recreation and open space area, improved access to the Tiffit Farm Nature Preserve and a bicycle route along South Park Avenue.

There is intense industrial activity in the downstream area and in the upstream area of the Buffalo River in this Section. Between these industrial areas is a stretch of underutilized land which has poor access and generally lacks sewer facilities. Future uses in this mid-section are not fully determined although the land has been designated as industrial in the past. Under zoning controls, it is proposed that the land be designated as a development plan district, requiring individual review of proposed development. Increased emphasis on recreation and open space in the area could result from studies of future land use in this Section.

SECTION B

The area between the Buffalo River and South Park Avenue, from the end of the Navigation Channel to the Buffalo River's confluence with Cazenovia Creek, is underutilized. Land adjacent to the River is proposed as widened open space, "A" on the map. Small boat docking and launching facilities should be considered in this area. The north side of the Buffalo River is not suited for recreation facilities. Scenic enhancement is suggested for that bank.

Trails, "B" are proposed between Cazenovia Creek and Seneca Street, from the confluence to Southside Parkway. These would connect with community recreation facilities in Mungovan Park, Site "C". The triangular parcel of land, Site, "D", at the point of confluence of the Buffalo River and Cazenovia Creek should remain in a natural state while the north side of the River in this area should be improved in appearance. Some passive recreation facilities may be suitable between Bailey Avenue and Seneca Street on the northbank, site "E".

Between Seneca Street and Houghton Park there is a low-lying parcel of land on the northeasterly side of Seneca Street as it crosses the River. Due to the site's location in a floodway, this land, Site "F", is proposed to contain recreation facilities, both active and passive. Trailways would continue eastward from this widened area along Archer Street, "G", and lead to an under-

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.34 BUFFALO RIVER

SECTION A

Section A of the Buffalo River for the purposes of this study covers the Navigation Channel which extends from the mouth of the River to the railroad bridge near Abby Street. The Navigation Channel constitutes the Inner Harbor and Lake Erie frontage represents the Outer Harbor. In Table V B-1.34 proposals covering Section A include studies of the Harbors as to future land use needs, the preparation of Times Beach as a recreation and open space area, improved access to the Tifft Farm Nature Preserve and a bicycle route along South Park Avenue.

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pass below elevated railroad tracks in this area. The land crossed in this area is privately owned but it is anticipated that cooperation by the Niagara Mohawk Power Corporation will permit use of this route. Landscaping of barren land and of the railroad embankment would be desirable.

Proposals for the area between Houghton Park and the east City line include a trailway, "H", from the south bank connecting Hillery Park and a reservation, Site "I", along the Buffalo River's south bank. A strip of land on the north bank, "J", should be reserved for recreation and open space purposes from Houghton Park to the east City line.

It is also recommended that land adjacent to Cazenovia Creek be enhanced through landscaping and design improvements of signing and public hardware. A bicycle trail is proposed along North Legion Drive, "K".

The proposals of Section B of the Buffalo River Recreation and Open Space Plan includes the acquisition of 25 acres of land and the use of easements or leases of another 25 acres. The linear park involved would connect 120 acres of existing park land. The total open space involved in this corridor would amount to 170 acres of which 25 acres would not be dedicated park land.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.34 BUFFALO RIVER

SECTION A

Section A of the Buffalo River for the purposes of this study covers the Navigation Channel which extends from the mouth of the River to the railroad bridge near Abby Street. The Navigation Channel constitutes the Inner Harbor and Lake Erie frontage represents the Outer Harbor. In Table V B-1.34 proposals covering Section A include studies of the Harbors as to future land use needs, the preparation of Times Beach as a recreation and open space area, improved access to the Tifft Farm Nature Preserve and a bicycle route along South Park Avenue.

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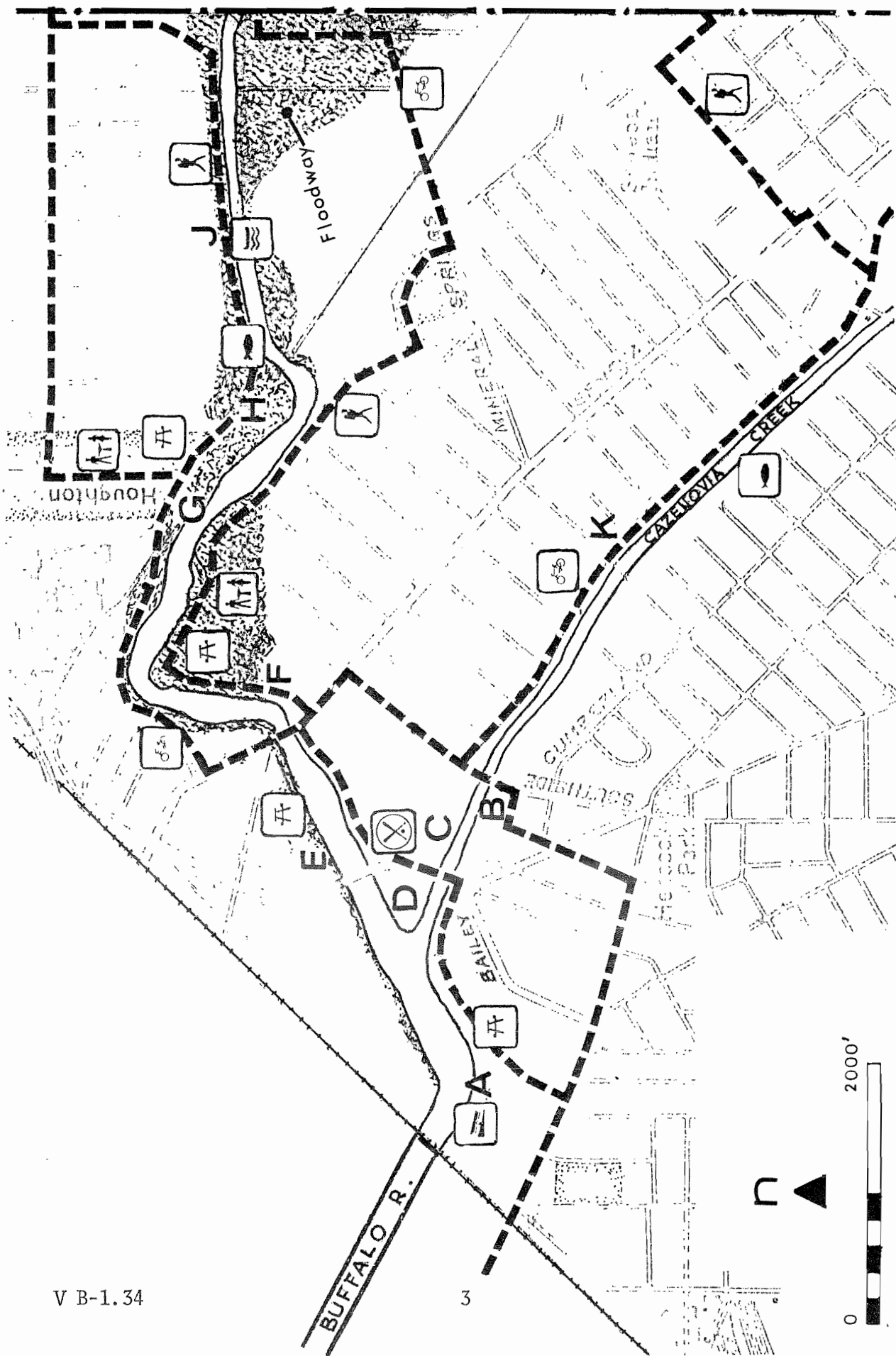


Fig. V B-1.34. Buffalo River Plan.

Table V B-1.34

BUFFALO RIVER RECREATION AND OPEN SPACE PLAN, 1978-1983 ELEMENTS

SECTION A

<u>Proposal</u>	<u>Program</u>	<u>Estimated Costs</u>	<u>Agencies</u>
Studies of Inner and Outer Harbors	Future Use, Use of Land	---- (\$100,000)	Corps of Engineers City of Buffalo
Times Beach	Site Filling	----	Corps of Engineers
	Development Plan	20,000	City of Buffalo
	Site Preparation	100,000	City of Buffalo
	Site Development	300,000	City of Buffalo
Improved Access to Tiffy Farm	Bikeways	120,000	Erie County
	Ferry Service	50,000	City of Buffalo
Bicycle Route, South Prk. Ave.	Class III Bike Route	1,000	Erie County

SECTION B

Sites	Acquisition (25a.)	150,000	City of Buffalo
	Lease, Easement	10,000	City of Buffalo
	Dedication (25a.)		
Site Design	Detailed Design	25,000	City of Buffalo
Small Boat Ramp	Construction	20,000	City of Buffalo
Landscaping (90a.)	Planting, etc.	270,000	City of Buffalo
16,000 ft. Class III Bikeways	Construction	61,000	Erie County
Comfort Stations (3)	Construction	90,000	City of Buffalo
Site Improvements	Implementation	1,000,000	City of Buffalo
		<u>1,626,000</u>	
Cazenovia Creek	Detailed Site Design	10,000	City of Buffalo
Scenic Enhancement	Site Preparation	50,000	City of Buffalo
	Fencing, 4000 ft.	20,000	City of Buffalo
	5000 ft. Class I Bikeways	20,000	Erie County
	Landscaping	50,000	City of Buffalo
		<u>150,000</u>	

Costs are intended as order of magnitude figures rather than exact estimates.
The City of Buffalo may not bear entire costs as listed; State and Federal
assistance may be available in many instances.
Some activities may be carried beyond 1983.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.35 THEATER DISTRICT

Shea's Buffalo Theater is a registered landmark, owned by the City of Buffalo. Improvements to the grandiose 1926 site include masonry work, plumbing, wiring, seating and lighting improvements. The Theater Station of the light rail rapid transit line will be located in front of the theater.

The Studio Arena Theater will relocate its facilities to the existing 1967 theater at the southwest corner of Tupper and Main Streets and will become a City-owned facility. A 10,000 sq. ft., 3 floor addition is proposed on the west end of the theater, containing a receiving yard, school rehearsal hall, dressing room, wardrobe area, etc. Renovation of the existing building includes reconstruction of the seating area and of the stage, alteration of the stage house roof to permit fly scenery, new sound and lighting equipment, coat storage and offices. Existing rental space would be remodeled. A lounge is to be provided, the lobby enlarged and exterior facade improvements made.

Both theaters are located near the proposed theater station of the light rail rapid transit line. The line will emerge from its underground route south of Tupper Street and the Theater Station will be the first station of six to be located at grade in the Downtown pedestrian mall. Passengers should recognize that they have arrived in the hub of the region. The first visual impact will be the theater area.

The theaters should generate substantial retail, eating and drinking patronage in nearby establishments and a 2.5 multifier factor for ancillary spending may be added to money spent for theater activities. The area of the two facilities totals 1.5 acres

	<u>Improvements</u>
Sheas Buffalo	\$770,000
Studio Arena	940,000

It is anticipated that new retail, restaurant, hotel and specialized office facilities will develop in the area due to the stimulants offered by the theaters and the rapid transit station.

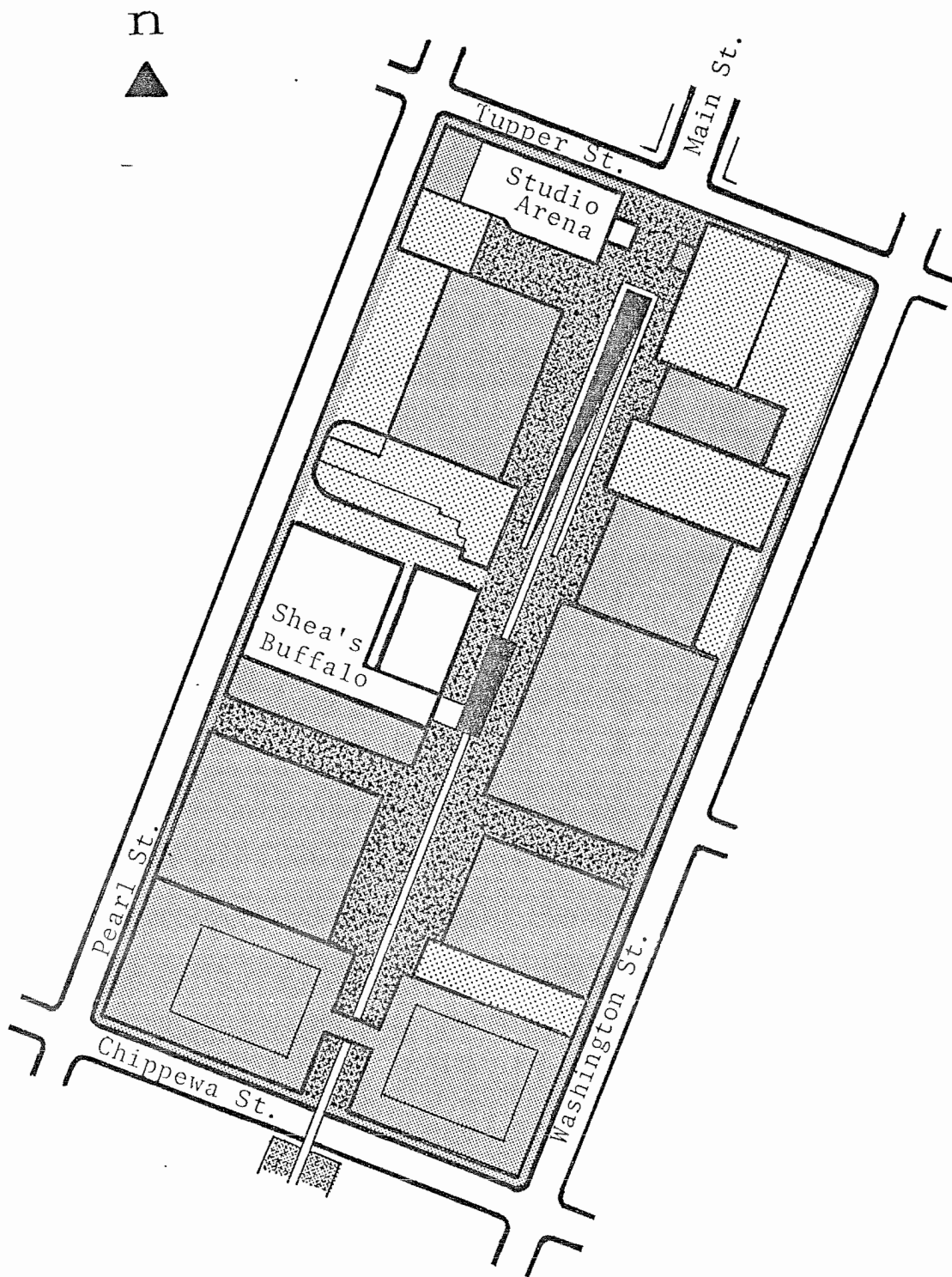


Fig. V B-1.35. Location of Shea's Buffalo and Studio
Arena Theaters.

V B-1 Parks, Recreation and Open Space

1.3 City-wide Proposals

1.36 BUFFALO NAVAL AND SERVICEMEN'S PARK

This park is to be located behind Memorial Auditorium, at the mouth of the Buffalo River. Major installations will be the docking of the World War II-Korean War destroyer, the USS Sullivans, and a cruiser, the USS Little Rock. Construction of a 12,000 square foot exhibition museum and a landscaped park area are proposed. The park will be connected to the Erie Basin Marina with a pedestrian walkway along the Buffalo River retaining wall.

An admission charge will be made to cover operating and maintenance costs. The facility will be operated by a civic organization separate from city government, like the present civic auto ramp operation.

Improvements Costs: \$1,400,000

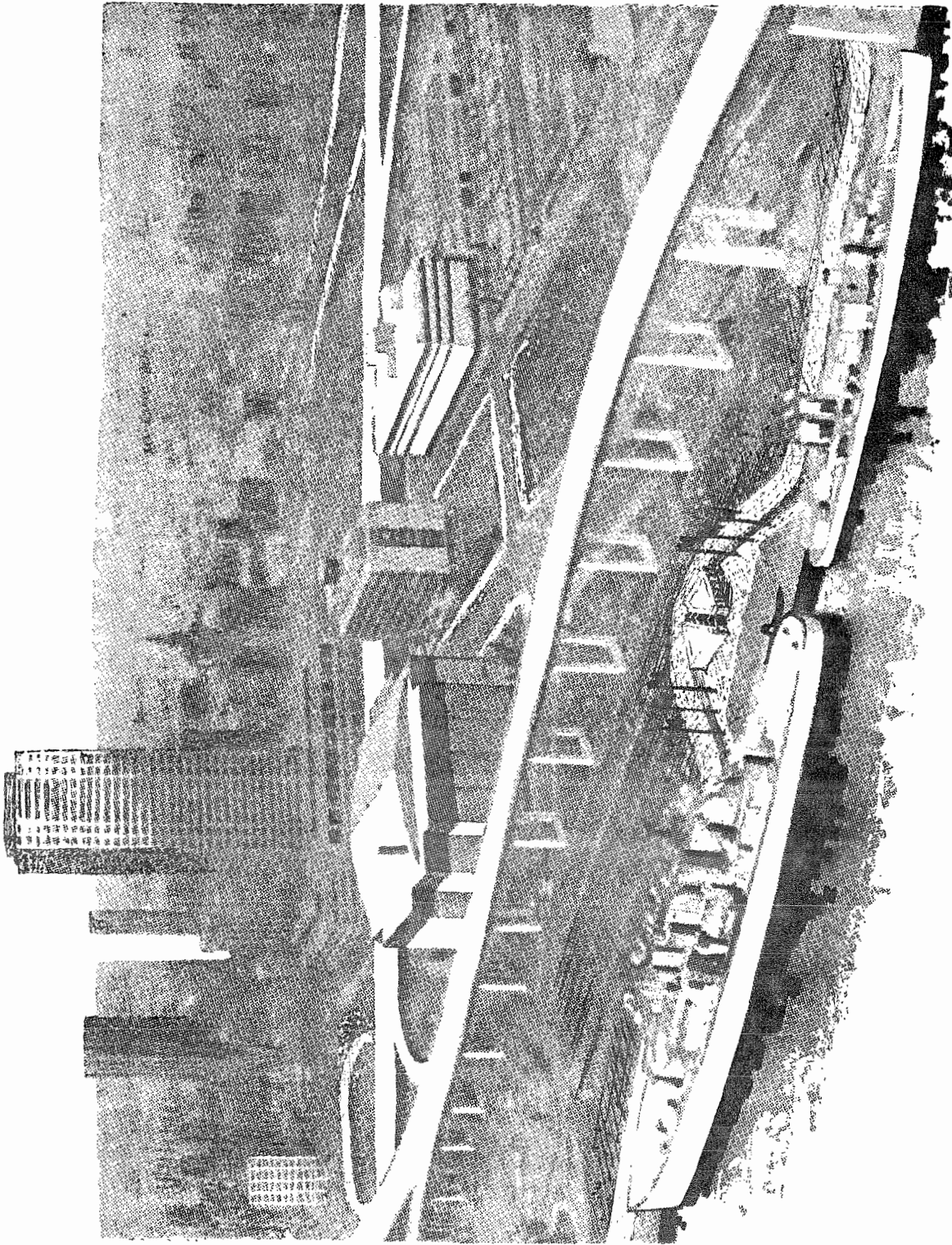


Fig. V B-1.36. Buffalo Naval Park

V B Community Facilities

B-4 SCHOOLS

During the last 12 years the Buffalo public school system has closed 18 schools. Most of these closings, 10, occurred between 1976 and 1977. The parochial school system closed 17 of its schools during the same period. Also during the same time period, 8 new public schools or major additions were built and a major parochial school center was established. A separate School Inventory is available from the Division of Planning.

At the present time the public school system accommodates 55,400 students but has the capacity for 78,900. The parochial system accommodates 21,000 students with a capacity for 27,400. This totals an accommodation of 77,800 students in facilities which have a capacity for 106,300 students.

The large scale closing of public schools has terminated for the time being. However, it may be anticipated that smaller and older schools in both systems will be likely candidates for future closings.

Current emphasis in the public school system is on the establishment of magnet schools which provide new approaches in education and serve as a keystone in the establishment of racial balance in the school system. These schools offer special programs, attracting students from all parts of the City. The magnet schools are described below.

a) - Campus School West. This school is located on the west side of the State College complex on Elmwood Avenue, with the entrance to the school from Grant Street. It will provide levels from kindergarten to eighth grade. Emphasis is on open education, based on the belief that children want to learn when education serves interests and real life situations. A program is designed in cooperation with the State College Learning Laboratory. College personnel and student teachers work with the children on a small group basis. This learning laboratory provides flexible scheduling and innovative ideas.

b) - Campus School East. The Fillmore Middle School will offer school levels from pre-kindergarten to eighth grade. The school is located on Appenheimer Street, near Delavan and Fillmore Avenues. The school will offer a structural environment where standards are used to evaluate progress and where children concentrate on basic subjects under a traditional approach. This school will also be associated with the State College. Student promotion will be based on the maintenance of passing grades. A student behavior policy will be enforced and emphasis on parental cooperation will be stressed. Graduates will have mastered academic and social skills needed for a successful high school career.

c) - Buffalo Traditional School. This school is located at East Ferry Street and Woodlawn Avenue. Grades 5 to 9 will be accommodated at first but grades will be increased from 5 to 12. Personal discipline and the development of academic and learning skills are stressed and a dress code exists. Focus will be on basic subjects, taught in a traditional manner. A clearly defined learning situation will exist and a junior R.O.T.C. program will be featured.

d) - Follow Through School. School 8 on East Utica Street, near Main Street, will emphasize the concept that early education affects a child's whole life.

Programs will be designed to provide for individual differences, with each child moving at his or her own pace. Use of a variety of learning materials, methods and devices are used for each particular learning style. Parents serve as classroom volunteers and student progress is reported to parents through traditional methods and personal conferences.

e) - Build Academy. The Genesee-Humboldt Junior High School will provide grades from pre-kindergarten to seventh grade. It is located on Fougerson Street, near Genesee Street. Learning is based on a multiple approach, including team teaching and both formal and informal instructional designs to meet the individual needs of each child. Parents are heavily involved. A learning environment is structured around a variety of centers, self-paced with the teacher serving as a catalyst. Hobby clubs exist and breakfast and lunch are considered part of the school day. A corrective reading and mathematics program exists. A policy board reviews and recommends policies and projects for the Academy.

f) - Buffalo Academy for Visual and Performing Arts. Clinton Junior High School is located on Clinton Street. Grades 5 to 12 are accommodated. This school offers specialized study in drama, dance, fine arts, instrumental and vocal music, radio/TV broadcasting and tele-communications. The total program covers all academic areas, with emphasis on creativity, self-discipline, study and performance. Students will be offered the opportunity to study with visiting professionals and have exposure to exhibitions and performances.

g) - Montessori School. School 32 on Clinton Street will serve children between the ages of 3 to 7. The Montessori classroom uses a wide variety of learning materials. Children are free to explore and choose the things they need to learn and give them a sense of accomplishment. Each child works at his own pace to develop maximum learning opportunities. The approach encourages self-expression. As the school continues it will become a complete pre-kindergarten through eighth grade Montessori School.

h) - Academic Challenge Center. School 6, located at South Division and Hickory Streets, accommodates pre-kindergarten through eighth grade classes. Basic child development will be offered, stressing language, reading and mathematics. A special skills center serves those children who need such service. A faculty team system will promote maximum use of staff, resources and materials. Enrichment activities will be provided to encourage motivation and challenge for students of all ability levels.

It is anticipated that during the planning period different means of financing local school systems will be arranged, if not mandated, on either a Regional or State basis. Whether such change in financing will result in different assumptions than those presented in the following material will be a matter to consider at that time.

Estimated school space needs, Table V B-4, is based on population figures of the Buffalo Division of Planning, adjusted according to Section V-A of this Chapter. Space needs are calculated on the basis of 175 square feet per student. A minimum of 150 square feet per student and a maximum of 200 square feet provide a range for flexibility. For example, for the year 2000 there is indicated 11,551,000 square feet designed to accommodate 66,000 students. Using the minimum to maximum range, such space could serve 57,000 to 77,000 students.

Table V B-4
SCHOOL SPACE NEEDS BASED ON AGE GROUP-SCHOOL ENROLLMENT FACTORS

POPULATION		AREA	
Age Group	Adjusted; Students In 000's	Space Needs Square Feet In 000's	Breakdown of Square Feet by Use In 000's
<u>1980</u>			
0-4	1.3	228	
5-9	19.0	3,325	
10-14	23.0	4,025	
15-19	21.7	3,798	
Total	65.9	11,376	Instructional 7,736 Misc. Educational 1,024 Non-Educational 2,616
<u>1990</u>			
0-4	1.3	228	
5-9	22.5	3,938	
10-14	18.4	3,220	
15-19	13.1	2,293	
Total	55.3	9,679	Instructional 6,582 Misc. Educational 871 Non-Educational 2,226
<u>2000</u>			
0-4	1.3	228	
5-9	24.7	4,323	
10-14	23.4	4,095	
15-19	16.6	2,905	
Total	66.0	11,551	Instructional 7,854 Misc. Educational 1,040 Non-Educational 2,657

The breakdown of the total square frontage is presented on the basis of 68% for instructional space which would cover all instructional uses; 9% is for miscellaneous educational uses, as libraries; and 23% is for all non-educational uses as cafeterias and heating plants.

The space needs indicated would be met by all schools in the City, not only public schools. Using existing ratios, the City would have to provide facilities for about 70% of the total, 46,200. The rest would be accommodated by parochial and private schools. However, the future of facilities provided by the last two sources will be a matter having significant impact on the public school system and the public school system's percentage may increase. Since the parochial school system provides facilities for most of the other students in the City co-operative measures between that system and the City's own system will be necessary.

As far as the City's school system is concerned, the Waterfront School and Magnet Schools may serve as models for future action. For parochial schools, the Diocesan Educational Center may be seen as offering a future direction for that system.

V B Community Facilities

B-6 PUBLIC HEALTH

The most pressing problem at the present time is the discussion of hospital merger plans, originated outside of City government. The principal concern of the City should be adequate hospital care, including emergency care, for its citizens in any major reorganization that may evolve.

The City has made significant financial investments through urban renewal activity and the provision of public parking ramps for hospitals in their present locations. City residents, through County taxes, have made a substantial investment in the new County hospital.

For both reasons mentioned above, the City should become an active participant in discussions concerning the merger of existing hospitals and the future of hospital care offered in the City, as well as the future of its investments.

V B Community Facilities

B-7 WATER DISTRIBUTION SYSTEM

The Federal Water Pollution Control Act of 1972 and the Safe Drinking Water Act of 1974 will have significant effects on expenditures for improvements of the City's water supply system. The water treatment plant must eliminate all pollutant discharges from the plant and provide safe drinking water based on legislation and scientific knowledge, yet costs will have to be reasonable. Treatment methods and contamination standards are not fully determined as yet. Estimated costs for the water treatment are listed below.

In addition to the above, expenditures to improve, rehabilitate or replace parts of the water delivery system should occur. A summary of this consideration also is presented below. Not all these costs will be borne by the City. The City's share of the costs will be determined in the future.

	<u>10 Year</u>	<u>6 Year</u>	<u>Annual</u>
Water Treatment			
Sludge Removal	\$15,000,000		
Filtration Plant	10,000,000		
Pumping Facility	10,000,000		
Plant Improvement	5,000,000	2,400,000	250,000
Water Delivery System	2,500,000	1,500,000	250,000

V B Community Facilities
B-8 SEWER SYSTEM AND DRAINAGE

Small natural creeks in Buffalo have been replaced with a sewer drainage system. Flooding problems are primarily associated with the incapacity of that system. Those flooding problems with remaining natural bodies of water are discussed below.

Methods For Abating Overflows & Alleviating Flooding

Upstream retention basins are designed to relieve hydraulically overloaded sewers by storing a portion of the flow so that it can be released later at a controlled rate. They are not suited to Buffalo's needs because available space is lacking in the areas where relief is required.

Road sewers offer a practical solution for areas of the City where a substantial portion of the existing combined sewer system is inadequate, as in South Buffalo. The primary function of road sewers is to accept storm flow only from street drainage and all areas outside of buildings. With separation, the excess capacity in the road sewers would be inadequate to handle the additional flow from the building storm drains.

Underflow sewers provide an economical solution for relieving overloaded trunk sewers of considerable length as in North Buffalo. They are installed well below grade in solid rock and function as gravity sewers. During storms the underflow sewer receives excess flows from the trunk sewer and conveys them to the point of discharge. The trapped portion remaining in the pipe is pumped to the sewage treatment plant.

Deep tunnel storage of combined sewer overflows involves a system of large diameter tunnels excavated in solid rock, deep under the City. The basic concept of a tunnel system is the capture of all the combined sewage overflows from a given intensity storm, and provision of temporary storage until the entire volume can be pumped to the sewage treatment plant.

The initial cost of the deep tunnel plan is well beyond the financial capability of the Buffalo Sewer Authority unless substantial assistance is forthcoming from the Federal, (on State), government, particularly since other badly needed improvements in Buffalo to alleviate flooding and to replace old and deteriorated sewers must be carried on at the same time. In addition, the tunnel system is not readily adaptable to piecemeal construction and accordingly would have an inflexible base for budgeting of annual costs.

Comparing runoff quantities with sewer capacities, it has been concluded that the bulk of the City's combined sewer system can handle peak runoffs from two to ten year storms without flooding. The most notable exceptions are located in the North Buffalo, East-Central Buffalo, and South Buffalo areas, although some deficiencies were noted in all parts of the City.

The Hertel Avenue trunk and some secondary trunk sewers flood

an average of more than once per year in areas tributary to the Hertel trunk. In the area between Shoshone Avenue and Foundry Street along Hertel Avenue, surcharging of the Hertel trunk can be expected to occur even more frequently.

The major trunk and sub-trunk sewers in the north-central Buffalo area are generally adequate to handle peak runoff generated from two to ten year storms without flooding. This holds true for such main trunk sewers in Bird Avenue and in Ferry Street. In a few locations sub-trunks are incapable of handling a one year storm. It can be expected that minor flooding will occur in a few isolated localities at the present time.

The comparison of runoff quantities and existing sewer capacities shows that the majority of the main trunks in the east-central Buffalo area have adequate hydraulic capacity to handle peak runoffs generated from two to ten year storms. This applies to the main arteries of the system along Ogden Street, Babcock Street, Fillmore Avenue, Smith Street and Seneca Street, except for a few short segments. One of the major trunks along South Bailey Avenue and a few of the sub-trunks are generally inadequate to handle even a one year storm. The critical areas tributary to the Bailey Avenue trunk lie between Stanley Street and the railroad and between Lovejoy Street and Vanderbilt Street. Flooding can be expected more than one a year in those locations, which correlate well with the problem areas shown in Fig. V B-8.

Main trunks and sub-trunks in the South Buffalo area are generally inadequate to handle even a one year storm. This is true for the majority of the sewers located along Hopkins Street, South Park Avenue, McKinley Parkway, Choate Avenue, North and South Legion Drives, Abbott Avenue and Seneca Street. Notable exceptions are the sewers along Germania Street and Cumberland Avenue, which appear to have adequate capacity to handle runoff from two to ten year storms. This area can expect to experience widespread flooding problems more than once a year.

The major trunk and sub-trunk sewers in the west-central Buffalo area are generally adequate to handle peak runoff generated from two to ten year storms. This holds true for such major sewers as Swan trunk, Genesee Street trunk, Virginia Street trunk and the Hamburg Drain. In only a few places are sub-trunks incapable of handling a one year storm. It can therefore be concluded that the area will probably experience only minor flooding problems at isolated locations.

Treatment of overflows can be provided either at the individual outfalls or at a central facility to which they are conveyed. Although centralization results in reduced treatment plant costs, it requires additional expenditures for the installation of large, combined sewers or interceptors.

Biological treatment processes are suitable for steady-state conditions of sanitary wastewater, and as such are not adaptable

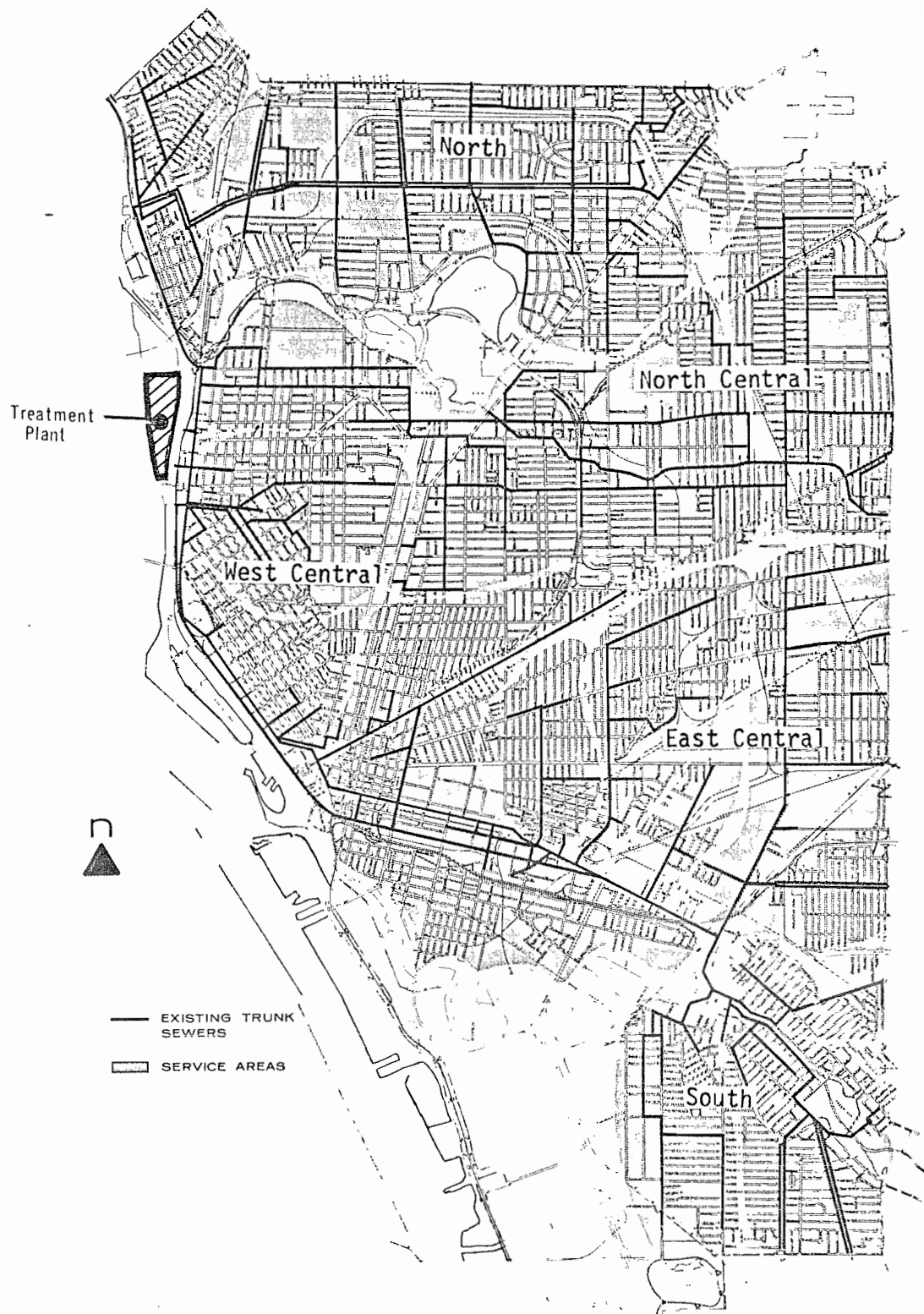


Fig. V B-8. Sewer Drainage Areas.

to the irregular volumes and highly variable composition of combined sewage overflows. The physical-chemical processes have the potential to treat combined sewer overflows at high rates with greatly reduced capital costs and space requirements. However, this method for abating combined sewage overflows is relatively high in operating costs and would also need substantial grant assistance.

Under the complete separation plan, existing sewers would be converted either to storm drains or to sanitary sewers in accordance with their best use as determined by hydraulics and economics. The separation program would be scheduled in accordance with priorities assigned to relief of flooding while minimizing costs by performing the least expensive project first. In any event, a separate sewer system requires that roof drains and other storm-water connections to the sanitary plumbing of each building in the City be disconnected and piped separately.

There is no doubt that separation would provide a practical solution to Buffalo's sewer problems, even though the method is generally viewed as probably the most expensive and the most time-consuming to install. This plan could be programmed in stages, however, to fit almost any budget on a "pay-as-you-go" basis without the necessity of issuing bonds.

RECOMMENDED SEWER PLAN

The sewer plan is a long range program developed with a flexible base consistent with Authority policy. It recognizes needs of the people, and it conforms with State and Federal pollution control regulations. It includes a two-phase system management program, outlined below, that will ensure optimum return on all future improvements. Also presented in this section are additional recommendations, and a list of anticipated results.

1. The initial phase spans the first 10 to 15 years. It calls for construction or performance of the following:

a. A 15-ft. diameter underflow sewer beneath Hertel Avenue in Study Area No. 2, and a 15 mgd lift station.

b. A 7'-6" diameter tunnel interceptor along Scajaquada Creek from the easterly City line to the existing interceptor in Study Area No. 1, and reconnection to the interceptor of all sewers tributary to Scajaquada Drain.

c. A network of new road sewers for South Buffalo and Bailey-Babcock drainage district in Study Area No. 3. (Note that BSA has already undertaken construction of road sewers in South Buffalo).

d. Sewer reinforcement in critical areas to relieve local flooding problems.

e. A monitoring system to detect problem areas.

f. A mandate by the Authority that separate sewers be required for all new area development and all urban redevelopment consistent with the City Plan.

g. An increased pumping rate at the sewage treatment plant to four times dry weather flow during rainy periods to improve interception.

h. A sewer plan layout of a completely separate sanitary sewer system to serve the entire City.

2. The final phase contemplates gradual separation of combined sewers by installing a new sanitary sewer system over a span of approximately 40 years, with some of those years overlapping the initial phase. Where road sewers have been constructed in the initial phase, the existing partially combined sewers would be replaced where necessary by the smaller-sized sanitary sewers, and all storewater connections would be rerouted to the road sewers. Reinforcement of inadequate sewers would proceed concurrently with separation.

3. Additional recommendations are given below.

a. Improvements under the two phase program should be scheduled on an annual program basis wherein appropriations can be made to complete the entire program over a prescribed period without recourse to bonding. The only exceptions are the Hertel Avenue and Scajaquada Creek tunnel sewers, which should be bonded under separate contracts.

b. All improvements under the annual program should be selected in accordance with a priority schedule and in conjunction with a Benefit Cost Index (BCI) for pollution abatement. In general, the schedule gives priority to residential areas over commercial areas which later in turn have priority over industrial areas. Sewers with second and third priority ratings are intended for construction in the final phase. As a supplement to the priority ratings, the BCI for pollution abatement should be applied so that where two projects have equal priority ratings, precedence is given to the one with the higher BCI.

c. Design parameters for handling stormwater runoff should be selected from the table below, which was determined from this study to be suitable for achieving satisfactory system performance.

<u>Sewerage Component</u>	<u>Design Frequency</u>
Main trunks	5 to 10 years
Sub-trunks	2 to 5 years
Laterals	1 to 2 years

d. The City plumbing code should be modified to require separate drains for stormwater and sanitary flows.

e. Water supply meters should be installed in all residences and commercial establishments.

f. Level sensing electronic probes should be used in the more critical overflow locations to detect overflows and river intrusion, and to determine their magnitudes.

g. Flow levels in the interceptor to the treatment plant pump room should be monitored to signal when additional pumping is required, thereby eliminating overflows caused by lack of full utilization of interceptor capacity.

h. System behavior should receive continued computer evaluation through data obtained by the monitoring and surveillance network.

i. The Authority should contract with Cheektowaga Sewer District No. 5 for treatment of the latter's sewage, and should enlist the participation and equitable support of all districts adjacent to and utilizing the Buffalo Sewer system and City land it runs through.

j. A 48-inch diameter interceptor should be constructed to serve the West Seneca Sewer Districts and Erie County Sewer District No. 1 to divert their sewage from South Buffalo and connect directly with the proposed 78-inch diameter interceptor along the Buffalo River from Erie County Sewer District No. 4.

4. Anticipated results stemming from the recommended improvements are summarized below.

• All outside communities in the 1968 Erie County Comprehensive Sewerage Study regional system, plus Cheektowaga Sewer District No. 5, could be handled by the Buffalo System without enlarging the new 180 mgd sewage treatment plant.

• Implementation of the initial phase program would reduce combined sewage overflow approximately 67% by volume and 72% in terms of BOD. In addition, 99.2% of the raw sewage from the City entering Scajaquada Drain would be eliminated; pollutants discharged by the sewage treatment plant of Cheektowaga Sewer District No. 5 into the open portion of Scajaquada Creek would be diverted to the Buffalo treatment plant; quality of the Delaware Park Lake would be improved; and there should be substantial flooding relief in that area.

• The final phase of the program should gradually lead to complete sewer separation.

COST FACTORS

Unit costs for sewer construction in the City were derived from actual bid prices in Authority records. Tunneling unit costs were obtained from other sources and were compared with recent construction prices reported in New York and Chicago. Operating costs of \$76 per million gallons were taken from projected secondary treatment costs, including phosphate removal. Deep tunnel maintenance costs are estimated to average \$300,000 per year. Cost summaries follow:

1. <u>Initial Phase - System Optimization</u>	<u>Cost in Millions</u>
Sewer Construction	\$ 94.4
Capitalized Operating Cost Savings (including Cheektowaga share for treatment)	<u>(6.8)</u>
TOTAL	\$ 87.6
2. <u>Final Phase - Subsequent Development</u>	
Sewer Separation	\$258.5
Capitalized Operating Cost Savings	<u>(21.8)</u>
TOTAL	\$236.7
<u>Alternate:</u>	
Deep Tunnel Storage	\$191.5
Capitalized Operating Cost Addition	<u>16.1</u>
TOTAL	\$207.6

BUFFALO CITY PLAN

Chapter VI - Commercial Land Use Plan

A - LONG-RANGE POLICIES AND STANDARDS

Division of Planning

Chapter VI - COMMERCIAL LAND USE PLAN

The commercial land use plan proposes, as a major consideration, the concentration of commercial retail centers within the City. This is recommended as a means to increase attractiveness and efficiency. The specialized function of the central business district would be strengthened. The downtown area now supplies nearly a quarter of property taxes collected by the City; it is a valuable asset in carrying out programs throughout the City.

A -LONG RANGE CONSIDERATIONS

The policies of the commercial use plan provide a flexible guide. Periodic review and evaluation are required to consider changing factors. The policies establish a perspective to relate immediate decisions with future implications in the light of overall goals of the City. Specific commercial policies follow:

1. Concentration of commercial retail centers in the City - This is to serve as a means of increasing their attractiveness and efficiency.
2. Removal of substandard facilities - Obsolete and deteriorating commercial structures should be rehabilitated or cleared. Improved environment should be sought for existing uses as well as for new facilities.
3. Encourage commercial developments - In order to supply employment opportunities and to increase the City's tax base to assist in providing revenue for other programs, commercial uses will be encouraged to build or expand in keeping with the proposals of the City Plan.
4. Improve the central business district - As a major revenue source, and one of even greater potential, the central business district should continue to be improved. Its environment and circulation system should offer a unique setting in the region.
5. Concentrate related uses - Commercial uses which are related in function should be encouraged to develop in close proximity to one another.
6. Buffers should be provided - Buffers should be established between incompatible residential and non-residential uses.

Major innovations in the methods of goods and food processing, distribution and merchandising have changed the retailing system. These innovations require basic adjustments in the distribution of commercial activities throughout the City of Buffalo.

Four major concepts guided the development of the commercial land use plan:

Table VI A-1
EXISTING COMMERCIAL ACREAGE, 1976

	<u>Commercial</u>	<u>Mixed Commercial Residential</u>	<u>Total Commercial</u>
1.0 Riverside	90.0	47.9	137.9
2.0 North Buffalo	113.4	30.8	144.2
3.0 North East	103.7	26.5	130.2
4.0 West Side	59.5	46.6	106.1
5.0 Elmwood	88.9	50.1	139.0
6.0 Masten	78.0	28.6	106.6
7.0 East Delavan	120.3	72.3	192.6
8.0 Central	146.2	10.4	156.6
9.0 Ellicott	52.1	49.3	101.4
10.0 East Side	111.2	93.2	204.4
11.0 Buffalo River	36.6	13.4	50.0
12.0 South Buffalo	93.8	50.5	144.3
TOTAL	1093.7	519.6	1613.3

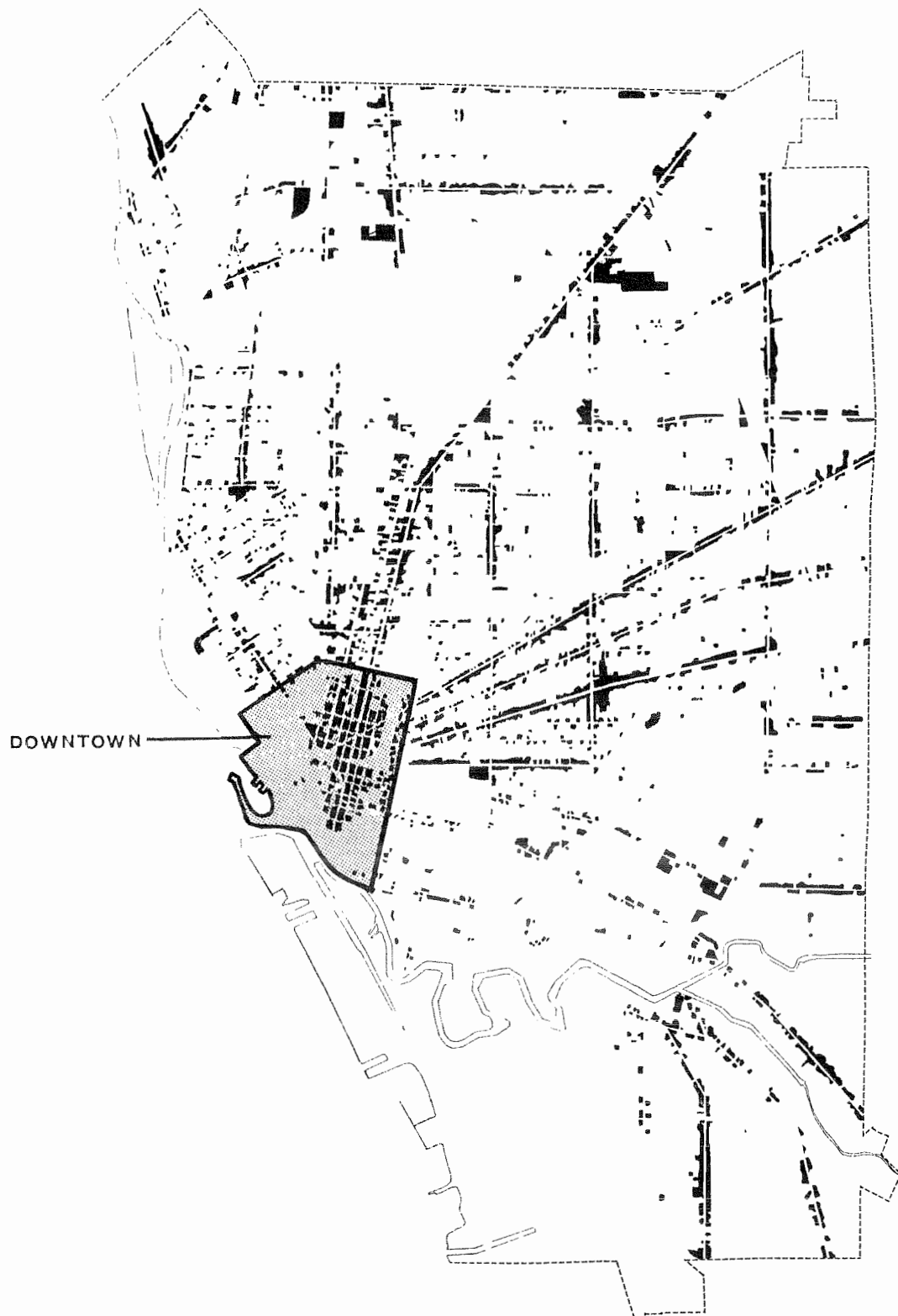


Figure VI A-1. Existing Commercial Land Use.

1. Improve the efficiency of the commercial system through consolidated land use policies.
2. Improve the efficiency of the commercial system by distinguishing the functions of differing types of shopping areas.
3. Improve the retailing capabilities of the commercial system by encouraging higher density residential uses to locate in proximity to regional and community shopping centers.
4. Improve the retailing capabilities of the commercial system by creating easy accessibility and increasing off-street parking facilities.

The result of the land use survey of 1976 indicated there were 1613 acres of commercially developed land in the City. Commercial acreage increased by 44 acres since 1964 despite the fact that the City's population declined significantly between those years. It is estimated, however, that 19 percent of existing commercial outlets are vacant. The future need for commercial land requires analysis of present commercial land use and an estimate of future needs.

METHODOLOGY OF STUDY - The study of commercial land use was as follows:

- Existing commercial acreage was analyzed.
- Existing and projected income of the City and the Metropolitan Area was determined.
- Land use requirements for commercial space were studied and projections made to meet future needs.
- Supplementing the projected commercial space requirements is the plan for the distribution of commercial concentrations throughout the City.

Existing acreage of commercial facilities by community is presented in Table VI A-1. Generally neighborhood shopping facilities are not as concentrated as larger shopping facilities. Figure VI A-1 indicates the relationship between commercial facilities and their orientation along major thoroughfares. The first concept stated earlier called for consolidative land use policies. An improvement in the efficiency of the commercial system is feasible by building on the existing pattern of commercial land use.

DETERMINING COMMERCIAL SPACE NEEDS - There are a number of methods or standards used in determining acreage required for commercial land use. Rote methods of commercial land calculations usually do not compensate for conditions which might vary. These conditions include:

Income and Spending Patterns

Potential Purchasing Power

Dollar Volume of Sales (per gross square foot)

Parking Requirements and added Facilities

The number of square feet of floor space required will be determined from the first three items. Once this had been obtained, space for parking, loading and landscaping will be added.

Incomes are important in determining commercial space needs as they indicate potential purchasing power. Table VI A-2 indicates that personal income for the Metropolitan Area rose from \$3,366,000,000 in 1963 to \$6,155,000,000 in 1974. The estimated total personal income projected to 2000 is \$12,244,000,000 for the Metropolitan Area. Per capita income of Metropolitan residents in 1963 was \$2,566. By 1974 this rose to \$4,607, representing a gain of \$2,041. Per capita income is projected to 2000. This indicates a continuing gain in terms of purchasing power. While inflationary factors may increase the dollar amounts indicated, primary interest is in the improvement of relative wealth. For example, as disposable income increases the percent one spends for groceries is apt to decline. This permits a greater share of disposable income to be spent on alternate items such as restaurants, education, travel, etc. Thus some modification may be anticipated in spending patterns and this will affect future commercial land use. Anticipated percentages involved in altered spending patterns provide a guide for future commercial land use.

Table VI A-3 presents economic indices for the City using 1963 as the base year. By 1972 the City retail sales index rose to 119 but this should be modified by noting the SMSA increase to 147 in the same period. City sales, less the Downtown Area, fared better than those of the total City sales and reached 129 by 1972. In comparison to the City population index, sales in the City did not drop to the extent of population loss, indexed at 91 by 1972. The Downtown Area's comparison goods sales, at 88, did drop below the 1972 population decline index for the City.

Table VI A-4 presents percentage figures relating City retail sales to total SMSA figures for 1963, 1967 and 1972. The decline of City sales continued as new shopping facilities opened throughout the Metropolitan area. It should be noted that City sales less Downtown sales did not experience as great a decline as the Downtown Area. There is a greater dependence on convenience shopping in most commercial areas in the City outside the Downtown area.

Table VI A-2

POPULATION, INCOME AND RETAIL SALES, BUFFALO SMSA

	<u>1963</u>	<u>1967</u>	<u>1972</u>	<u>Estimated 1974</u>	<u>Projected 2000</u>
POPULATION (In Thousands)	1,312	1,320	1,354	1,336	1,493
PER CAPITA INCOME	\$2,566	\$3,313	\$3,911	\$4,607	\$8,201
TOTAL PERSONAL INCOME (In Millions)	\$3,366	\$4,373	\$5,295	\$6,155	\$12,244
TOTAL RETAIL SALES (In Millions)	\$1,675	\$2,049	\$2,780	\$3,205	\$ 4,898

Table VI A-3

BUFFALO ECONOMIC INDICES

	<u>1963</u>	<u>1967</u>	<u>1972</u>
ALL RETAIL SALES, CITY	100	114	119
RETAIL SALES, DOWNTOWN	100	113	103
COMPARISON GOODS SALES, DOWNTOWN	100	103	88
RETAIL SALES, CITY LESS DOWNTOWN	100	114	129
CITY POPULATION	100	95	91
ALL RETAIL SALES, SMSA	100	122	147
TOTAL PERSONAL INCOME, SMSA	100	130	157

TABLE VI A-4

CITY OF BUFFALO RETAIL SALES AS A PERCENT OF SMSA

	<u>1963</u>	<u>1967</u>	<u>1972</u>
City	41.9	38.9	30.0
Downtown	7.3	6.7	4.5
City less Downtown	34.6	32.1	25.4

Table VI A-5

DISTRIBUTION OF SMSA RETAIL SALES, IN PERCENT

	<u>1963</u>	<u>1967</u>	<u>1972</u>
CONVENIENCE Foods, Drugs & Proprietary, Eating & Drinking	38.1	37.3	36.7
COMPARISON SHOPPING Gen. Merchandise, Apparel, Furniture	24.4	27.5	29.7
FREESTANDING Auto. Dealers, Gas Stations, Building Materials	29.4	27.2	27.5
OTHER RETAIL	8.1	8.0	6.1
TOTAL RETAIL SALES	100.0	100.0	100.0

Table VI A-6

DISTRIBUTION OF RETAIL SALES, CITY LESS DOWNTOWN

	<u>1963</u>	<u>1967</u>	<u>1972</u>	<u>2000</u>	
	%	%	%	%	Millions
CONVENIENCE	42.6	42.4	42.8	41.0	\$502.1
COMPARISON SHOPPING	17.2	22.0	26.4	27.0	\$330.6
FREESTANDING	34.5	29.5	25.8	25.0	\$306.1
OTHER RETAIL	5.7	6.1	5.0	7.0	\$ 85.7
TOTAL RETAIL SALES	100.0	100.0	100.0	100.0	\$1,224.5

A-1. City Less the Downtown Area

This section of the commercial land use plan will concentrate on those areas of the City outside the Downtown Area. Older shopping areas in the City, usually of a shoestring nature along main arterials, found business attracted away from them. A combination of more attractive structures, the convenience of groupings of stores and ample parking facilities caused a relative decline in City sales. This was particularly true in the area of comparison goods sales.

From 1950 to 1960 an annual average increase of 2 percent in per capita income occurred. Between 1963 and 1972, per capita income increased at an annual average of 7 percent. Table VI A-2 presented a projection of total retail sales in the Buffalo SMSA. How this will affect the area of the City outside the Downtown Area will be examined. Income, it was assumed, will increase at a rate of 3 percent per year. The projections reflect continuing increases in real income but exclude inflationary factors. The actual dollar amount is less important than noting that as personal income rises alternate patterns in spending occur. Service expenditures should continue to increase percentagewise. Also non-goods expenditures, such as medical care, recreation, travel, education, etc., should continue to increase. Whatever the inflationary factors may be, the projected distribution should remain relatively sound. Retail sales constituted nearly 50% of personal income in 1950 but this has been declining. Retail sales are calculated at 40% for the year 2000.

Table VI A-5 indicates the distribution by percent of retail sales in the Metropolitan area for 1963, 1967 and 1972. Table VI A-6 shows the distribution by percent for the City less the Downtown Area, and it includes a projection for 2000 by percent which is converted into dollars. The importance of convenience shopping within the City is indicated by its higher percentage, and it is projected to remain at a higher level than the Metropolitan figure. A slight decline in that figure is made and this is joined by a decline in freestanding sales. Increases are made in comparison shopping and other retail categories. The City population is anticipated to drop to about 27 percent of the Metropolitan population by 2000. The projection establishes 25 percent of SMSA retail sales, (Table VI A-2), to be made in the City outside the Downtown Area. This would build upon the strong convenience shopping base that exists and hopefully attract gains in other categories by providing more convenient and attractive commercial facilities. The 1972 retail sales in the City outside the Downtown Area amounted to 26 percent of Metropolitan retail sales, (Table VI A-4).

Between 1963 and 1972 selected services increased at an average annual rate of 14 percent as to the amount expended. Receipts from selected services were projected as increasing at an annual average rate of 4 percent per year. Table VI A-7 shows selected services receipts for the Metropolitan Area and the City for 1963, 1967

and 1972. The City proper has a more favorable position in selected services as indicated in the indices on this table as compared with the indices for retail activity on Table VI A-3. The indices for selected services also have reached a higher level for both the City and the Metropolitan Area than that of retail activity. The dollar amounts are smaller for services than retail trade.

Table VI A-8 presents the distribution of selected services receipts for the Metropolitan Area and the City as a percent within each area. The figures for 1963, 1967 and 1972 are presented and a projection of distribution in 2000 is made. Within the City, increases in percent of distribution is indicated for hotel and recreation.

Table VI A-9 presents City selected services receipts as a percent of Metropolitan Area receipts for 1963, 1967 and 1972 and a projection for the City as a percent of the Metropolitan Area is made for 2000. A continuing decline in percentage of SMSA selected service receipts in the City is indicated related to a continuing population decrease in the City except for a gain in the hotel and recreation category. The percentage of total SMSA personal income projected for 2000 spent on selected services amounts to \$1,244,000,000. Total City selected service receipts would amount to \$647,000,000, based on the percentage indicated in Table VI A-9. The distribution by category of this amount was shown in Table VI A-8 within the City and is shown as a percentage of Metropolitan receipts in Table VI A-9.

Table VI A-10 estimates selected services receipts for the City minus Downtown for 2000. Drawn from the City figures of Tables VI A-8 and VI A-9, the projected percent and receipts in dollars are established at 55.9 percent or \$362,000,000. The selected service categories indicate receipts anticipated by that breakdown.

Table VI A-11 converts projected retail sales shown in Table VI A-6 and the projected services receipts of Table VI A-10 into floor area requirements. All retail categories and two of the three services categories are shown in Table VI A-11. The third category of services includes hotels, commercial recreation and additional facilities, such as open pedestrian areas, loading and unloading space and space for financial activities appear on Table VI A-12. These are based on ten percent of the requirements of the preceding Table. This has been found to be a reasonable standard to use for this purpose.

Table VI A-12 converts the square footage floor area requirements of Table VI A-11 into acres. Besides the additional facilities, parking is added in this Table. Parking facilities are determined by a ratio of parking spaces to floor area. It is recognized that parking demands vary according to uses, but when all uses are consolidated, the needs even out differences. While some suburban facilities may reach a ratio as high as 5-to-1 of parking space to floor area, that ratio would be impractical in the City. An assumption places greater reliance on walk-in and transit customers with-

Table VI A-7
SELECTED SERVICES RECEIPTS
In Millions of Dollars

	1963		1967		1972	
	SMSA	CITY	SMSA	CITY	SMSA	CITY
Personal, Business	\$141	\$ 81	\$184	\$108	\$375	\$212
Repairs, Auto	\$ 49	\$ 31	\$ 64	\$ 37	\$ 99	\$ 46
Hotel, Recreation	\$ 68	\$ 33	\$ 75	\$ 36	\$113	\$ 45
TOTAL	\$258	\$145	\$323	\$181	\$587	\$303
Indices	100	100	125	125	228	209

Table VI A-8
DISTRIBUTION OF SELECTED SERVICES RECEIPTS
In Percent

DISTRIBUTION OF DEFERRED SERVICES RECEIPTS						
In Percent						
	1963		1967		1972	
	SMSA	CITY	SMSA	CITY	SMSA	CITY
Personal, Business	55%	56%	57%	60%	64%	70%
Repairs, Auto	19%	21%	20%	20%	17%	15%
Hotel, Recreation	26%	23%	23%	20%	19%	15%
TOTAL	100%	100%	100%	100%	100%	100%
					SMSA	CITY
					2000	

Table VI A-9
SELECTED SERVICE RECEIPTS, CITY AS A PERCENT OF SMSA

	<u>1963</u>	<u>1967</u>	<u>1972</u>	<u>2000</u>	<u>In Millions</u>
Personal, Business	58%	59%	57%	56%	\$445
Repairs, Auto	63%	58%	46%	45%	\$ 95
Hotel, Recreation	49%	48%	40%	45%	\$108
TOTAL	56%	56%	52%	52%	\$647

Table VI A-10
SELECTED SERVICE RECEIPTS, CITY LESS DOWNTOWN - 2000

	<u>Percent of SMSA</u>	<u>Percent of Total City</u>	<u>In Millions</u>
Personal, Business	30.8%	55.1%	\$245
Repairs, Auto	36.6%	81.1%	\$ 77
Hotel, Recreation	16.7%	37.0%	\$ 40
TOTAL	29.1%	55.9%	\$362

Table VI A-11

CONVERSION OF CITY LESS DOWNTOWN COMMERCIAL RECEIPTS INTO
FLOOR AREA REQUIREMENTS, 2000

In Thousands of Square Feet

CONVENIENCE SHOPPING	3,347
At \$150 per square foot	
COMPARISON SHOPPING	3,306
At \$100 per square foot	
FREESTANDING RETAIL	7,653
At \$40 per square foot	
OTHER RETAIL	2,143
At \$40 per square foot	
PERSONAL, BUSINESS SERVICES	4,083
At \$60 per square foot	
REPAIRS, AUTOMOBILE SERVICES	1,925
At \$40 per square foot	
TOTAL	22,457

Table VI A-12

TOTAL COMMERCIAL AREA REQUIRED, CITY LESS DOWNTOWN, 2000

In Acres

CONVENIENCE SHOPPING	78.6
COMPARISON SHOPPING	75.9
FREESTANDING RETAIL	175.7
OTHER RETAIL	49.2
PERSONAL, BUSINESS AND REPAIR SERVICES	137.9
PARKING AREA	1,034.6
MINUS 2 OR MORE FLOOR FACILITIES	-232.8
ADDITIONAL FACILITIES	155.2
TOTAL	1,474.3

in the more densely developed City. A 2-to-1 ratio of parking area to floor area is established as a goal. The total area requirements of the City, excluding the Downtown Area, are presented in Table VI A-12. Since some of the commercial and services space will be in facilities with more than one floor, fifteen percent of the first five lines of Table VI A-12 is subtracted. This is not removed from the parking requirement. Additional facilities, as described in the preceding paragraph, are added. A total of 1,474.3 acres is presented.

While this represents only 139 acres less than the 1976 commercial land use inventory it includes a significant increase in parking acreage. It was estimated in 1976 that nearly 20 percent of land developed for commercial was vacant. Policies of consolidation and assistance in the provision of off-street parking are indicated.

Table VI A-13 presents characteristics of commercial areas by type. Figure VI A-2 presents the proposed distribution of shopping facilities in the City.

Table VI A-13
CHARACTERISTICS OF COMMERCIAL AREAS BY TYPE

	Convenience	Community-Minor	Community-Major	Regional
Description	Small scale retail & personal & business services at relatively small scale to serve the immediate neighborhood	Larger scale convenience retail, services to serve sub-community level	Retail and personal & business services at a scale to serve needs at a community level, excluding heavy service uses	Large scale commercial uses to serve a region of substantial size. Large individual outlets or grouping of outlets, including heavy service uses
Floor Space	Under 3000 sq. ft. floor area per outlet, ground floor	Up to 50,000 sq. ft. floor area	To 100,000 sq. ft. floor area	Up to 250,000 sq. ft. floor area
Outlets	Small scale convenience shopping, personal-business services	Supermarkets, large convenience outlets, some services	Large scale convenience outlets, some comparison shopping personal & business services	Large scale retail trade, services & freestanding retail
Trade Area	Under 10,000 persons; 5 minute travel time; walk-in trade important	Up to 15,000 persons; 10 minute travel time walk-in and automobile reliance	Up to 30,000 persons, 15 minute travel time; heavy automobile reliance	Over 30,000 persons, 30 minute travel time; reliance on automobile trade
Ground Area	One acre or less, although grouping may exist	5 to 15 acres	15 to 30 acres	-----

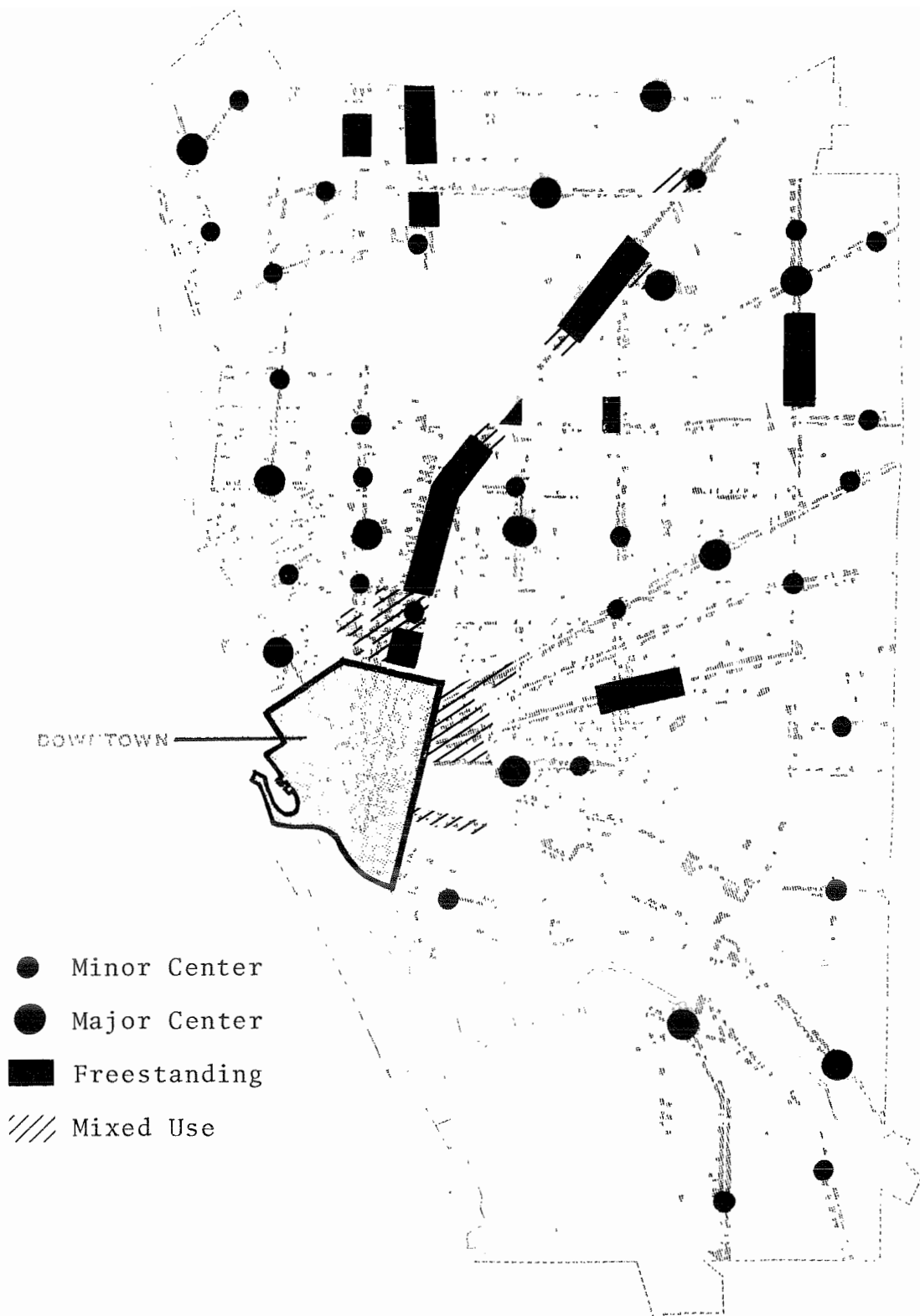


Fig. VI A-3. Commercial Land Use Plan,
City Less Downtown.

1.1 Major Community Commercial Centers

Major community commercial centers range from 15 to 30 acres in size. Besides size, the differences between a major and a minor center also involve activities. Minor centers concentrate on the convenience shopping category, as food stores, but on a relatively large scale compared to convenience shopping areas. Major centers would increase reliance on comparison shopping activities, such as apparel and home furnishings, as well as service facilities. Major centers are distinguished on the plan and are based on existing major shopping areas of the City. Where either a major or minor community retail designation is indicated, but the existing commercial activity would not appear to reach that level, it was felt that such areas have the potential of reaching the level indicated. Part of such potential would rest in the consolidation of scattered retail facilities and in making the central point attractive for shoppers. A listing of the major community commercial centers follows:

- 1.101 Tonawanda-Ontario
Hunt to Crowley - 36 outlets
(Location 01.01)
- 1.102 Hertel Ave.
Wallace to Colvin - 55 outlets
(Location 02.02)
- 1.103 Kenmore-Englewood
Three plazas of 14 outlets (Buffalo-side)
(Location 03.01)
- 1.104 Kensington-Bailey
Langfield to Stockbridge - 50 outlets
(Location 03.02)
- 1.105 Central Park Plaza
26 Outlets, vacant area
(Location 03.04)
- 1.106 Grant Street
Hampshire - Lafayette - 38 outlets
(Location 04.02)
- 1.107 Niagara Street
Virginia to Pennsylvania - 30 outlets
(Location 04.04)
- 1.108 Elmwood-Utica
Bryant to Anderson - 20 outlets
(Location 05.04)

- 1.109 Jefferson-Utica
Northampton to Woodlawn - 47 outlets
(Location 06.05)
- 1.110 Genesee-Moselle
Barthel to Koons - 42 outlets
(Location 07.06)
- 1.111 Jefferson-William
Plaza and 32 outlets
(Location 09.05)
- 1.112 Seneca Cazenovia
Princeton to Indian Church Rd. - 38 outlets
(Location 12.03)
- 1.113 South Park-Triangle
Payson to Southside Parkway, incl. Bailey -
43 outlets
(Location 12.07)

1.2 Minor Community Commercial Centers

Minor Community Commercial Centers range from 5 to 15 acres in size. Emphasis is placed on relatively large scale convenience shopping facilities, such as super markets. Comparison shopping facilities are generally limited or absent. The service area of minor centers is smaller than that of a major center. A listing of the minor community commercial centers depicted in Figure A-2 follows:

1.201	Ontario-Philadelphia (Location 01.02)	1.214	Jefferson-Ferry (Location 06.01)
1.202	Hertel-Grove (Location 01.03)	1.215	High Street (Location 06.04)
1.203	Grant-Amherst (Location 01.04)	1.216	Delavan-Courtland (Location 07.02)
1.204	Tonawanda-Austin (Location 01.04)	1.217	Genesee-Kerns (Location 07.03)
1.205	Delaware-Amherst (Location 02.07)	1.218	Walden-Bailey (Location 07.05)
1.206	Main-Winspear (Location 03.01)	1.219	Fillmore Avenue (Location 07.07)
1.207	Kensington-Eggert (Location 03.02)	1.220	Genesee-Fillmore (Location 09.02)
1.208	Bailey-LaSalle (Location 03.03)	1.221	William-Krettner (Location 09.03)
1.209	Grant-Forest (Location 04.01)	1.222	Lovejoy Street (location 10.05)
1.210	Connecticut St. (Location 04.03)	1.223	South Park-Chicago (Location 11.01)
1.211	Elmwood-Delavan (Location 05.02)	1.224	Clinton Street (Location 12.02)
1.212	Elmwood-Cleveland (Location 05.03)	1.225	Abbott-Kimberly (Location 12.04)
1.213	Elmwood-Summer (Location 05.04)	1.226	South Park-Dallas (Location 12.05)

1.3 Convenience Shopping Areas

Convenience shopping areas, or small neighborhood retail shops, should be considered as part of the plan but they are not indicated on Figure VI A-2 due to their small area. The guide in locating such facilities is based on existing development, on the population density of an area and the areas to support them. These small scale shopping areas should be compatible with residential areas, conveniently located and place reliance on a large number of customers who will walk to shop. One of the problems with a neighborhood definition often is lack of size control. For a community level center, truck traffic and the number of automobiles may be expected to increase. Compatibility with residential neighborhoods is lessened. The term convenience shopping is used to indicate the purpose of such areas. Certain light personal and business services which are compatible with residential neighborhoods, such as barber and beauty shops, would be permitted. Under land use controls, convenience shopping outlets should be limited in size to prevent large scale but permitted uses from using sites involved. A maximum floor area under 3000 square feet per outlet to govern this consideration is recommended. In mapping such areas under zoning controls care should be taken to make sure that residential areas will not be disturbed. The amount of land designated for this purpose should be limited to a reasonable ability of an area to support such facilities. At the same time existing development must be considered.

Since Buffalo was largely developed before its first zoning ordinance became effective in 1926, and since that ordinance and its 1953 revision provided strip commercial zoning, the City is faced with an abundance of commercially developed land. Even when a zoning designation is removed, existing uses continue as legally existing non-conforming uses. A desirable solution would be to provide higher density housing on sites in weak areas of a commercial strip. This would eliminate some obsolete commercial facilities and at the same time provide walk-in customers for remaining facilities.

1.4 Transit Stations and Commercial Development

One of the greatest benefits to the City of Buffalo offered by the rapid transit system is that it is a form of transportation which encourages concentrated land development. In order to capitalize on the potential offered by transit stations, and to encourage the most advantageous uses, zoning controls should offer the opportunity to lessen parking requirements in such areas and permit flexibility of controls. A development plan district, reflecting planned unit development regulations but on a smaller scale, should be placed in areas where significant opportunities exist. Such regulations would permit a developer to present proposals to maximize the potential offered. After review and possible modification, the plan would become the land use control map for the area involved. This would permit the mixing of uses. This type of control, in view of the large public expenditure involved with the construction of transit facilities, would serve the public interest and permit design to fit specific situations.

For additional comment on development related to rapid transit stations, see that title under Transportation, Chapter VIII.

1.5 Regional Commercial Areas

Regional commercial areas attract customers from a city-wide or regional basis. Such areas include both individual outlets standing by themselves or groupings of outlets. Added to these uses would be those in a freestanding category, such as motels, automobile salesrooms and building materials. These attract customers beyond the community level. Other regional facilities have individual characteristics and these should be developed. The Downtown Area is a regional center but it will be treated separately. A listing of regional commercial areas follows:

1.501 Broadway-Fillmore

The Broadway-Fillmore commercial area contains 147 outlets on Broadway, (between Grey to Memorial Drive), and on Fillmore, (between Paderewski to Sycamore St.). In 1972 this area employed 1,455 persons and its retail sales amounted to \$48,005,000. In terms of sales it is the largest City commercial area outside the Downtown Area. In 1972 its sales amounted to 31% of those of the Downtown Area. This area has unique characteristics and zoning regulations should strive to enhance its prevailing atmosphere. Public improvements should avoid alteration of those aspects which make this area attractive to its many customers.

1.502 Allentown

The Allentown area is one of unique atmosphere which, while attracting customers on a regional basis, emphasizes small shops. Commercial activities focus on arts and crafts. In order to retain the prevailing atmosphere, smaller scale operations should be retained through zoning controls. This is one commercial area which should attract additional mixed commercial-residential uses. Public improvements should not detract from the existing atmosphere.

1.503 Freestanding Commercial Areas

Throughout the City freestanding commercial uses exist. These facilities include automobile sales facilities, home improvement supplies and large independent retail outlets, such as discount department stores. Since these facilities stand independently, public improvements outside of general maintenance of public property are less desirable from a public investment point-of-view. Improvements would

) generally serve single property-owners and would have less benefit to the general public. Freestanding operations should expect to provide necessary improvements to attract business. In matters of rezoning, caution should be exercised so that new freestanding commercial facilities do not drain retail business away from established community commercial centers.

A-2 Downtown Buffalo - The Regional Center

If the City of Buffalo is to be fiscally solvent, if it is to offer high level of services necessary to make it an attractive and humane place to live, then a major effort must 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; a strong active, and visually exciting place.

This plan outlines those elements necessary to accomplish these ends. The proposals are interlocking; they are intended to work together in producing an area 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 future public decisions, from aesthetics to land uses, in order to safeguard or enhance the overall plan. The basic principle of this plan is to use public investments in a connected, mutually supportive way to produce an environment and investment climate conducive to large scale private investment in Downtown and improve the City's tax base.

Public investment will be primarily in the area of transportation and supportive systems. These are to be designed and located to produce facilities which will allow people to go to and from their destinations in a convenient, safe and visually attractive way.

As Downtown activities increase, many uses which occupy relatively inexpensive space in peripheral areas will be threatened by expansion of uses which can pay higher rents. Some residential areas are apt to be threatened by expansion of downtown service facilities. Where it is desirable to retain resi-

dential areas, they should be protected by zoning controls.

Some service activities which may be replaced are valuable to the smooth functioning of the Downtown Area. The possible relocation of printing services, some types of wholesaling and outlets for special services or products may require assistance on the part of the City in relocating into relatively inexpensive quarters adjacent to the Downtown Area.

The Downtown Area coincides with land use statistical unit 8.0 (Central Community). The Downtown Area includes the Central Business District as defined by the U.S. Census Bureau, land use sub-units 08.02 and 08.03, as well as the adjacent area, west of Elmwood Avenue to Lake Erie, sub-unit 08.01, which is predominantly residential in use. When speaking of regional commercial activities, the Downtown Area focuses on the commercial area designated as the Central Business District. Outside of this area two commercial areas, in sub-unit 08.01, are of significance. The first is the proposed regional commercial facilities near the Erie Basin Marina. The second is the commercial area designated in the Waterfront Redevelopment Project between the N.Y.S. Thruway and the Central Business District. Unless otherwise specified, Downtown commercial statistics coincide with those of the U.S. Census Bureau's Central Business District designation.

Retail sales in the Downtown area amounted to \$125,800,000 in 1972 as presented in Table VI A-14. While an index of Downtown retailing based on the year 1963 rose from 100 to 103 in 1972, this increase was modest in comparison with the SMSA retailing increase to 147 for the same period. The comparison shopping index, which emphasizes Downtown types of retailing merchandise, declined to 88 by 1972. Assuming the City takes the steps envisioned in this plan, retail sales should rise to \$245 million by the year 2000 as Downtown stabilizes itself at about 5 percent of SMSA retail sales. In 1972 the Downtown Area attracted 4.6 percent SMSA retailing activity.

Significant losses in retailing activity have occurred particularly along Main Street in the northern end of Downtown. It is anticipated that with the advent of Downtown rapid transit stations, this area will be stimulated and more efficient use of land will occur.

Both the transit facility and the related Main Street Mall are key elements in making a \$60 to \$80 million investment possible in the Downtown Area. It is anticipated that provision of a pedestrian-oriented mall would assist the Downtown Area to sta-

Table VI A-14

RETAIL SALES, SMSA AND DOWNTOWN-1963, 1967, 1972 AND 2000

	<u>1963</u>	<u>1967</u>	<u>1972</u>	<u>Projected 2000</u>
SMSA Retail Sales				
Millions \$	\$1,675.2	\$2,048.8	\$2,780.6	\$4,898
Downtown Retail Sales				
Millions \$	\$ 122.0	\$ 138.1	\$ 125.8	\$ 245
Downtown as % of SMSA	7.4%	6.7%	4.6%	5.0%
Downtown Comparison Shopping				
Millions \$	\$ 98.0	\$ 116.2	\$ 100.1	\$ 196
Downtown Eating and Drinking				
Millions \$	\$ 15.1	\$ 13.1	\$ 15.2	\$ 26.6

Indices

SMSA Retail Sales
Downtown Retail Sales
Downtown Comparison Shopping

100	122	147	---
100	113	103	---
100	103	88	---

Table VI A-15

SELECTED SERVICE RECEIPTS- 2000

	<u>City as % of SMSA</u>	<u>Downtown</u>	<u>In Millions</u>
Personal, Business	56%	44.9%	\$ 200
Repairs, Auto	45%	18.9%	\$ 19
Hotel, Recreation	45%	63.0%	\$ 68
TOTAL	52%	44.1%	\$ 285

Derived from Tables VI A-9 and VI A-10

bilize its retail activity as a percentage of SMSA retail sales growth. Two new major department stores are suggested in the plan. One is located in the central area of the mall and the other at its northerly end.

Selected service receipts are presented for the year 2000 in Table VI A-15, as drawn from Tables VI A-9 and VI A-10. Measurements of Downtown are summarized in Table VI A-16, in reasonable terms of either dollars or employment, for 1972 and projections are made for 2000.

Table VI A-17 converts the measurable units presented in Table VI A-16 into space needs in terms of square feet. Since multi-story or high-rise buildings exist throughout the Downtown area, the information presented in Table VI A-17 must be converted into acreage requirements. Table VI A-18 presents a conversion of the square footage needs for the year 2000 into acreage requirements.

The key components necessary for the revitalization of Downtown Buffalo, and for the creation of an environmental and investment climate for private development, are listed below. These elements will be developed further in Section VI B-2 under the headings indicated.

- VI B-2.01 Downtown Mall
 - 2.02 Office Space
 - 2.03 Movement System
 - 2.04 Other Facilities
 - 2.041 Convention Center
 - 2.042 Community College
 - 2.05 Housing

The current image of Downtown can be improved and a favorable investment climate established by providing public facilities in an orderly and coherent pattern. Figure VI A-3 presents the land use plan for Downtown. Details of this plan and means to implement it are also contained in Section VI B-2.

Table VI A-16
MEASUREMENTS OF DOWNTOWN ACTIVITY

	<u>1972</u>	<u>2000</u>
Retail Sales-in Millions		
SMSA	\$2,780	\$4,898
Downtown	126	245
Office, Clerical Employment-000's		
SMSA	133.7	177.9
Downtown	26.2	44.2
Governmental Employment-000's		
SMSA	30.8	35.8
Downtown	13.9	16.0
Total Employment-000's		
SMSA	483.4	565.8
Downtown	51	60
Services	17	22
Governmental	12	16
Retail	7	8
Recreation-Hotel	4	6
Wholesale-Storage	7	6
Institutional	(.8)	1
Other	3	1

Table VI A-17
DOWNTOWN SPACE IN MILLIONS OF SQUARE FEET

	<u>1972</u>	<u>2000</u>
Private Offices, Utilities	5.7	11.3
Governmental	2.9	5.1
C.B.D. Retail and Services	1.4	2.2
Hotels	2.2	4.2
Wholesale, Mfg., Transportation	4.1	1.8
Off-Street Parking	5.8	12.9

Table VI A-18

DISTRIBUTION OF DOWNTOWN LAND USES, 2000
In Acres

	08.01 Waterfront Neighborhood	08.02 C.B.D.	08.03 Auditorium	Total
Residential	80.3	7.5	--	87.8
Residential/Commercial	3.0	8.0	--	11.0
Convenience Community Shopping	10.4	9.1	--	19.5
Regional Commercial, Services	5.0	54.5	13.0	72.5
Private, Public Offices	5.0	22.0	--	27.0
Hotels	3.0	20.0	--	23.0
Entertainment	--	6.0	--	6.0
Freestanding Parking	--	24.0	6.9	30.9
Community Facilities	50.0	35.3	9.5	94.8
Parks, Recreation	45.7	14.7	2.0	62.4
Marina, Related Commercial	26.6	--	--	26.6
Heavy Commercial, Ware- housing, Manufacturing	--	31.0	22.0	53.0
Streets, Malls, Transitways	105.0	150.0	35.0	290.0
Railroads	5.0	4.1	3.0	12.1
Water Areas	38.3	--	5.2	43.5
TOTAL	377.3	386.2	96.6	860.1

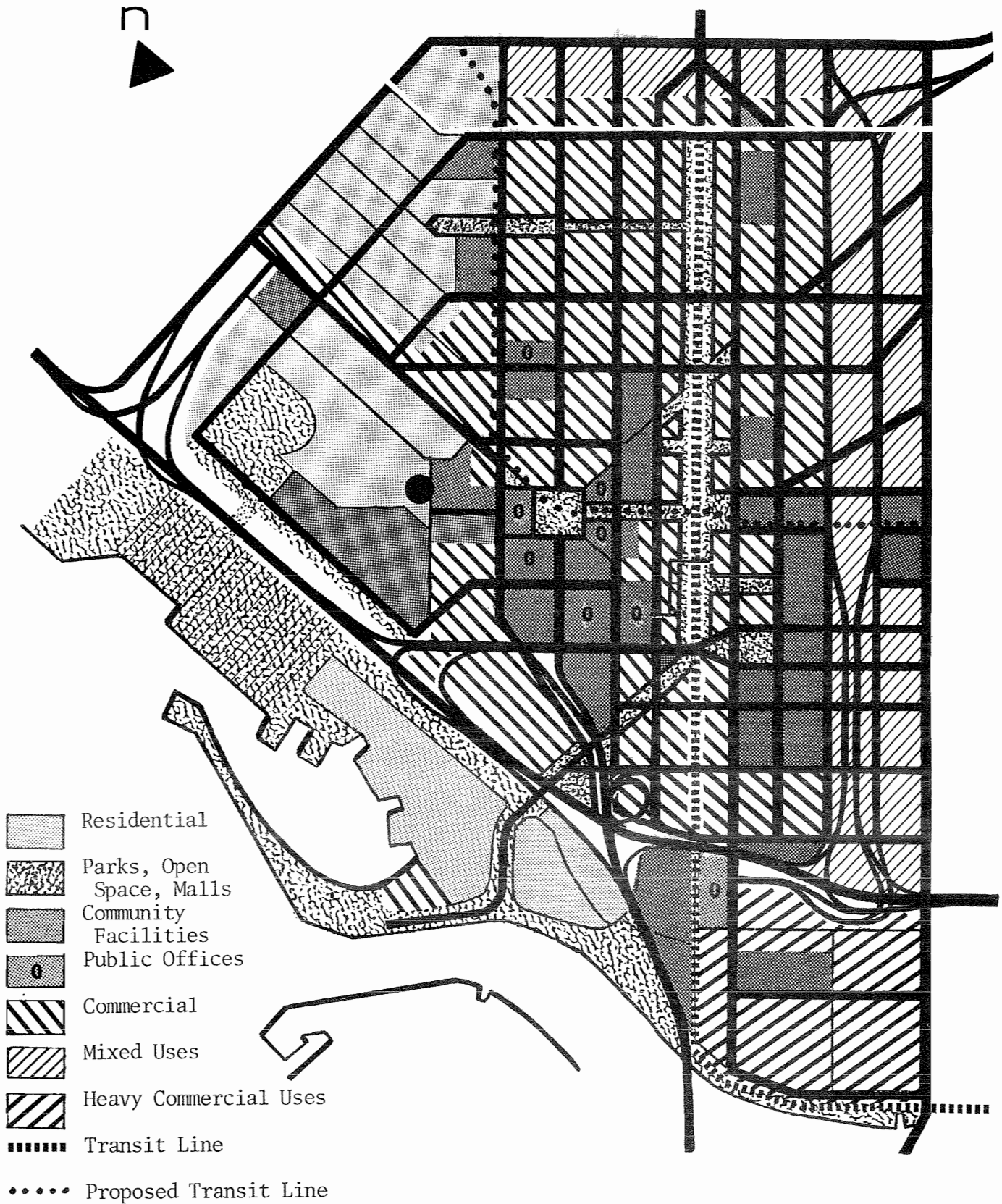


Fig. VI A-4. Downtown Land Use Plan.

A-3 Commercial Development Programs

Efforts at commercial revitalization often focus on physical improvements while neglecting basic economic forces. Trees, kiosks and benches can add to an area's outward appearance but to confront underlying economic factors is another matter.

The basic approach to shopping area revitalization must come through the investment and ingenuity of the private sector. The goal of revitalization should be to attract new investment in the form of upgraded businesses, expanded product lines, imaginative use of old buildings and new construction. The need for commercial revitalization should be shared by residents of an area. The private sector should exert leadership for economic development, utilizing City assistance as a lever.

Private investment in old commercial areas has been minimal for the last two decades while large investments have been made by competing areas. The older areas are characterized by aging strip commercial development. Little emphasis exists on focal points or concentration of shops and inadequate off-street parking facilities usually exist. Structures are often poorly maintained.

Conditions to stimulate private investment should be sought. Factors assisting in revitalization are an active business association, supportive financial institutions and City involvement in improving public facilities. City investment may be measured in terms of an increased tax base and public service. A desirable retail mix should be sought. Reasonable potential purchasing power should be demonstrated. The following steps might be pursued.

1. Organization - a local body consisting of members of local businesses, property-owners and institutions should be formed to provide leadership for a revitalization program. City efforts without local involvement or investment will not be enough to change fundamental problems.
2. A market study to identify retail potential by product classification, the competitive situation, opportunity for retail expansion and local preferences should occur.
3. After an inventory of existing conditions, the preparation of a development plan should follow, including traffic improvements, parking facilities, street lights, sidewalk and street improvements. Sites for new development should be identified, clustering compatible activities should be encouraged and overall improvement of the retail environment should be sought.

4. Identification and organization of mechanisms necessary for bond financing, small Business Administration loans and other financial sources should be made. Commercial banks, hopefully represented on the local committee, should be encouraged to grant loans in the area, including cooperative efforts with the Small Business Administration.

Success of a revitalization project will be dependent upon local initiative and support both on the part of merchants and local residents. Since population has generally declined in areas adjacent to older commercial districts, under a long-range program it would be desirable to seek new residential apartment development within an old strip commercial area to both help remove obsolete shopping facilities and to provide additional customers for a revitalized commercial center.

BUFFALO CITY PLAN

Chapter VI - Commercial Land Use Plan

B - DEVELOPMENT PROPOSALS

Division of Planning

VI B Commercial Development Proposals

B-1 MAJOR COMMUNITY COMMERCIAL CENTER

The City of Buffalo has developed a program under which revitalization of community commercial centers is to take place, involving investment of both public and private capital. The purposes of the program are to stabilize existing commercial areas, expand employment opportunities and preserve or improve relationships between the commercial and residential components of a community.

It is expected that businesses in the areas involved in public improvement projects will substantially improve their properties. To assist in this process, the City has allocated \$350,000 from its community development block grant funds for a revolving, low-interest loan fund. Assistance will also be given to businesses seeking loans through the Small business Administration's 502 loan program.

Under land use control considerations, expansion of major community commercial centers, in terms of added land in a center's core area, may be anticipated. Where additional land has not been provided under zoning controls, rezoning activity may be necessary.

A listing of public improvements currently proposed for major community commercial centers follows.

VI B-1, Major Community Commercial Centers

1.101 TONAWANDA-ONTARIO

Proposals for the revitalization of the Tonawanda-Ontario business area include: the repair or replacement of curbing and sidewalks; improvement of public parking facilities; planting of trees and shrubs; the provision of new street furniture, signs and graphics; and the provision of a passive park area in a part of Riverside Park closed to the commercial area.

The cost of these proposals amounts to \$600,000.

1.104 KENSINGTON-BAILEY

In the Kensington-Bailey commercial area new curbing and sidewalks, street ramps and brick pavers are proposed to improve the physical setting of the area. Also proposed are: improved parking facilities; the planting of trees and shrubs; and the installation of new street furniture and signage.

The cost of these proposals amount to \$600,000.

1.106 GRANT-FERRY

Proposed for the improvement of the Grant-Ferry community commercial area include: the renovation of the West Side Community Center; replacement of curbing and sidewalks, using pavers at street intersections; planting of trees and shrubs; and the installation of street furniture and signage.

The cost of these proposals amounts to \$600,000.

1.112 SENECA-CAZENOVIA

Entry park areas are proposed for the Seneca-Cazenovia commercial area at its northerly and southerly ends on Seneca Street. Also proposed are: the repair or replacement of curbing and sidewalks; the creation of an open plaza at the intersection of Seneca and Cazenovia Streets; the improvement of parking facilities; planting of trees and shrubs; and new street furniture and signage.

The cost of these proposals amounts to \$684,241.

VI B Commercial Development Proposals

B-2 MINOR COMMUNITY COMMERCIAL CENTERS

The City's program to revitalize community commercial centers involves investment of both public and private capital. It is expected that businesses in areas provided with public improvements will substantially improve their properties. To assist in the process the City has allocated \$350,000 from its community development block grant funds for a revolving, low-interest loan fund. Assistance will also be given to businesses seeking loans through the Small Business Administration's 502 loan program.

Under land use control considerations, minor community commercial centers are smaller in size and scale than major centers. Expansion in terms of added commercial land is less likely. Due to the smaller scale of activities, there is apt to be less conflict with adjacent residential areas. Truck loading and unloading should be less frequent and traffic generation would be less than in a major center. Pressures to rezone adjacent residential land for commercial uses should be less frequent than in the larger centers.

A listing of public improvements currently proposed for minor community commercial centers follows.

VI B-2, Minor Community Commercial Centers

1.203 GRANT-AMHERST

Proposals for the Grant-Amherst include: the rehabilitation of the community center and making provisions for handicapped persons; replacement of curbing, sidewalks and ramps at major intersections; planting of trees and shrubs; installation of street furniture and graphics; and the screening of off-street parking areas.

The cost of these proposals amounts to \$600,000.

1.222 LOVEJOY STREET

In the Lovejoy commercial area proposals include: repair or replacement of curbing and sidewalks; improvement of street lighting; installation of new street furniture and signage; planting of new trees and shrubs; and improvement of parking facilities.

The estimated cost of these improvements amounts to \$315,000.

1.224 CLINTON STREET

Proposals for the Clinton Street commercial area call for the repair or replacement of curbing and sidewalks. Also proposed are: improvement of street lighting; installation of new street furniture and signage; planting of trees and shrubs; and improvement of parking facilities.

The estimated cost of these improvements amounts to \$315,000.

VI B Commercial Development Proposals

B-4 TRANSIT STATIONS

Proposals for commercial development in the areas surrounding light-rail transit stations will be found in the chapter on Transportation, VIII B-3.2, under the Transit Stations heading. Other proposals are also included under that Section.

V1 B Commercial Development Proposals

B-1.5 Regional Commercial Centers

B-1.501 BROADWAY-FILLMORE

In July, 1976, the Broadway-Fillmore Beautification Project was begun. Funded by the Economic Development Administration, this project has provided physical improvements in the Broadway-Fillmore commercial area.

The Broadway-Fillmore shopping area is the largest commercial area in the City outside the Downtown Area. Decline in sales in recent years may be attributed to a decline in the population of its primary trading area and an increase in competition from shopping plazas outside the City proper. The strip commercial layout of the Broadway-Fillmore retail area is functionally obsolete in comparison to the newer plazas. These factors have inhibited private investment. The area's general appearance has declined.

A shopper survey indicated that over half of those interviewed found fault with the appearance of the area. A broader line of outlets and a more cohesive shopping area were then sought. In 1971 a study by Economics Research Associates concluded that retail space was excessive in relation to probable levels of market support, and that to sustain the present level of support, widespread improvements in the retail space inventory must be made.

It was recommended that concentration of the retail area should occur and that the City should attempt to convert fringe retail land into other uses. Low-interest loans should be made available to outlets in the commercial core area.

The City should consider the acquisition of fringe commercial sites for public use or for reuse as residential sites through an urban renewal write-down cost procedure. Besides reducing the over-abundant commercial land in the area, potential walk-in trade would increase for the remaining commercial uses.

Three major proposals evolve:

1. The appearance of the area should be improved through public actions and encouragement of exterior and interior improvements of private buildings should be undertaken.
2. Means to concentrate commercial uses should be determined and pursued.
3. The City should assist in the above processes through low-interest loans and providing land at write-down costs. Encouraging other uses, including housing, in fringe areas of the commercial area should follow.



Fig. B-1 501. Broadway- Fillmore Improvements

B-1.502 ALLENTOWN

The Allentown shopping area is unique because of its character and due to the regional nature of its clientele. Despite its regional attraction, shopping facilities in Allentown are basically small scale outlets. As elsewhere, it is expected that public improvement projects will be followed by substantial private investment in buildings in the area.

Land use controls should recognize the regional attraction of this area and the character of its shops. Limitations on the size of new uses should exist. Otherwise that which is attractive in this area could be lost to an over-sized development.

Proposals for the revitalization of the commercial area in Allentown include: the repair or replacement of curbing, sidewalks and street intersection ramps for handicapped persons; planting of trees and shrubs; installation of street furniture, including bicycle racks; and the provision of new, and attractive, signage.

The estimated cost of these improvements totals \$600,000.

VI B-2, Downtown Buffalo

2.01 THE DOWNTOWN MALL

Downtown Buffalo must be prepared to offer to shoppers an environment which not only affords the amenities and features available to suburban shopping center patrons of convenience, ease of parking and access, and comfortable environment, but it must and can offer more. Downtown inherently is able to offer all of the one-of-a-kind variety that suburban malls are not in a position to give to their users. This feature of Downtown in its role as the center of a region can be exploited to restore Downtown. Through concerted action by the City and its downtown leadership a center promising a level of physical amenity superior to that found elsewhere in the Region can be produced in the next ten years.

The Main Street Mall will be its central feature. It will provide the setting for a variety of stores, shops, restaurants, hotels, and other facilities on a scale and concentration not possible anywhere else in the Region.

The relationship of the Mall to existing buildings, to proposed new construction within and outside of the Mall, and to the rapid transit system are matters of prime importance.

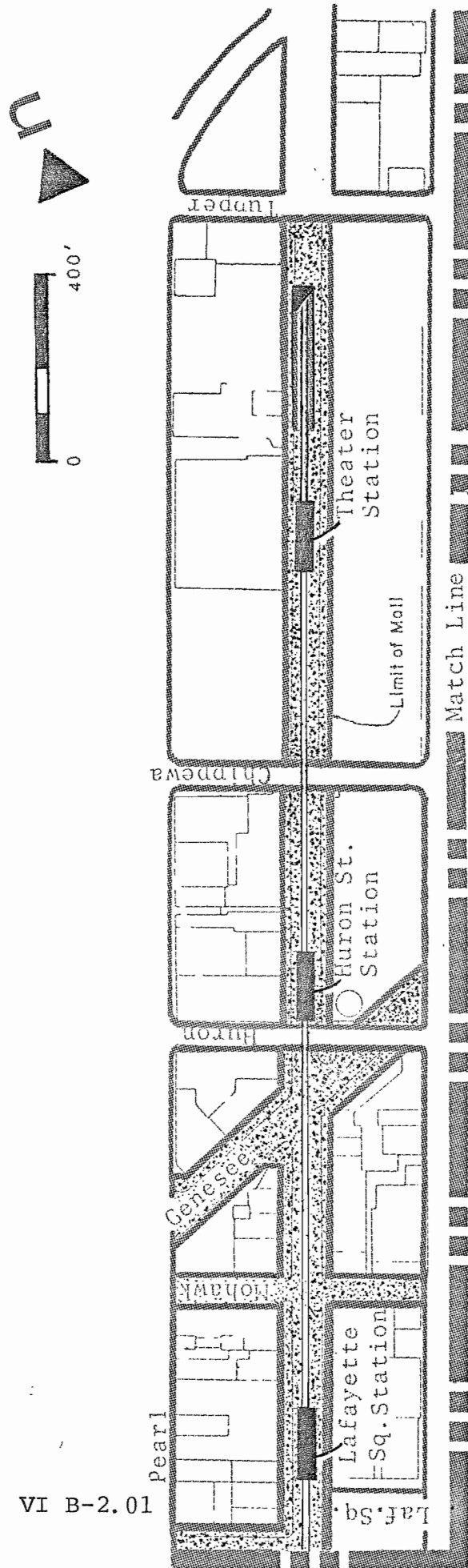
A study of the problems of management and maintenance of the Mall suggested that the best interests of both the City and the business community would be served by the formation and funding of a "not-for-profit" corporation. It is proposed that the business community finance such a corporation to assist the City in implementing the planning and building of the Mall and to manage it after completion, under contract with the City. It is suggested that the management of the Convention Center and promotion of it and the Mall be undertaken by this corporation.

A well-planned retail Mall and the convention facility together with the rapid transit system should provide incentives for the projected new private investment in the CBD as presented.

The parking to meet the projected requirements in the overall CBD can and should be carried out by the City through its Board of parking under the Buffalo Plan of Parking.

The Mall design is based on the principle that, if new environment is created Downtown some of the real growth now being siphoned off to shopping centers can be recaptured in the Downtown area.

VI B-2.01



2

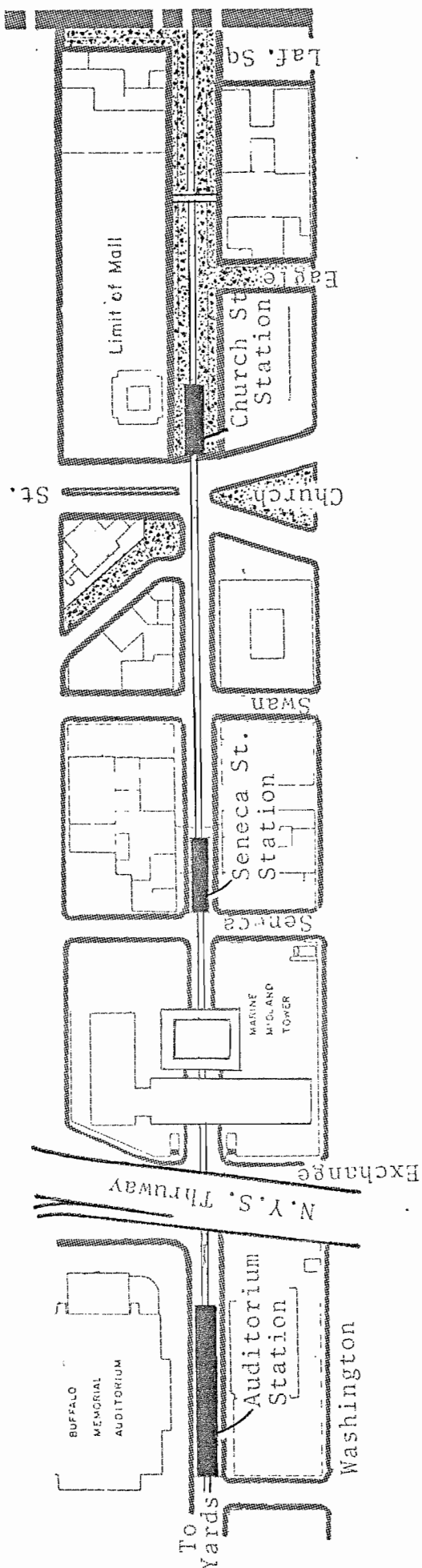


Fig. VI B-2.1. Downtown Transit Stations and Pedestrian Mall



Fig. VI B-2.3
Genesee Mall-Looking Westward



Fig. VI B-2.4
Niagara Square-Looking Southward

VI B-2.01

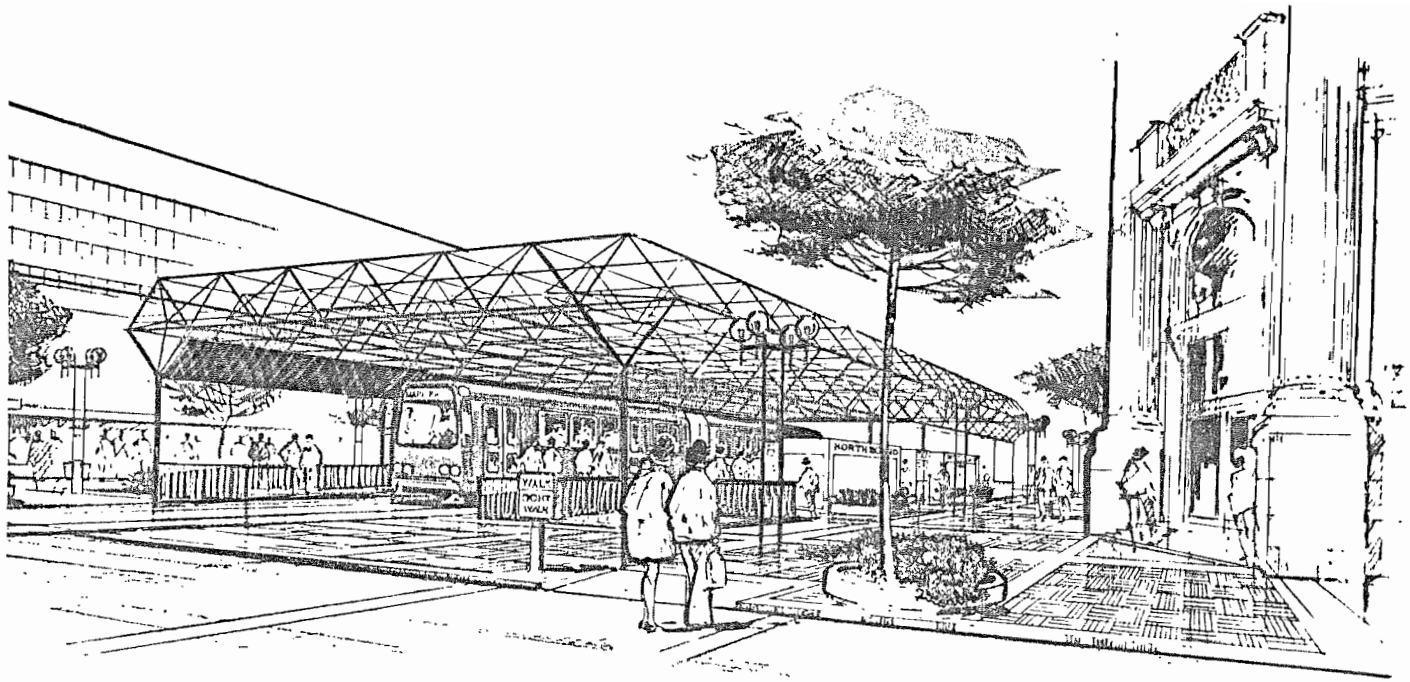


Fig. VI B-2.5
Huron Street Station

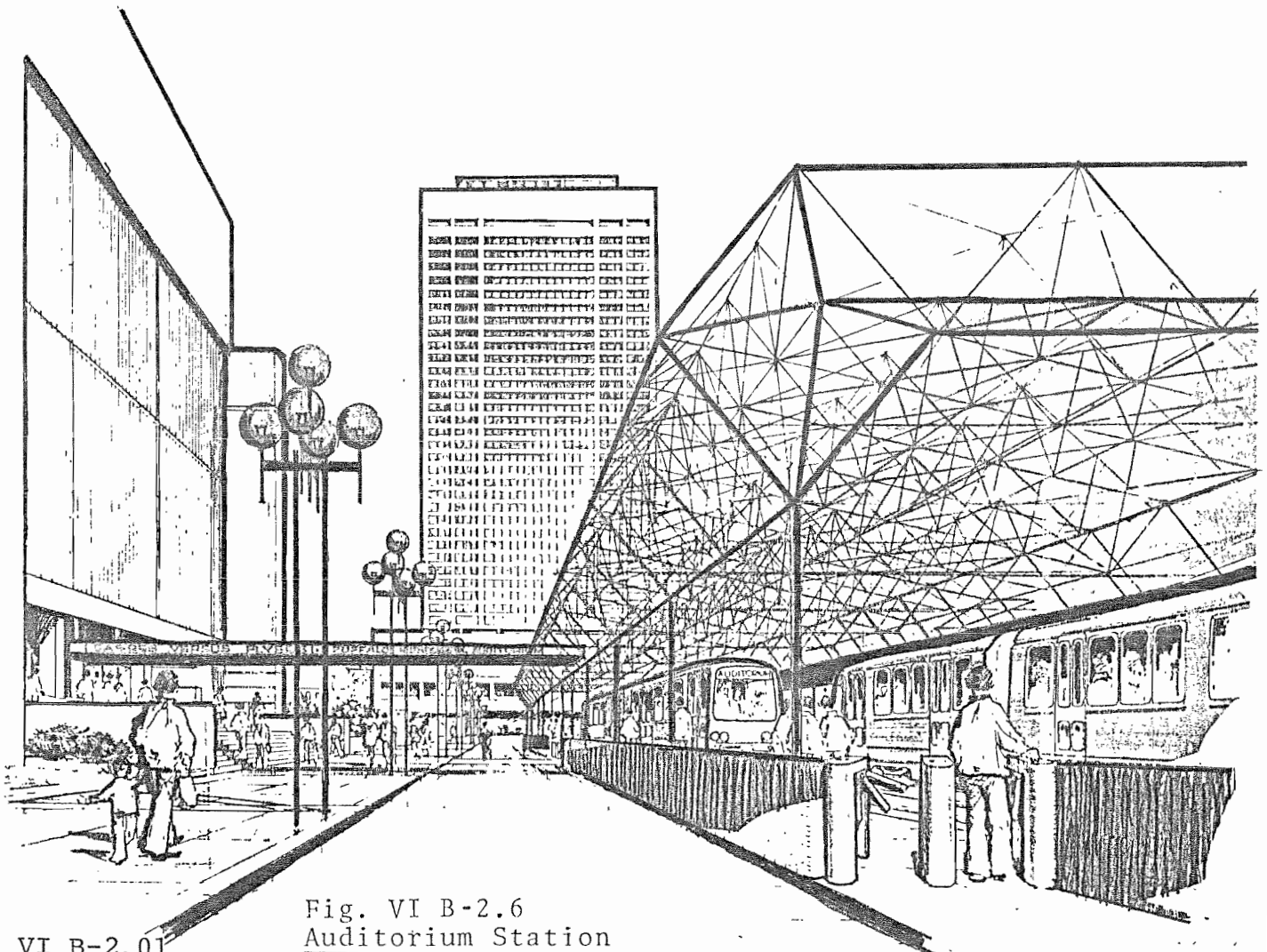


Fig. VI B-2.6
Auditorium Station

VI B-2.01

The Mall will be a combined open and sheltered area with planting, paving, benches and will have adequate security. Mall development will be coordinated with the six rapid transit stations in the CBD. Land use will be coordinated through zoning to capitalize on the potential offered by the transit line and its stations.

Areas along the Mall, or in the core of Downtown, in which offices and new or improved retailing and service activities could locate are indicated on Figure VI B-2.2. Improvements to existing structures would be desirable, especially along Pearl and Washington streets.

Relatively few stores on Main Street are serviced directly from Main Street. When Main Street is closed to traffic, services for buildings located on Main Street will be provided in off-street truck loading and unloading facilities. Side streets which will be closed to through traffic could assist in providing off-street loading facilities. Fire and emergency services can be provided over pedestrian areas in the Mall and its extensions on side streets.

B-2.02 OFFICE SPACE

Table VI B-2.1 presents an inventory of private and public office space. Assuming that the life span of private office buildings is generally 80 years, an inventory of 5,138,700 square feet, minus landmark buildings, should remain by the year 2000. For public offices, a 60 year life span is used resulting in an inventory of 1,985,500 square feet, minus landmark buildings, by the year 2000.

From Section VI A it was indicated that total private office space needs, including utility companies,¹ would amount to 11,300,000 square feet. This would indicate 6,161,300 square feet of new office space, a significant amount of which would be replacement of older facilities. Continued concentration of public office facilities in the Downtown Area would indicate an additional 3,114,500 square feet of new and replacement public office space. This figure would include such activities as the Federal Reserve Bank.

New private office space in high-rise form would concentrate in the core area and along the Mall as indicated in Figure VI B-2.2. Lower-rise buildings are more apt to be developed in the fringe areas. New public office space is apt to be built adjacent to existing public office groupings.

Besides the significant amount of replacement office space, it is presumed that by emphasizing the Downtown Area's role as the region's center and by providing improved amenities and transit facilities, office space existing elsewhere in the region will be attracted to Downtown Buffalo in the future.

Table VI B-2.2 presents an inventory of architects and the period of their major works in the Downtown Area.

It should be noted that at the present time adequate office space exists in the Downtown Area in terms of square footage. By the year 2000 this situation should change due to obsolescence of the existing inventory, specialized needs and growing emphasis on Downtown as a regional center.

Table VI B-2.1
DOWNTOWN OFFICE SPACE - 1976

PRIVATE OFFICES

<u>Building</u>	<u>Address</u>	<u>Date</u>	<u>Floors</u>	<u>Gross Sq.Ft. 000's</u>
Abstract Title	110 Franklin	1833	3	5.0
Hanover	410 Main	1900	4	20.0
Bixby	434 Delaware	1890	3	6.3
Arcade	617 Main	1892	3	17.6
Brisbane	403 Main	1896	7	249.8
Ellicott Square	295 Main	1896	10	330.0
Prudential	30 Church	1896	13	130.0
Dun	110 Pearl	1897	10	25.0
Grant Bldg.	560 Main	1897(47)	4	210.8
Wilson	703 Main	1900	2	40.0
Buffalo Sav. Bank	545 Main	1901(33-55)	4	120.0
Niag. Fr. Bank	290 Main	1901(27)	10	115.0
Dennis	251 Main	1905	5	63.0
Blue Cross	292 Main	1906	10	110.0
Fidelity	36 Church	1907	2	6.0
Sidway	777 Main	1907	6	79.8
(Denton's)	30 Court	1908	5	7.7
Chamber of Commerce	230 Main	1908	13	80.0
Marine Midland	233 Main	1912	16	240.0
Root	86 Chippewa	1913	6	54.0
Telephone Co.	65 Franklin	1913(50)	15	328.0
Merit	35 Franklin	1915	13	72.8
Crosby	170 Franklin	1916	8	50.0
Catholic Center	100 S. Elmwood	1916(65)	4	112.0
Delaware Court	236 Delaware	1917	2	60.0
Jackson	220 Delaware	1922	6	130.0
Genesee	1 W. Genesee	1922	15	156.0
Statler	107 Delaware	1922	12	154.0
B.A.C.	69 Delaware	1924	4	53.8
Delaware	357 Delaware	1924	4	28.0
Walbridge	49 Court	1924	13	125.8
Hodge	358 Delaware	1924(55)	4	30.0
Niagara-Mohawk	535 Washington	1924(27)	7	70.0
Liberty Bank	424 Main	1925(61)	22	400.0
70 Niagara	70 Niagara	1925	5	24.8
Aud.-Visual	207 Delaware	1926	6	51.3

Table VI B-2.1 (Cont.)

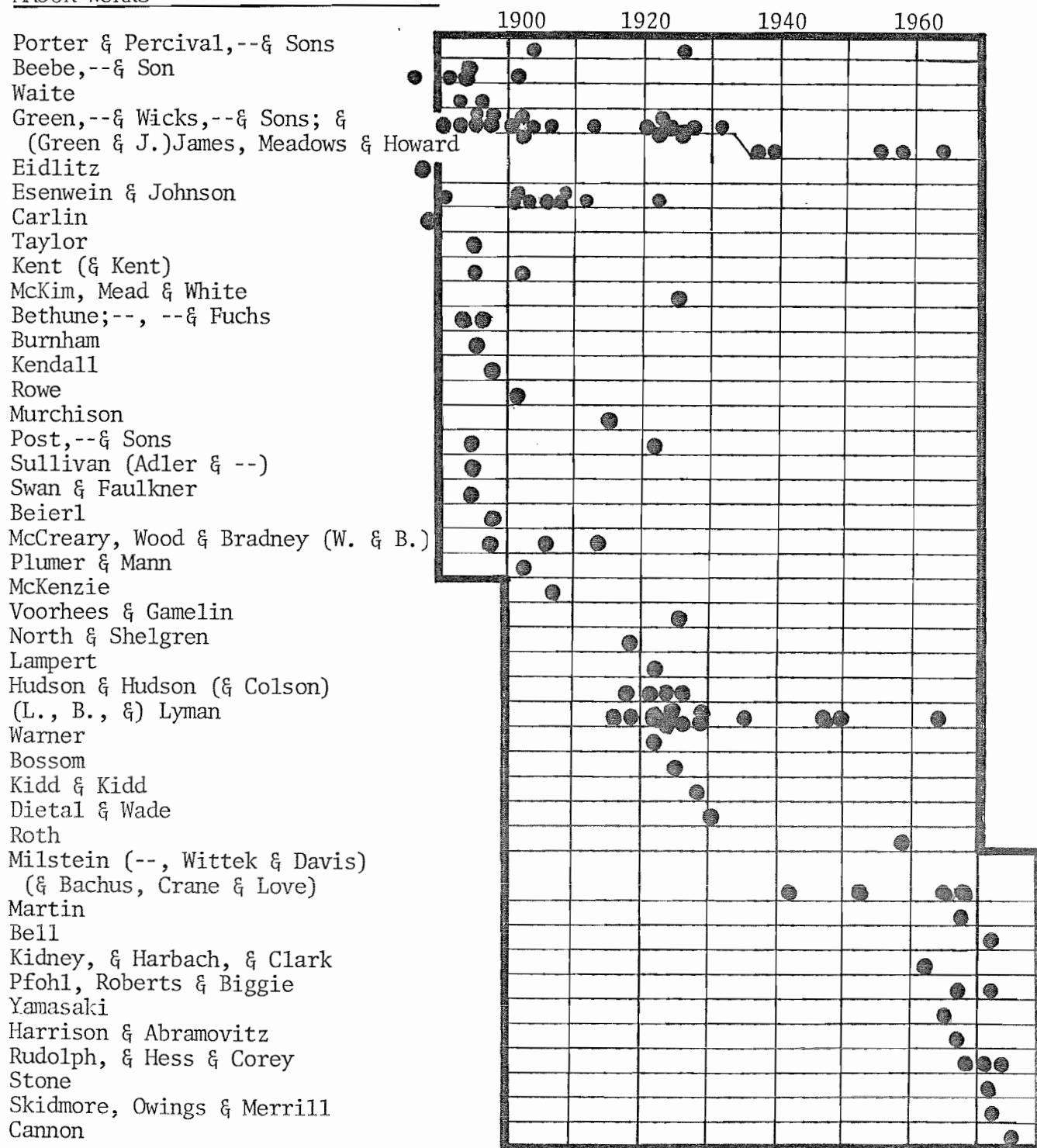
<u>Building</u>	<u>Address</u>	<u>Date</u>	<u>Floors</u>	<u>Gross Sq.Ft. 000's</u>
Hurst Bldg.	49 W. Huron	1928	4	30.0
Vars	344 Delaware	1928	4	29.8
120 Delaware	120 Delaware	1928(59)	5	82.3
Bank of N.Y.	17 Court	1929	7	58.0
Rand	14 Lafayette Sq.	1929	26	237.0
National Gypsum	325 Delaware	1941(52, 61)	3	96.0
Children's Aid	330 Delaware	1947	2	14.0
Boy Scouts	334 Delaware	1950	2	20.0
Dental Bldg.	157 Delaware	1955	1	5.2
310 Delaware	310 Delaware	1957	3	21.0
Marine Midland Add.	239 Main	1957	6	28.8
Tishman	10 Lafayette Sq.	1959	20	162.0
Telephone Add.	45 Franklin	1955(69)	4-6	88.6
135 Delaware	135 Delaware	1961	5	68.0
Family Service	181 Franklin	1962	2	7.5
Saperston Bldg.	360 Delaware	1962	4	48.3
Nat. Cash Register	452 Delaware	1963	3	18.0
W.N.Y. Savings Bank	438 Main	1963	12	190.0
Buff. Sav. Bk. Add.	555 Main	1965	6	48.0
Merchants Mutual	250 Main	1965	5	113.1
M & T	1 M&T Pl.	1967	21	294.0
Erie Co. Sv. Bank	Main Pl.	1968	26	331.0
Main Pl. Mall Offices		1968	1	80.0
Marine Plaza	Marine Plaza	1970	35	773.5
Buffalo Eve. News	News Plaza	1971	5	173.5
WGR-TV	259 Delaware	1972	2	45.0
TOTAL				6819.1
60+ yrs. old, 2000				4193.6
80+ yrs. old, 2000				2532.8
Minus Landmarks				1680.4

Table VI B-2.1 (Cont.)

PUBLIC OFFICES

<u>Building</u>	<u>Address</u>	<u>Date</u>	<u>Floors</u>	<u>Gross Sq. Ft. 000's</u>
City Court	42 Delaware	1974	10	175.0
City Hall	65 Niagara	1932	28	435.0
City Hall Annex	40 Delaware	1930	7	48.0
Erie Co. Court	25 Delaware	1965	9	230.4
Erie Co. Hall	92 Franklin	1876	6	197.9
Erie Co. Offices	134 W. Eagle	1924(35)	6	90.0
Erie Co. Vet. Bldg.	120 W. Eagle	1924	4	20.0
Rath Building	95 Franklin	1971	16	410.8
N.F.T.A. Offices	191 Ellicott	1977	8	53.8
NYS Offices	65 Court	1931	5	72.0
Donavan Bldg.	125 Main	1963	8	159.6
Federal Courts	72 Court	1936	6	137.4
Federal Offices	111 W. Huron	1972	14	323.0
TOTAL				2352.9
60+ yrs. old, 2000:				1000.3
Minus Landmarks:				367.4

Table VI B-2.2
DOWNTOWN ARCHITECTS AND VINTAGE OF
MAJOR WORKS



SOURCE: Buffalo and Western New York Architecture and Human Values, John Randall;
1976

2.03 MOVEMENT SYSTEM

Each transportation element except rapid transit exists today in some form. There are successful parking ramps which are related to the street system. There is the successful mall in Main Place but it is internalized and does not relate to anything else. The object therefore, is to create a grouping of elements which work together in such a way as to create a new environment. This calls for coordinating existing and new public elements of Downtown.

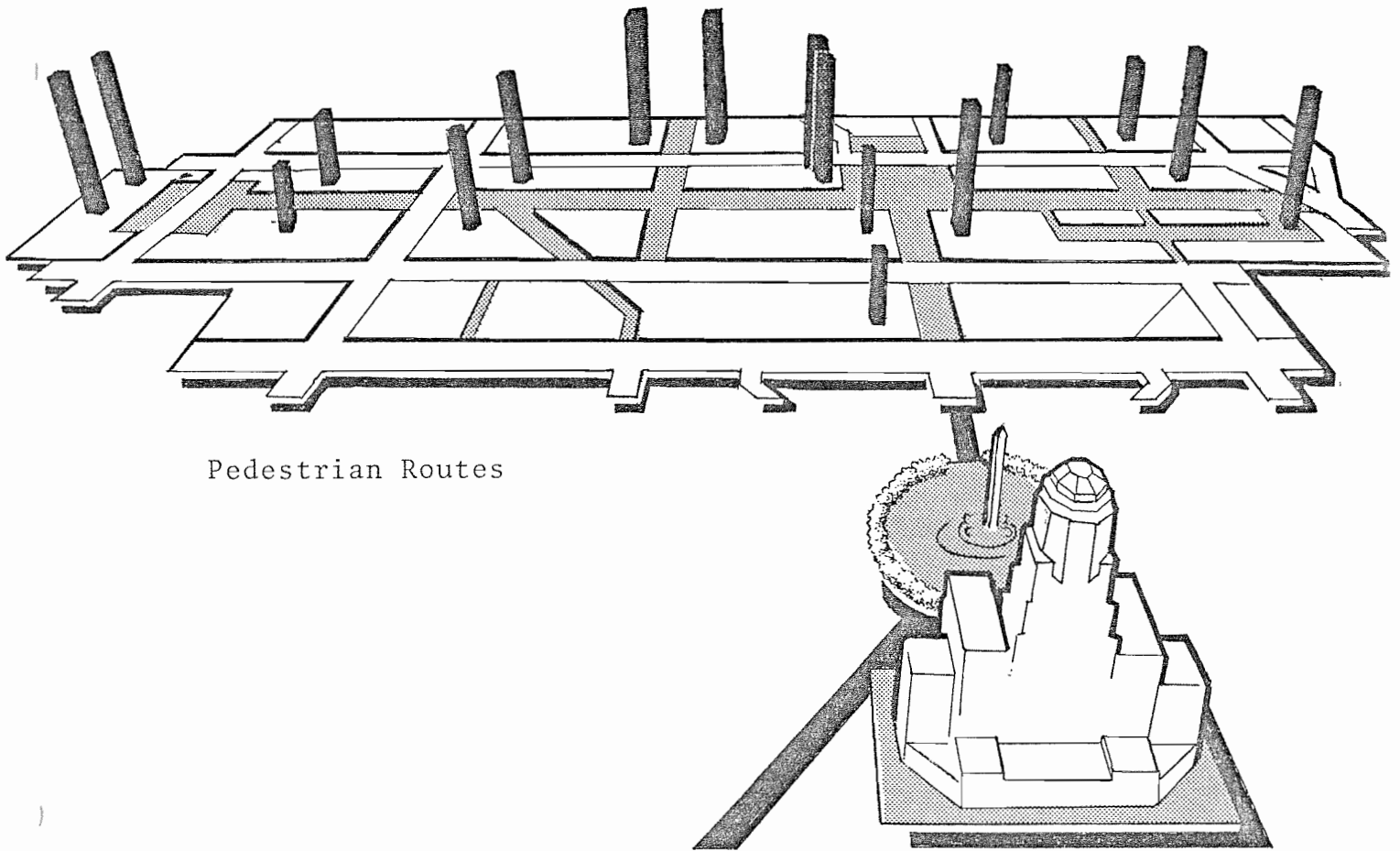
As a major coordinating element the rapid transit system and its extensions should be pleasant, fast and convenient. It should relate directly in a highly visible and well designed way to a pedestrian system. And it should promote the design and environment quality of Downtown. An efficient and reliable public transportation system will reduce street and highway improvements that would otherwise be needed to meet growing traffic demands.

The original street pattern of what is now Downtown Buffalo consisted of radial street patterns superimposed upon a grid-iron street pattern. Five and six legged intersections resulted. These are difficult to operate and, at times, confusing to drivers as well as hazardous for pedestrians. Major access to the Mall area will be provided by a combination of expressways and arterial streets.

The Niagara Section of the New York State Thruway, the Kensington Expressway and the Buffalo Skyway will accommodate nearly 70 percent of the total vehicular traffic to and from the CBD. These traffic facilities together with improvements of the regular street system should be able to accommodate anticipated motor vehicle traffic.

Of greater concern is accommodation of parked vehicles in the downtown area. In 1970 28,000 parking spaces existed. Of these, 4000 spaces were provided in permanent structures; 14,000 in parking lots or temporary parking areas; and 9000 on-street spaces were used. Construction in the Waterfront Urban Renewal Area would remove about 2000 temporary spaces. About 5000 more spaces would be lost as existing parking lots located in areas offering greater potential for other uses would be lost to new construction. A continuing pattern of more restrictive use of streets for parking purposes would deeply cut into the 9000 on-street parking spaces.

By the year 2000, approximately 20,000 new parking spaces will be required if the downtown plan is fully implemented. Over this time period about 20 new parking structures may be anticipated, either freestanding or incorporated into new development.



Pedestrian Routes

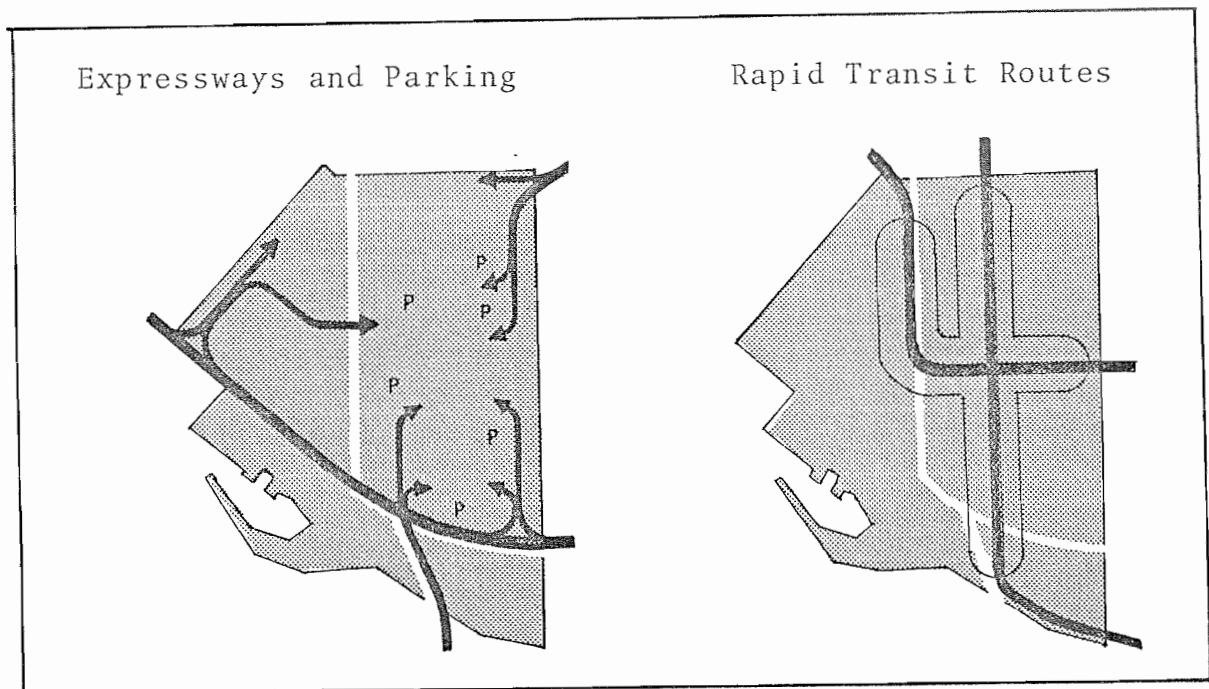


Fig. VI B-2.03 (a). Downtown Movement System.

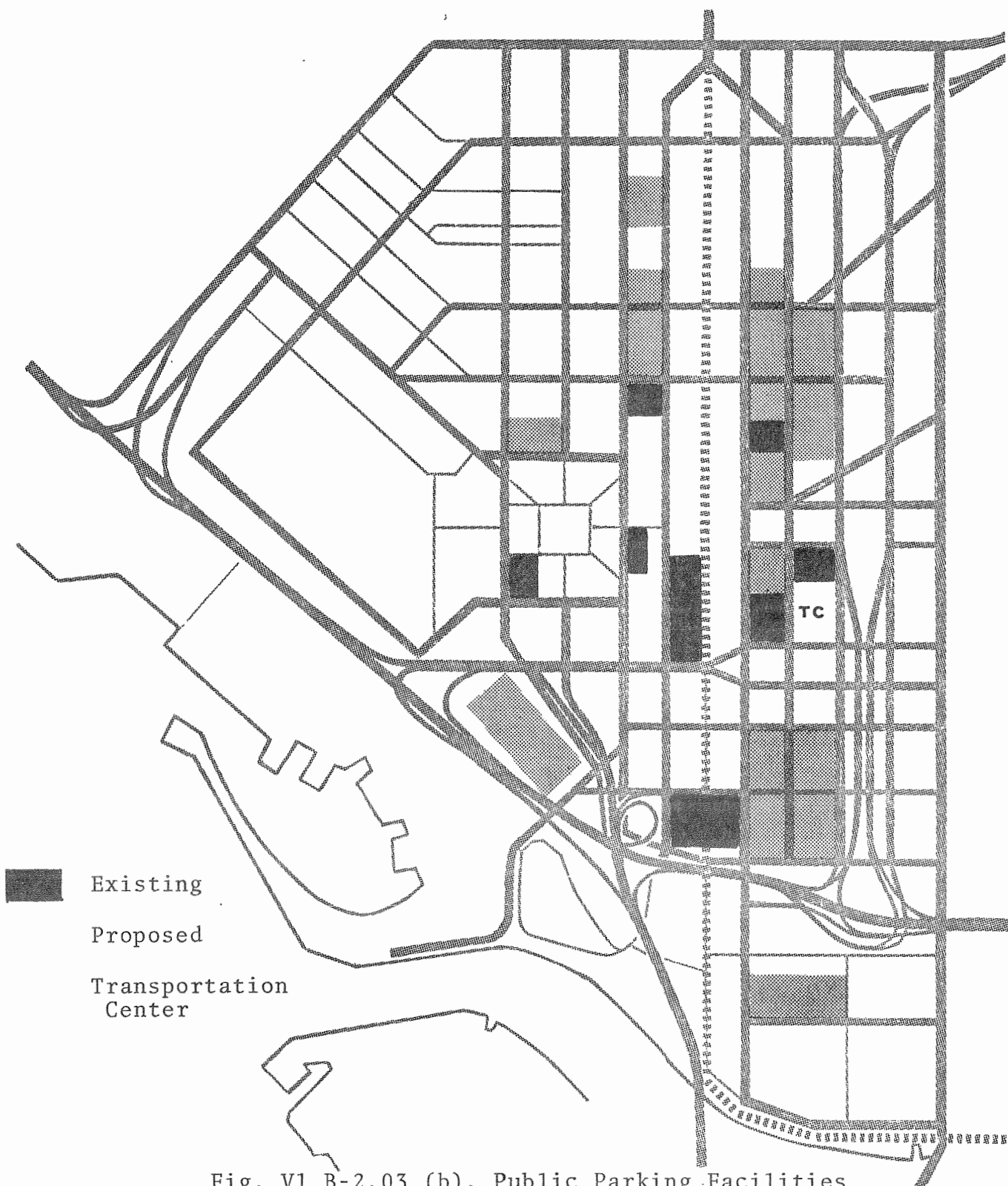


Fig. VI B-2.03 (b). Public Parking Facilities

Table VI B-2.03
DOWNTOWN TRANSPORTATION MOVEMENTS

	1972	Projected 2000
<u>Person Trips Per Day</u>		
MODE		
Walk, Taxi, Bike	7,800	8,200
Private Automobile	42,900	44,000
Transit	36,000	50,000
<u>TOTAL</u>	86,700	101,200
PURPOSE		
Shopping, Services	35,700	42,100
Employment	51,000	60,000
<u>Parking Spaces</u>		
Parking Ramps	5,000	24,500
Off-Street Lots	13,100	8,000
On-Street	9,900	--
<u>TOTAL</u>	28,000	32,500

VI B-2.04 Other Facilities

2.041 CONVENTION CENTER

The 80,000 square foot convention center will require 1000 to 1500 off-street parking facilities. An additional 1500 to 2000 new hotel rooms may be generated over the long-range period of this plan. The center should provide support for other facilities proposed in the plan by the pedestrian traffic it generates. Within 5 years after opening it is anticipated that the center would double present convention expenditures in Buffalo. This figure should double ten years after the initial increase. Of particular significance is the fact this increase in the flow of convention dollars brought into this area from other regions, would result in second and third turn-overs locally. The center's location was selected to maximize this turn-over effect and, by reenforcing local support, improve the quality of service, shopping, eating and entertainment facilities available in the downtown area.

The Convention Center has a total area of 140,000 square feet. This includes an unobstructed exhibit hall of 66,000 square feet with a ceiling height of 35 feet. There are 22 meeting rooms. The exhibit hall can seat 8,840 persons and the total seating capacity of the Center is 14,000 persons.

2.042 EDUCATIONAL FACILITY

For a number of years the location of a college-level institution in Downtown Buffalo has been discussed. A new educational facility is recommended for full-time students and to offer after hours studies for the downtown work population, the largest work force concentrated in the region. Work-study course arrangements can be more easily accommodated in the downtown area for students. The withdrawal of the University of Buffalo's Main Street campus to the Amherst campus of SUNYAB has left a void that can best be filled by a new downtown educational facility.

2.05 HOUSING

Related to the improvement of the Downtown area is increasing attractiveness as a place in which to live. No other area in the region offers the potential for variety and interest as does a downtown location. Within the Central Community the Waterfront Redevelopment Area has begun to reenforce residential characteristics of this area.

The area between Niagara Street and Elmwood Avenue presents an opportunity to establish an intown village atmosphere by combining a preservation program with compatible new residential construction. Residential areas in the northern end of the CBD also would receive a preservation-new construction policy. Some mixed-uses and minor commercial uses might be included in this area. Large-scale commercial developments should be encouraged south of Tupper Street where space to accommodate them does exist.

Within the CBD itself residential uses, most probably in combined-use buildings, would be encouraged in appropriate settings.

BUFFALO CITY PLAN

Chapter VII - Industrial Land Use Plan

A - LONG-RANGE POLICIES AND STANDARDS

Division of Planning

Chapter VII - INDUSTRIAL LAND USE PLAN

Technological changes in manufacturing have significantly altered land requirements for industry. Demands for space to accommodate horizontal production methods and economic considerations have arisen. The City of Buffalo found itself with obsolete multi-story loft buildings. The ability of the City to develop plans and programs to adequately meet this change and provide necessary sites is of major importance to the long-range economic vitality of the City.

Industry in Buffalo had reached a high level and had experienced a slump in the years preceding World War II. The entrance of the United States into World War II provided a stimulant to the economic base of the area, and a new peak of industrial activity was reached. The war may be seen as an artificial stimulant to the area's economy, which had already experienced problems.

After the Second World War parts of the industrial foundation of the Buffalo area began to erode. Some specialized problems arose locally, but in general the economy reflected problems confronting the Northeastern Region of the United States. Competitive factors attracted industrial growth elsewhere and existing industrial facilities were often obsolete.

The historic low cost electric power advantage of the Buffalo area was dealt a blow in 1956 when a private generating plant was destroyed by a rockslide. In 1958 the New York State Power Authority began construction of a new power generating facility. The resources of the project were tied into a state-wide network designed to provide a reserve of stable power across the State, and beyond when necessary. The low cost electric power advantage of the area was reduced, although it remains to some extent. More uniform regional power rates were established by the State Power Authority. In 1958 the St. Lawrence Seaway opened. This damaged the City's role as a transfer point.

In the past industrial employment projections were based on expectant population. The anticipated labor force was broken into increased industrial employment groups. Fifteen years ago a goal to provide employment for a natural increase in population was established. Two basic changes have occurred since that time. The first is a reduction in the increase of population due to the declining birth rate. The second is recognition that the industrial base of the region is affected by competitive considerations outside the Buffalo Metropolitan area. The City must struggle to keep its industrial base competitive. Not only has the industrial base of the Buffalo area not grown to support a larger

population, it remained stable in some areas and declined in others. Even some of the smaller than anticipated population growth could not be supported by the economic base of the area.

A - LONG RANGE CONSIDERATION

The Industrial Land Use Plan proposes the consolidation of existing industrial areas and the orderly development of industrial expansion. General industrial policies are:

1. Removal of substandard facilities - Obsolete and deteriorating industrial structures should be rehabilitated or cleared. Improved environment should be sought for existing uses as well as for new facilities.
2. Encourage industrial development - In order to supply employment opportunities and to increase the city's tax base, industrial uses should be encouraged to build or expand.
3. Increase the skilled labor supply - Through training or re-training programs, an increase in the skilled labor supply will both assist individuals and attract new employment opportunities.
4. Concentrate related uses - Industrial uses which are related in function should be encouraged to develop in close proximity to one another.
5. Buffers should be provided - Buffers between industrial and residential uses would benefit both uses by separating them and reducing inherent conflicts.

It should be recognized that negative attitudes do exist in relation to the industrial climate in the Buffalo area. Taxes are often mentioned as a factor in discouraging industrial investment in the area. While there is truth in this, taxes generally are a relatively small factor in overall expenses. Some positive steps that could improve the local situation follow:

An electric energy cost advantage remains locally. Steps necessary to retain this advantage and to discourage power generated in this area to be drained into other areas should be pursued.

Greater local production of natural gas should be sought and an improved industrial distribution system established.

The use of coal to supplement other energy should be encouraged.

Efforts to improve industrial transportation facilities and to reduce transportation costs should be undertaken.

Encouragement of a national policy to promote the most economical and energy-conserving means to ship industrial products should be sought. This should be to Buffalo's advantage.

The City of Buffalo will remain as the major center of employment of the region. Suburbanization of employment is most apt to occur in those areas of the economy classified as commercial in this study. By the year 2000 employment should be more evenly spread out among the various commercial and industrial groups.

Manufacturing will continue to be the largest single category of employment. It is anticipated to rise from its current low point but future employment is not apt to reach the levels of past decades. Gains in employment in other groups may be anticipated and gains in retail and services employment can off-set the lack of growth in manufacturing employment.

For the purposes of this industrial land use study, the City was broken into three zones which have distinct characteristics.

Zone A, the inner zone, consists of the Central Community. Its floor area ratios and employee densities are high. The availability of a varied and flexible work-force exists and transit facilities are good. Small firms are able to utilize space in multi-story buildings. There is a limited supply of vacant land.

Zone B, the middle zone, is larger than Zone A. Much of its industrial space is devoted to goods handling firms. Floor area ratios and employee densities are lower than Zone A. Sites have a desirable location for some distribution uses. Vacant land of adequate size is limited but industrial renewal could make additional sites available.

Zone C, the outer zone, includes the port and a number of different industrial uses. Floor area ratios vary, but they are generally much lower than the other two zones. Similarly, employee densities are lower. Much of the land is used for railroads. Inter-industry linkages exist. A large skilled work force, transported by automobile and public transit, is available. It is an excellent point of distribution with access to highways and rail service. Vacant land is available in large tracts, although much of this land requires utilities and improved access.

Table VII A-1 presents existing industrial land use by zone. Distribution of industries is presented graphically in Figure VII A-1.

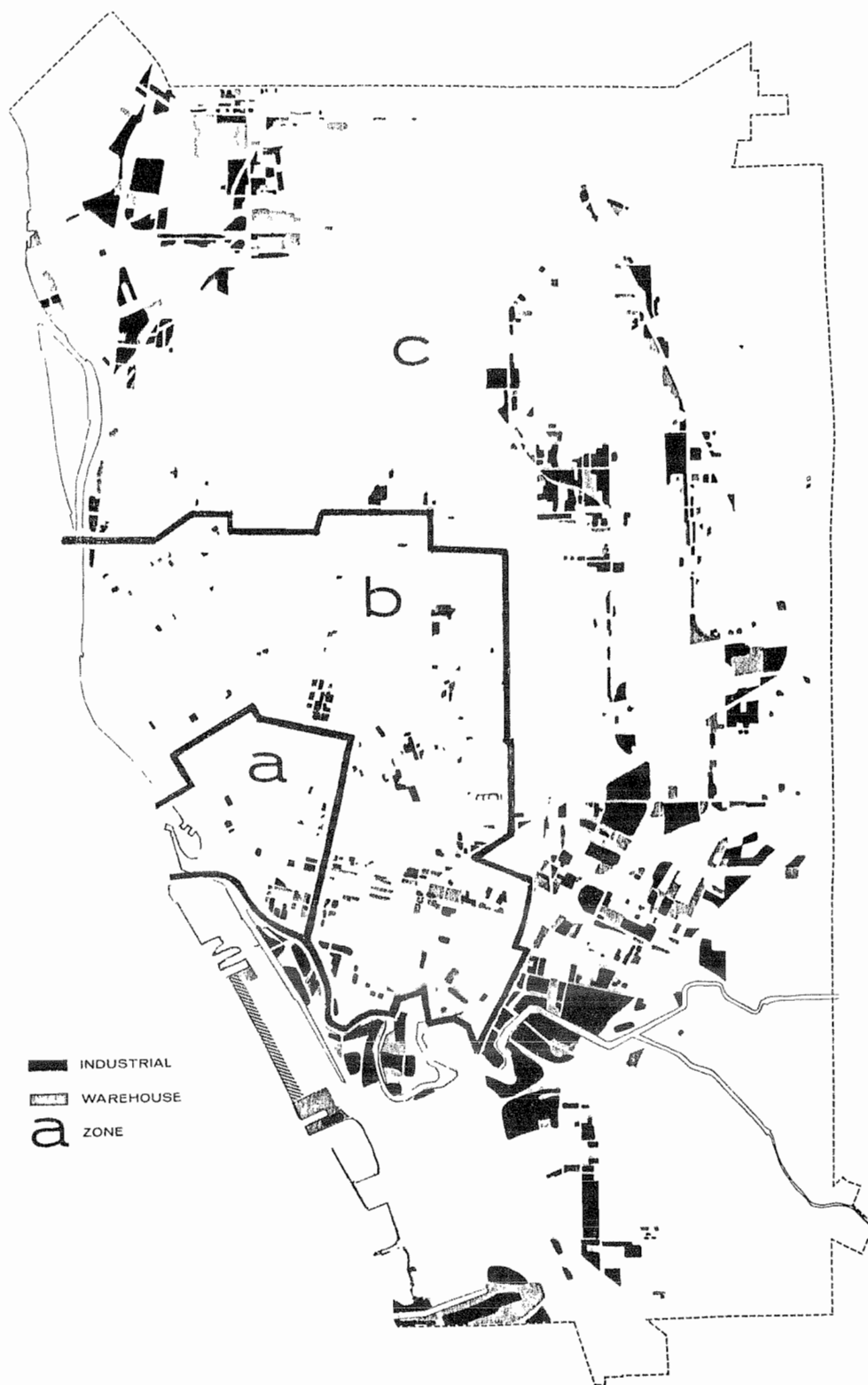


Figure VII A-1. Existing Industrial Land Use

Table VII A-1
INDUSTRIAL LAND USE BY ZONE

	<u>Land Use Statistical Units</u>		<u>Area in Acres</u>		
	<u>Units</u>	<u>Sub-Units</u>	<u>Wholesale/ Warehouse</u>	<u>Industrial</u>	<u>Railroads</u> <u>Total</u>
<u>ZONE A</u>	8	- - -	19.1	17.5	12.1 48.7
<u>ZONE B</u>	9	04.03, 04.04, 05.04, 05.05, 06.03, 06.04, 06.05, 11.01, 11.02	82.6	174.2	245.0 501.8
<u>ZONE C</u>	1, 2, 3, 7, 10, 12	04.01, 04.02, 05.01, 05.02, 05.03, 06.01, 06.02, 11.03, 11.04, 11.05	680.4	1859.9	1845.6 4385.9
<u>TOTAL</u>	1 - 12	- - -	782.1	2051.6	2102.7 4936.4

Table VII A-2
AREA CONSIDERATIONS OF INDUSTRIAL USES BY ZONE

<u>Zone</u>	<u>Floor Area Ratio</u>	<u>Floor Space Per Employee</u>	<u>Employees Per Acre</u>	<u>Acres per 1000 Employees</u>
A	1.3	303 sq. ft.	177	5.5
B	1.0	415 sq. ft.	105	9.5
C	0.6	459 sq. ft.	55	18.4

Table VII A-3
LABOR FORCE, 1974 AND PROJECTED
In Thousands

	<u>SMSA</u>	<u>Reside in City</u>
1974	532.0	162.8
1980 Projected	559.1	151.6
1990	590.0	145.7
2000	607.9	152.8

Table VII A-4
EMPLOYMENT, 1974 AND PROJECTED
In Thousands

	<u>SMSA</u>	<u>Employed in City</u>
1974	486.0	201.7
1980 Projected	520.5	216.4
1990	549.2	231.6
2000	565.8	241.8

Table VII A-5
PROPOSED INDUSTRIAL STANDARDS - NEW DEVELOPMENT

<u>Zone</u>	<u>Floor Area Ratio</u>	<u>Floor Space Per Employee</u>	<u>Employees Per Acre</u>	<u>Acres Per 1000 Employees</u>
A	1.5	300 sq. ft.	150	7.0
B	1.0	450 sq. ft.	50	20.0
C	0.5	600 sq. ft.	30	35.0

Table VII A-6
MANUFACTURING EMPLOYMENT
In Thousands

	<u>1967</u>	<u>1972</u>	<u>Estimated 1974</u>	<u>Projected 2000</u>
Buffalo SMSA	176.2	151.7	156.3*	139.5
City of Buffalo	66.7	53.2	44.0	42.5
*1975 Estimate: 139.4				

Table VII A-7
WHOLESALE TRADE EMPLOYMENT
In Thousands

	<u>1967</u>	<u>1972</u>	<u>Estimated 1974</u>	<u>Projected 2000</u>
Buffalo SMSA	24.9	25.3	24.5	28.0
City of Buffalo	16.4	13.0	14.8	15.9

Table VII A-8
OTHER INDUSTRIAL EMPLOYMENT
In Thousands

	<u>Estimated 1975</u>	<u>Projected 2000</u>
<u>Transportation, Communications, Utilities</u>		
Buffalo SMSA	34.3	41.8
City of Buffalo	16.5	20.3
<u>Agriculture, Mining, Construction</u>		
Buffalo SMSA	24.8	28.1
City of Buffalo	9.1	10.4

Table VII A-9
DISTRIBUTION OF INDUSTRIAL EMPLOYMENT AND ACREAGE, 2000
City of Buffalo

	<u>Zone A</u>	<u>Zone B</u>	<u>Zone C</u>
Employment by Percent	3%	30%	67%
Employment by Number	7,254	72,600	162,140
Acreage by Percent	2%	21%	77%
Acreage* by Amount	53	554	2033

*Acreage unadjusted. See Table VII A-10 for adjustments.

Current utilization ratios of floor area (floor area divided by site area), floor space per employee, employees per acre and acres per 1000 employees are shown in Table VII A-2, on a zone basis. Table VII A-3 and Table VII A-4 present 1974 and projected labor force and employment on a Metropolitan and on a City basis, as developed in Chapter IX B. Recommended industrial standards, on a zone basis, are presented in Table VII A-5.

In order to ascertain the amount of land required by industry in the future, it is necessary to estimate future employment according to industry group on a Metropolitan basis and then translate these estimates into future space requirements within the City. Table VII A-6 indicates manufacturing employment of past years and makes a projection on existing probabilities. Table VII A-7 follow the same procedure for wholesale trade employment. The opportunity for significant wholesale trade and related warehousing activities in the City remains due to the advantages of the central city as a regional distribution center. The City is well served with transportation facilities, water, rail and highways. Increased Canadian activity could lead to greater need for warehousing facilities in the City.

Table VII A-8 adds potential employment in transportation, communications and utilities with agriculture, mining and construction. Table VII A-9 presents the distribution of industrial employment and acreage on a zone basis for the year 2000.

Finally, Table VII A-10 presents the acreage allocated in the industrial land use plan. Acreage figures include necessary adjustments and describes the plan as illustrated in Figure VII A-2.

The land use distribution of the industrial plan is not drastically different from the existing pattern. However, the plan emphasizes capitalization on the transportation network in the City. It does propose a more efficient use of land and consolidation of industrial uses. Under zoning controls, required buffers between incompatible uses are recommended, a factor now absent under existing zoning controls.

Some underutilized industrial areas may require public site preparation activities to make sites competitive with other locations. The industrial land use plan provides a basis for guiding industrial development in the City. Implementation of the plan will require active control and development programs.

Table VII A-10
ACREAGE ALLOCATED IN INDUSTRIAL LAND USE PLAN

	<u>Acreage</u>
Manufacturing	1050
Wholesale Trade	503
Other and Mixed	1087
Sub-Total	2640
Streets	360
Rail Facilities	1300
Additions*	400
TOTAL	4700
Industrial Reserve	600
Mapped Area	5300

*Includes unusable space, buffers, drives and non-industrial facilities.

Table VII A-10
ACREAGE ALLOCATED IN INDUSTRIAL LAND USE PLAN

	<u>Acreage</u>
Manufacturing	1050
Wholesale Trade	503
Other and Mixed	1087
Sub-Total	2640
Streets	360
Rail Facilities	1300
Additions*	400
TOTAL	4700
Industrial Reserve	600
Mapped Area	5300

*Includes unusable space, buffers, drives and non-industrial facilities.

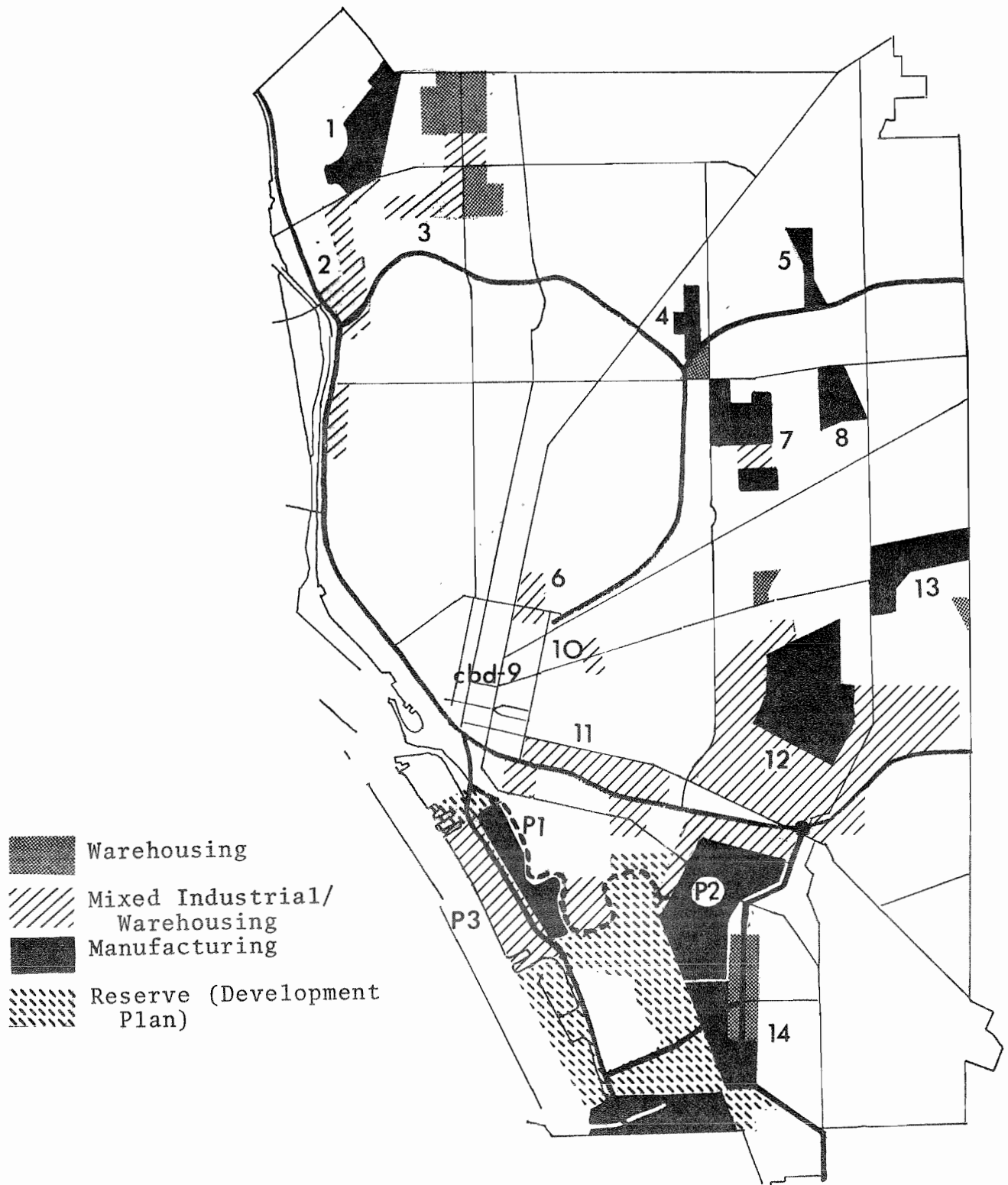


Fig. VII A-2. Industrial Plan.

A-1 Major Inland Industrial Centers

The major inland industrial centers listed below represent existing and potential industrial centers which offer significant employment opportunities. These centers represent groupings of industries where public actions to improve appearance or efficiency should be of particular benefit. Besides consideration of employment opportunities, however, actions should be reviewed as to their environmental impact and their relationship to adjacent land uses.

Public investments for industrial-related improvements should concentrate on centers where major benefits may accrue. Improvements related to single industries would be less beneficial in terms of public investment in the City's economy. The industrial centers provide focal points within the industrial land use plan where development proposals should develop.

Listed below are 14 major inland industrial centers in the City. Development for these areas will be presented in Section B of Chapter VII under the following headings:

- B-1.101 Rano-Military
- B-1.102 Niagara-Tonawanda
- B-1.103 Great Arrow
- B-1.104 Halbert Street
- B-1.105 Clyde Street
- B-1.106 Oak Street
- B-1.107 Northland
- B-1.108 Olympic
- B-1.109 CBD
- B-1.110 Mortimer
- B-1.111 South Ellicott
- B-1.112 Thruway Industrial Park
- B-1.113 Broadway-Bailey
- B-1.114 Hopkins Street

A-2 Port Facilities

Port industrial activities center around the Inner and Outer Harbors. The Inner Harbor, for the purposes of this study, is broken into two areas, the downstream area and the upstream area of the Buffalo River.

Four categories are listed below. Development planning for these areas will be presented in Section B of Chapter VII under the following headings:

- B-2.1 Outer Harbor
- B-2.2 Free Trade Zone
- B-2.3 Buffalo River, Upstream Area
- B-2.4 Buffalo River, Downstream Area

BUFFALO CITY PLAN

Chapter VII - Industrial Land Use Plan

B - DEVELOPMENT PROPOSALS

Division of Planning

VII B Industrial Development Proposals

ZONING

The City of Buffalo was almost fully developed when its first zoning ordinance went into effect in 1926. Industrial and residential uses were mixed throughout the City. Separation of incompatible uses is still a goal of the City. As development continues in the future, removal of non-conforming uses should be a major objective. The formation of district residential and of district industrial zones should be sought with buffers or intermediate uses separating the two in areas where they are now mixed. The more objectionable an industrial use may be, the further it should be located from residential uses. Light industrial activity may remain adjacent to a residential area if it causes no adverse effects.

Within designated industrial districts the City should assist the development of underutilized or vacant land for industrial purposes. Such a process should include preparation of industrial sites which could be offered at write-down costs.

INDUSTRIAL HIGHWAY

As the Port area continues to develop along industrial lines it will become desirable to provide improved industrial traffic carrying capacities. For traffic headed for the N.Y.S. Thruway, another route other than entrance into the Downtown Area should be provided. A Tifft Street connection to the Thruway at a reconstructed Seneca Street interchange would require a new street to be built outside the residential area in South Buffalo. Such a street would be west of and parallel to Hopkins Street, crossing the Buffalo River just east of the Navigation Channel.

This connection could continue northward to service the Thruway Industrial Park. Besides improved access to the Thruway, such a route could service related industries in the two industrial areas. It would also keep unnecessary traffic from entering the Downtown Area.

VII B Industrial Development Proposals

B-1.111 SOUTH ELLICOTT

The proposed South Ellicott Industrial Park is located in the South Ellicott Neighborhood Development Program area which is adjacent to the Central Business District. The area of the Industrial Park site contains a complex of underutilized rail lines and the surrounding area is primarily industrial in character. Nearby, however, an abundant labor supply exists, composed generally of low-income residents with a high unemployment rate.

The purpose of the South Ellicott Industrial Park proposal is to prepare and sell sites for industrial development in the central area of the City and to provide employment opportunities for residents in nearby areas. It would also provide existing industries with land for expansion purposes as well as offering sites for industries displaced by public actions elsewhere.

The proposals for site improvement and preparation call for the demolition of 2 two-story brick buildings, a one-story frame building, a shack and two wooden platforms, removal of a cobblestone alley and 12 rail lines as well as site grading. Street improvements call for the reconstruction, widening and extension of Alabama Street (to meet a realignment of Spring Street outside the project area) and the reconstruction of South Cedar Street to realign the street with the Louisiana Street viaduct. For the realignment of Cedar Street, one City-owned parcel of land and one vacant, unimproved lot would have to be acquired for that purpose.

A 20 inch water line in Exchange Street, a 10 inch water line in Alabama Street and a 12 inch water line are proposed. New, separated, sanitary and storm sewers are planned in Seneca, Alabama and Exchange Streets.

Once sites have been prepared, land would be offered to potential industrial developers at a right-down cost.

Table VII B-1.111
SOUTH ELLICOTT INDUSTRIAL PARK, COSTS

ESTIMATED COSTS

Water Lines	\$166,320
Street Improvements	176,000
Sewers	372,900
Sanitary - \$196,000	
Storm - 143,000	
Demolition	150,000
Acquisition	2,500
(S. Cedar St. realignment)	
Sub-total	\$867,720
Contingencies	86,770
TOTAL	954,490

ANTICIPATED SOURCES

Economic Development Agency	\$763,590
City of Buffalo	190,000
TOTAL	\$954,490

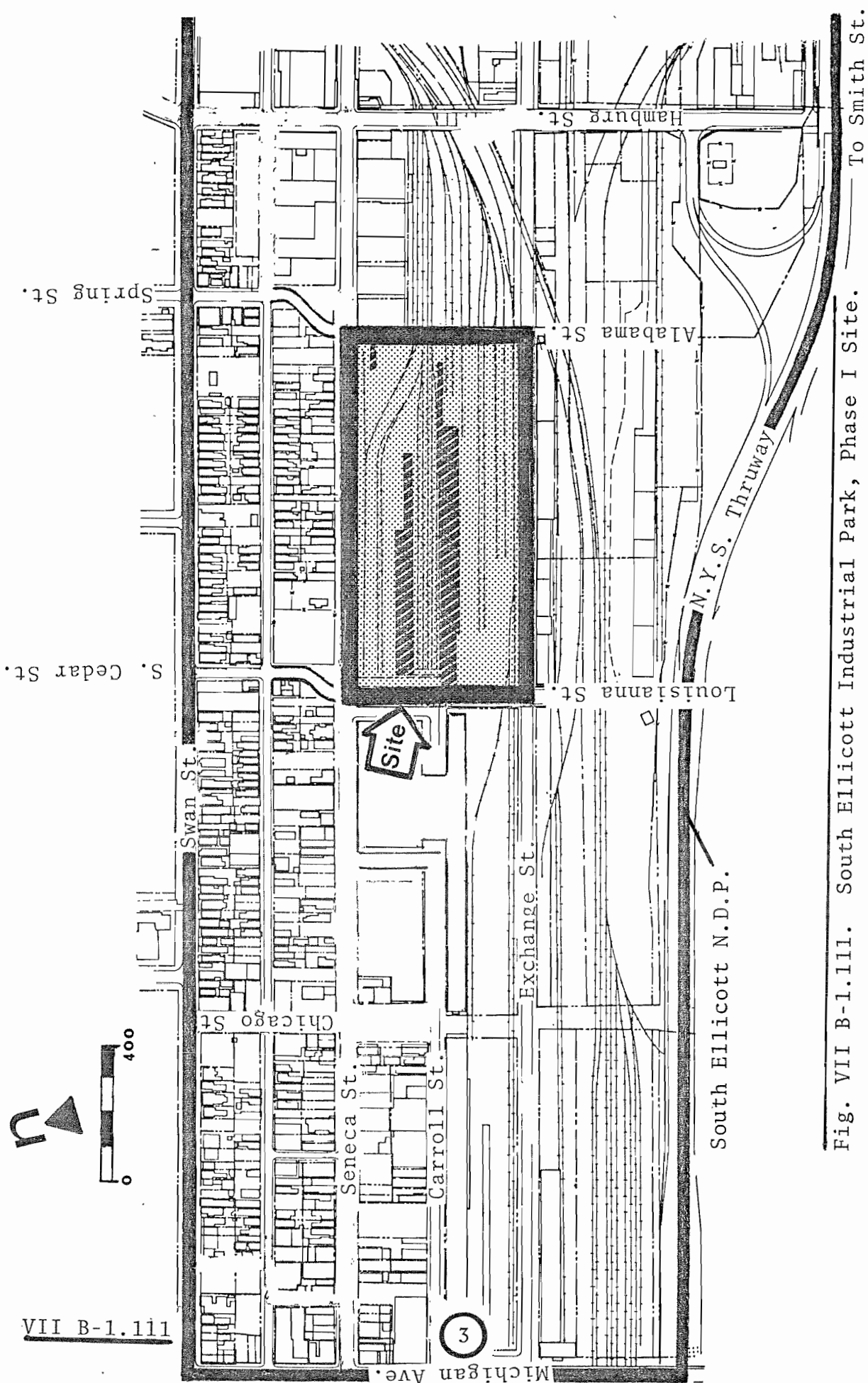


Fig. VII B-1.111. South Ellicott Industrial Park, Phase I Site.

VII B Industrial Development

B-1.112 THRUWAY INDUSTRIAL PARK

Proposals for a Thruway Industrial Park began in the late 1950's. Related to such proposals, the U.S. Post Office moved its Main office into the area as did a liquor wholesaler in the early 1960's. An urban renewal project was not approved by the Federal government.

In 1964 the City decided to undertake a Pilot Project on its own. The project was to illustrate the feasibility of the overall proposal and to provide industrial relocation facilities for redevelopment activities elsewhere. The City invested \$2.8 million in the Thruway Industrial Park Pilot Project and, although slow moving at first, the Pilot Project gained momentum in recent years.

Elsewhere in the overall project, especially in the area between Bailey Avenue and the East City Line, private activity has resulted in significant improvements. Dingsen Street in this area was improved under an E.D.A. grant.

The City has expanded its industrial program in the Thruway Industrial Park area by proposing further industrial improvements on the north side of William Street. Developers have already expressed intentions to move into the new sites. Land for expansion of industrial site improvements involve two phases.

The first phase involves land owned by the City. Improvements will cost \$2 million and include pavement, street lighting, sewers and water lines. The Federal government will supply the funds for these improvements. Also included is a 400,000 square foot industrial incubator building, a warehouse-type facility in which new companies will locate until they are able to move into their own facilities.

The second phase exists on land owned by a railroad company which the City hopes to obtain in lieu of taxes.

After absorbing some of the costs, the City will be able to offer improved industrial sites at a reasonable rate. Future industries will provide tax-revenue and employment opportunities. New York State offers relief from corporate franchise and income taxes to companies which locate in areas, like this, of high unemployment. Cost estimates are provided below.

	<u>Land</u>	<u>Sewer, Water and Pavement</u>	<u>Source:</u>
Phase I	\$0 (City-owned)	\$2,000,000*	E.D.A. (Granted)
Phase II	0 (In lieu of takes)	561,000	

*Includes industrial incubator.

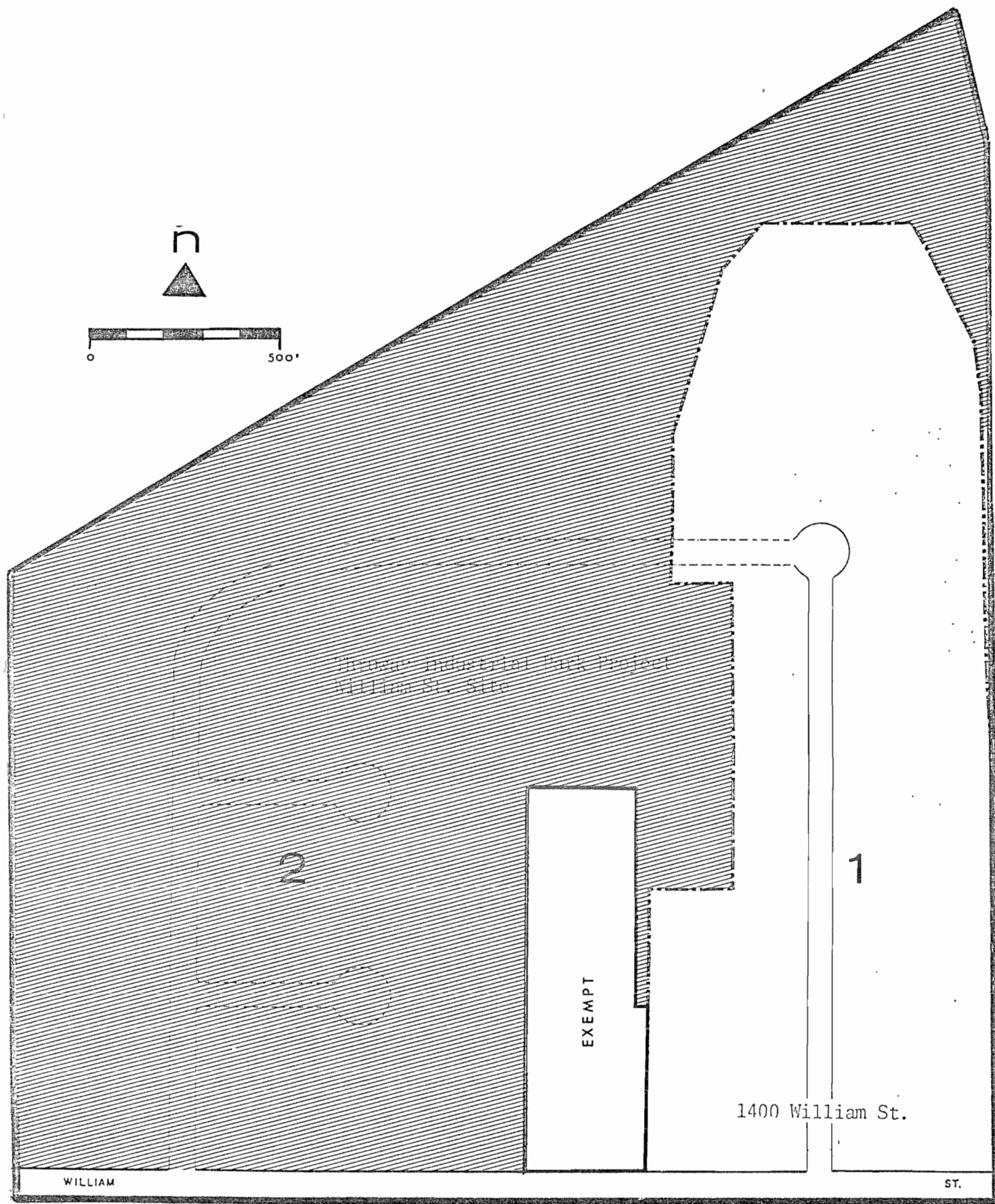


Fig. B-1.112. Thruway Industrial Park, William St.
VII B-1.112 2

VII B Industrial Development Proposals

B-2.1 OUTER HARBOR

Waterborne commerce is discussed in the chapter on transportation, chapter VIII, Sections A and B. Development which may occur on land related to waterborne commerce activities is discussed in this section.

The historic role of Buffalo's Port has been its service as a gateway from western regions of the nation to eastern regions. Time has altered single reliance on the Port of Buffalo for such movements. Recent emphasis on energy conservation and on the use of western low-sulphur coal has given the Port of Buffalo an opportunity to revive the historic role of the Port.

The predominant potential offered to the Port at this time is in handling dry bulk material and low-sulphur coal in particular. Other potentials may develop in the future.

Figure VII B-2.1 illustrates the location of a proposed bulk handling terminal in the Outer Harbor, on lands of the Public Port of Buffalo. Four designated ship berths are proposed on the west-erly side of the dry bulk storage area, primarily for the use of coal shipments. Lake freighters would lay alongside the shore. Non-coal bulk shipments would be accommodated along the northerly shore of the terminal area. Between 250 and 300 freighters would be anticipated on an annual basis.

Coal would be placed in its storage area by self-unloaders via a conveyor system and stackers. It would be unloaded from freight-ers at a rate of 3000 tons per hour. Bulk material would be re-covered by reclaimer and delivered to rail, truck or barge at a rate of 2000 tons per hour. A railroad loop would circumscribe the dry bulk storage area and would be large enough to accommo-date a 100 car train. Bulk material be covered for retrieval during winter months.

The dry bulk terminal would employ approximately 60 persons, but related activity and industrial uses attracted or retained be-cause of the coal supply would have a far greater effect on the local economy.

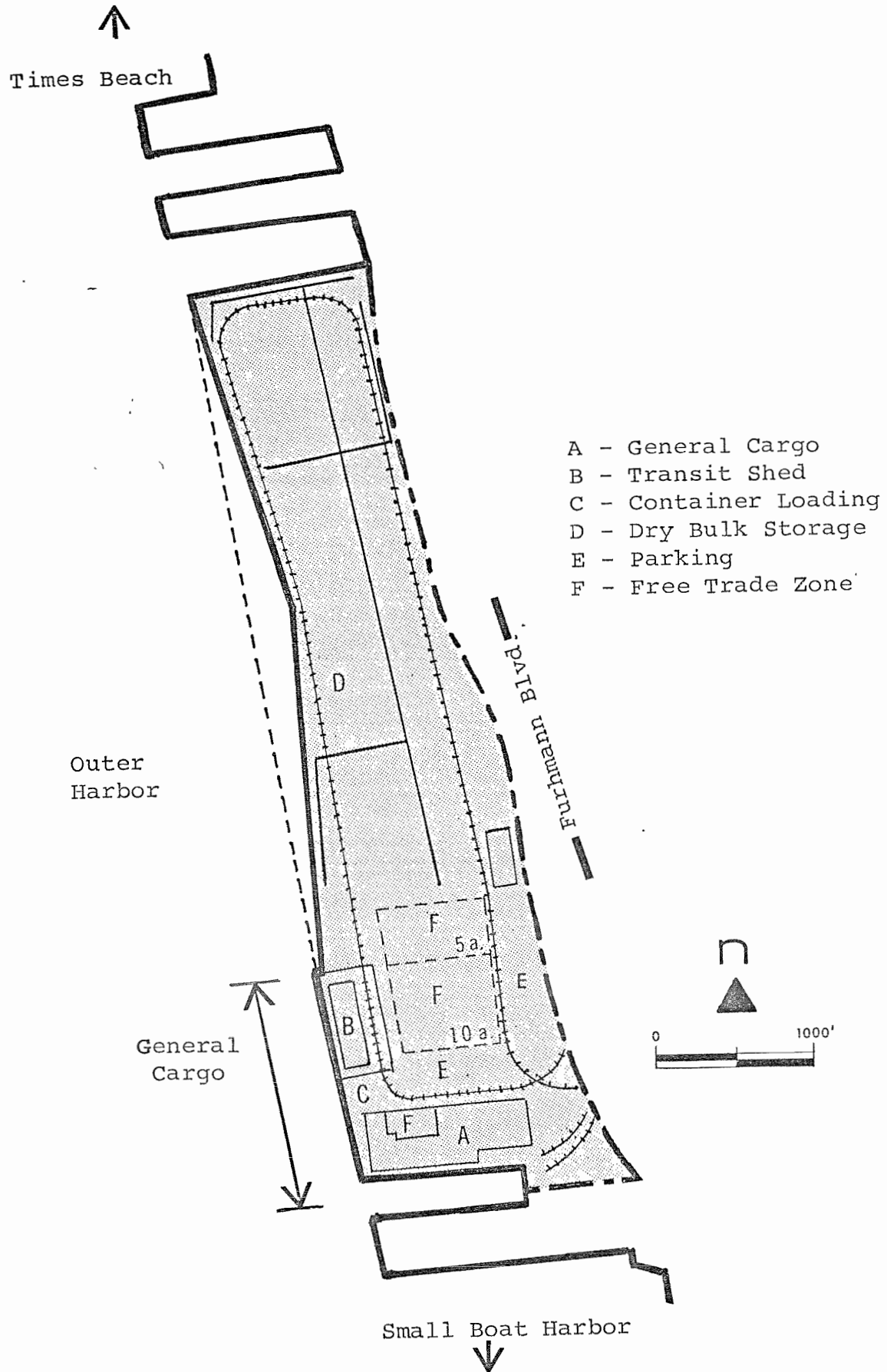


Fig. VII B-2.1. Public Port Development Proposal

COSTS

The initial cost of the bulk terminal would be \$25,900,000 (April 1976) and would include:

Railroad Track and Switches	Covered Storage Sheds
Switch Engines	Pollution Control System
Conveyor Systems	Maintenance Sheds
Two Stackers	Mooring Dolphins
Two Reclaimers	Relocated Entrance Road
Traveling Barge Loader	Fill
Slope Protection	Relocated Clay Building
Yard Equipment	Relocated Scales
Utilities	Engineering Fees

The annual operating cost for the facility would be an estimated \$3,700,000. Staff requirements of 60 employees include three full-time in marketing and user services. The present value of costs for the terminal is \$79,067,000. The present value of benefits is \$248,218,000, giving the facility an extremely favorable benefit/cost ratio of 3.14. Since most of the projected cargo for the facility is now transported into the region, i.e., not diverted cargo, the impact of facility is limited to increased use of the overland rail system, i.e., an increase of 353 million ton miles per year. It is important to caution at this point that to realize the western coal movement potential a series of complex development actions - backed-up by further study - will be required. The projections for these coal volumes, and the development plans for them, are therefore contingent upon the success of these actions.

It is anticipated that the costs would be borne by private interests. Should public financial assistance be required for part of the proposed operation, Niagara Frontier Transportation Authority or New York State bonds could be issued for that purpose. The City of Buffalo should not have to invest its monies into the proposed operation.

VII B Industrial Development

B-2.2 FREE TRADE ZONE

The Niagara Frontier Transportation Authority, (NFTA), owns the land in the Outer Harbor which has been designated Foreign Trade Zone No. 23. The Trade Zone area has excellent ship docking facilities, large high bay warehouse storage terminals and open land on 27-foot depth water. Land is available for future expansion. The FTZ will be operated by Buffalo Foreign Trade Zone Operators, Inc., a subsidiary of the Marine Intercontinental Terminals of Buffalo, Inc. the Port's stevedoring and warehousing agents, who are specialists in handling, storing and transporting all types of cargo. The FTZ affords importers, exporters and manufacturers many advantages. These include the opportunity to improve cash flow by reducing costs and increasing foreign sales through special customs treatment. The FTZ can provide manufacturers easy access to skilled labor and raw materials. The FTZ is in operation on a limited scale compared to other port activities. Its potential is not fully known but some increase in its use can be anticipated.

The NFTA's Marine Division is actively seeking increases in the use of the Free Trade Zone. In addition to space presently used for this purpose, 15 acres of land has been reserved for future expansion.

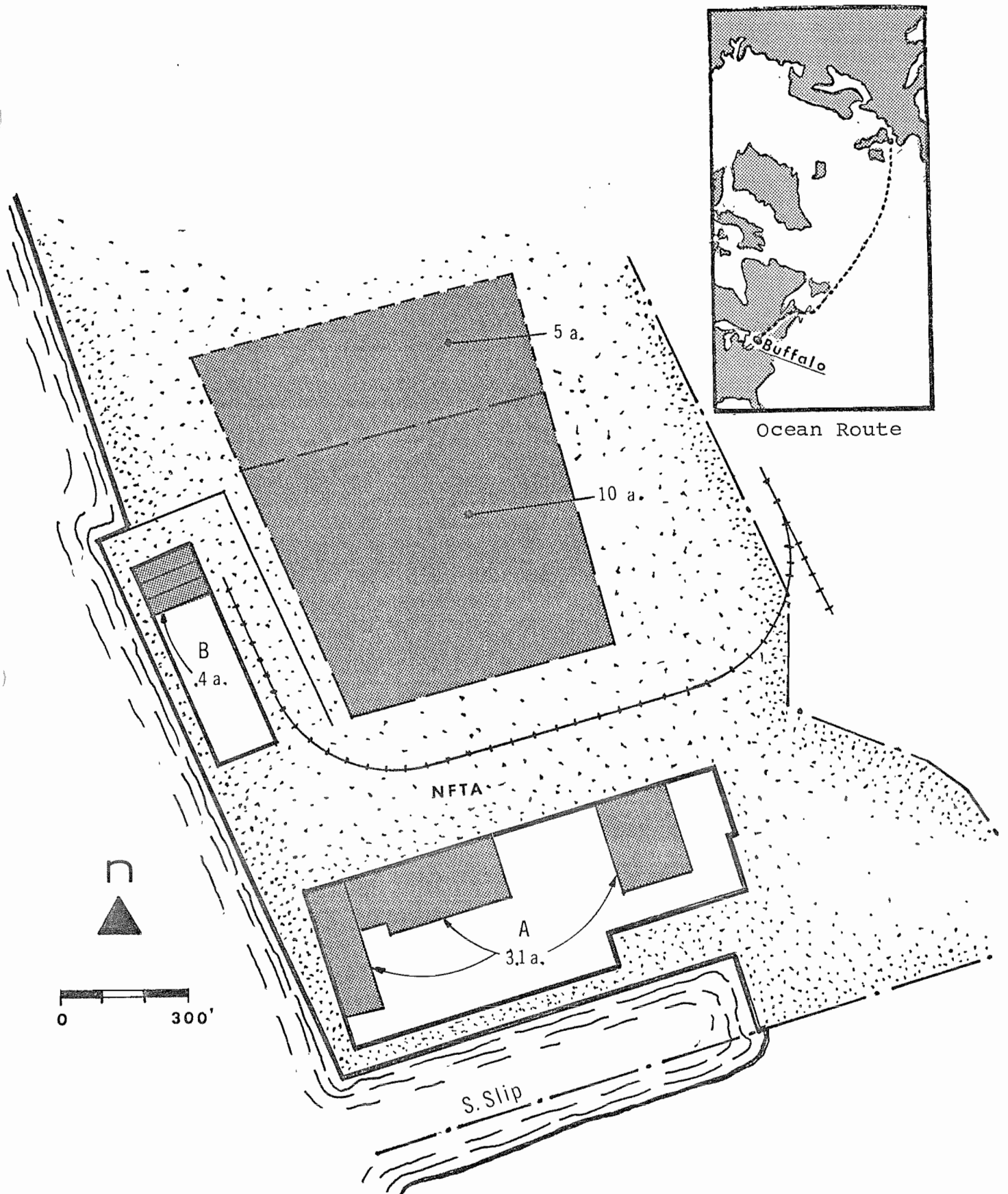


Fig. VII B-2.2. Free Trade Zone.

VII B-2.2

BUFFALO CITY PLAN

Chapter VIII - Transportation Land Use Plan

A - LONG-RANGE POLICIES AND STANDARDS

Division of Planning

CHAPTER VIII - TRANSPORTATION

A - LONG RANGE

The development of a comprehensive transportation system is of critical importance. The primary purposes of transportation facilities are to relate land use patterns and to serve movements of the general public. Changes in the transportation system can affect land uses and the impact of change should be evaluated before implementation. The transportation system in a large metropolitan center should have two major objectives: to provide for the efficient movement of people and goods to and from the central city; and to provide for the efficient movement of people and goods within the city proper.

The fact that both intracity and intermunicipal objectives must be served calls for criteria to evaluate the transportation system on both bases. Since much of the central city traffic is generated outside the City, the intraregional system requires the greatest scrutiny if the objective of capitalization on the central city function of Buffalo is to be achieved.

This transportation plan sets forth general requirements to serve the proposed land use arrangements expressed in the City Plan. At the same time they emphasize the central city function of Buffalo in this region. Another goal held is the consolidation of diverse railroad lines serving similar or antiquated functions. While automobile traffic must be served, proposals for traffic improvements must be weighed against other elements of the City Plan. A desirable planning objective is to encourage close relationship between places of residence and employment.

Of major significance are the rapid transit proposals within the City. Such facilities not only provide tremendous passenger carrying capacities compared to automobiles, but they also offer development opportunities of a unique nature. They encourage concentration of development in contrast to the dispersed development which occurred during the last three decades. In view of the general policies stated above, a series of objectives follow:

Reduce the length of travel time.

Increase accessibility to all parts of the City and Metropolitan Area.

Utilize the transportation network to facilitate the achievement of land use objectives; as an example, relate the transportation system to residential and employment areas.

Utilize the transportation network to encourage desirable land use changes within the City.

Increase safety through the improved design of existing streets.

Increase levels of public transit service.

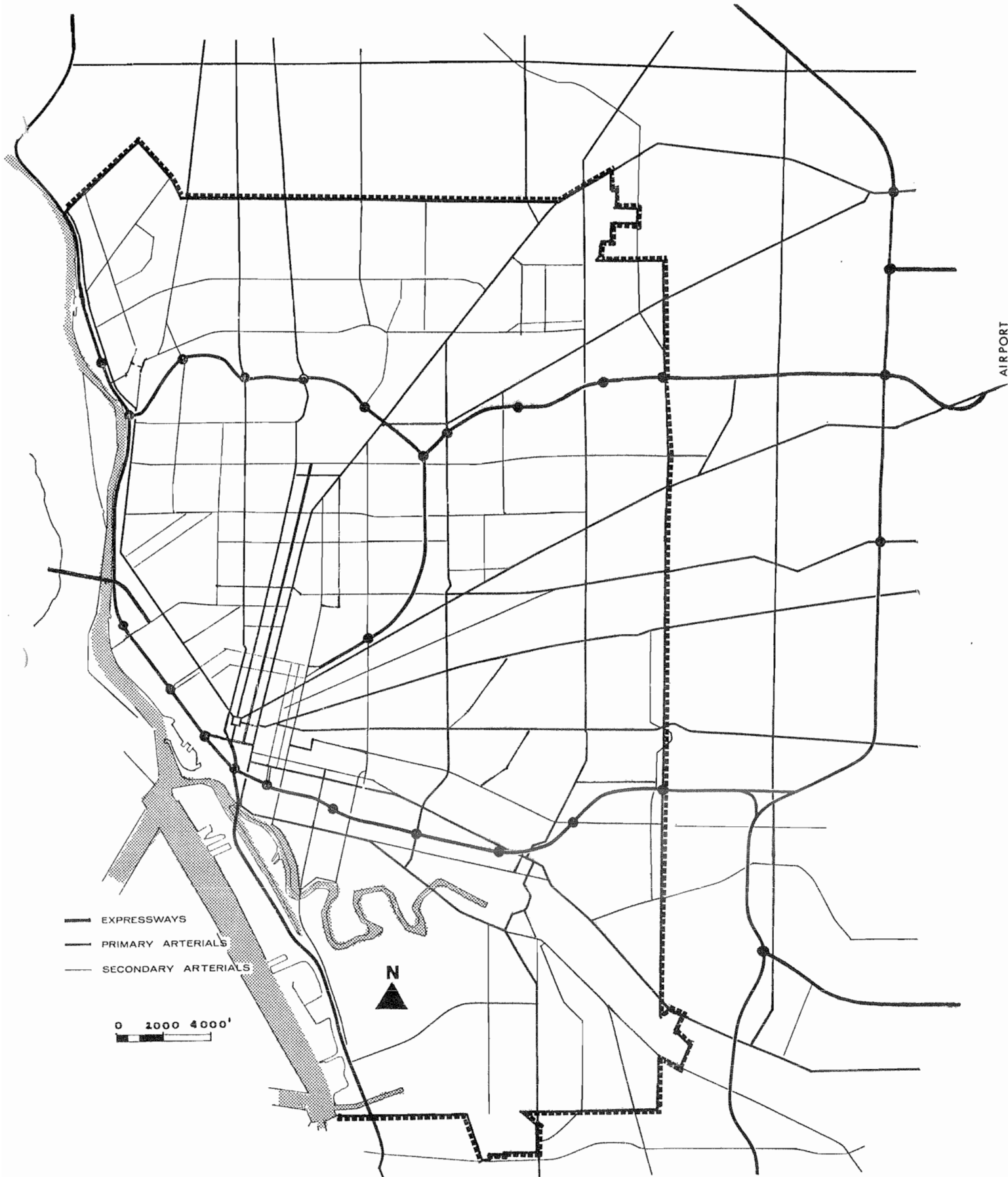


Fig. VII A-1(a). Existing Transportation Facilities.

Besides adding significantly to air pollution transportation facilities built in recent decades have contributed to the waste of energy resources. Measures to increase the efficiency of the local transportation system will be undertaken. Besides rapid transit improvements, such measures would include consideration of special facilities for buses, collector parking lots at outer ends of transit routes and inducements to encourage the use of car pools.

A-1 Streets

Streets will remain as the major component in the transportation system in terms of moving people. Figure VIII A-1 illustrates the major street system in the City and adjacent areas. Primary arterials radiate from Niagara Square. The rest of the arterial system takes the form of a modified gridiron pattern. An expressway system has been superimposed on the radial and grid-iron street pattern.

Basic motor vehicle facilities are not much different today than they were three decades ago when streets were built, paved and maintained. What is different is the higher volume of traffic, usually concentrated in urban areas. There were over four times as many passenger miles travelled in 1976 as there were in 1946 on a national level. The ton-miles in motor freight more than doubled in the same time period. Expense in the repair and maintenance continues to grow due to increased costs and usage.

Due to the concentration of traffic in urbanized areas and since such areas are usually broken into any number of municipalities, the roles of State and County in the provision and maintenance of streets should be reexamined and based on standards of usage. Currently the City of Buffalo is neglected at these levels. The Federal Aid System is expected to provide assistance to the City but County and State responsibilities in the provision and maintenance of streets in the entire urbanized area should be examined.

Figure VIII A-2 is a diagrammatic presentation of the average daily traffic in the City. The historic pattern of development has been northward along the Niagara River and eastward from the central core. The major traffic volume flows remain in these directions.

Table VIII A-1 presents general design standards for streets in the City of Buffalo. It is recognized that certain situations will require individual solutions but these standards will serve as a guide for street development in the City.

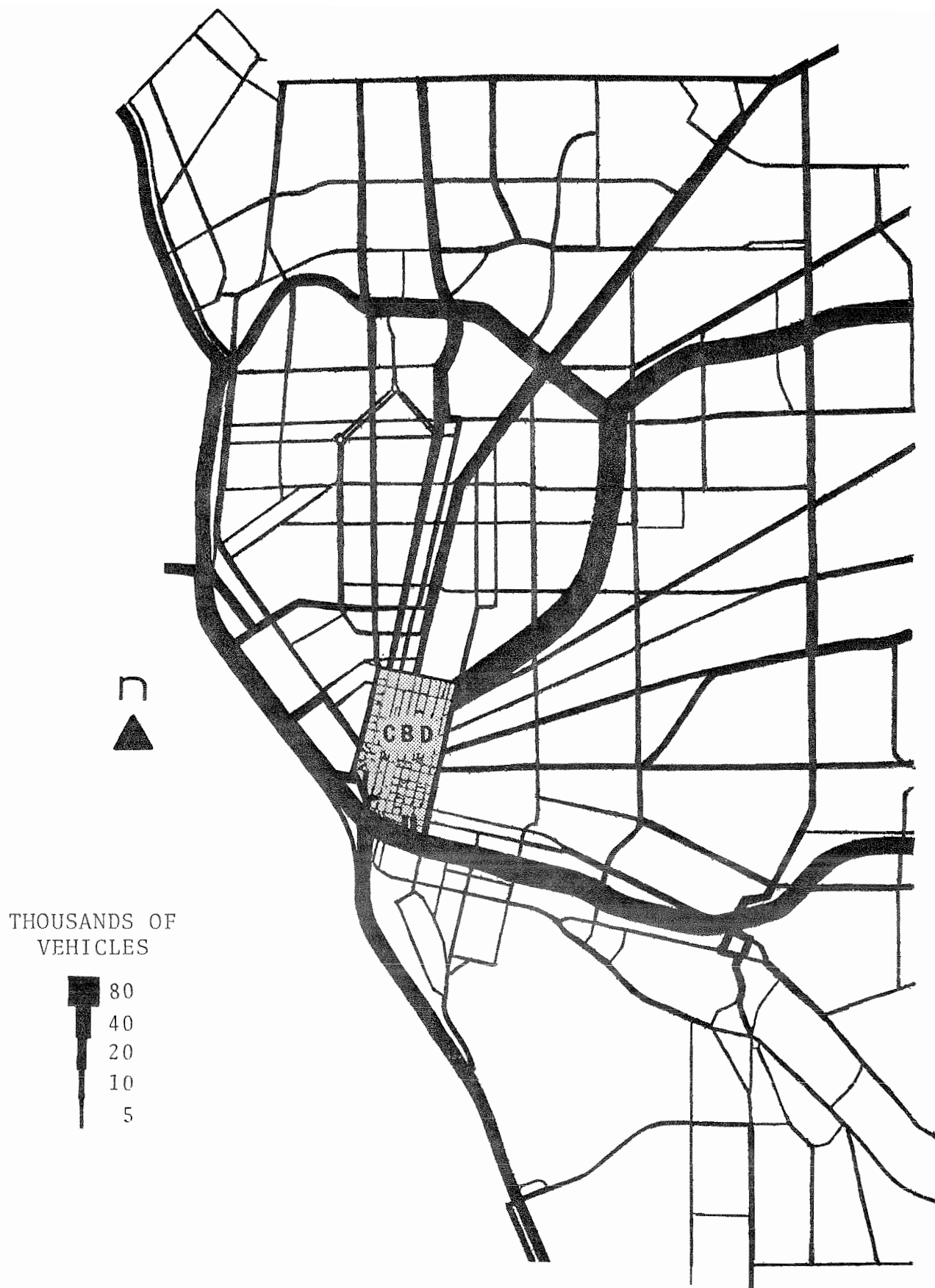


Fig. VIII A-1 (b). Average Daily Traffic.

A-2 Subways, Viaducts and Bridges

As indicated previously, the expense of repair and maintenance of the street system grows due to increased costs and increased usage. Bridges, viaducts and street subways are particularly expensive in this regard. As an expensive component of the street system, these subjects are treated separately.

The Buffalo River navigation channel requires either high level bridges or lift bridges to carry traffic over its route. Any future examination of the navigation channel should include consideration of the costs of repair or replacement of bridges together with costs of dredging and water-oriented maintenance. Provision of alternate means of conveyance, other than lake freighters, might prove to be more economical in the long run. This would affect not only City costs but also State and railroad costs.

Bridges, viaducts and street subways located elsewhere in the city should be examined for their role in carrying intermunicipal traffic. Costs in their improvement might be borne by the County or State based on characteristics of traffic origin and destination using the facilities.

A-3 Transit

A rail transit line in the Buffalo-Amherst corridor was recommended in 1971 and its feasibility was confirmed in 1974. Included in its goals were the objectives to enhance the community and encouragement of development to assist in stemming urban blight. Preservation of the environment, conservation of energy and meeting the needs of the transit disadvantaged were parts of social, economic and urban development goals. A light rail rapid transit vehicle was selected to meet the needs of the passengers within the corridor.

Transportation interface facilities require special considerations in design. Flexibility of facilities to accommodate reasonable change should be a primary requirement of design. Maintenance costs and needs should be considered in providing facilities since maintenance costs in a relatively short period of time can exceed initial capital outlay. The possibility of leasing air rights over stations land is another consideration which could affect initial investment of station facilities. Passengers should have adequate space within the station area, and walking distances to destinations should be as short as possible. An 800 foot walking distance should be considered a maximum and 500 foot distance a more desirable goal. Traffic circulation should avoid points of conflict and provide adequate capacities for interface facilities. Conflicts between station traffic and street traffic should be minimized. Feeder bus runways and bays should be integrated with the station and meet passenger needs and convenience. Expansion of facilities to accommodate increased traffic should be considered in providing initial facilities.

Noise and vibration controls should exist to lessen adverse psychological and physiological efforts on passengers. Security should be provided and evident. This would include police services, closed circuit television, alarm systems and design concepts to lessen the opportunity for vandalism and thefts. Fire prevention measures to reduce or eliminate combustible materials should exist. Means of egress should consider emergency situations and accessibility for fire fighting equipment. A desirable visual impact and facilities for the handicapped should be provided.

A bus system to fully integrate the public transit network is also proposed. When the rapid transit line is operational, present bus routes will be altered to serve a bus feeder network. Elsewhere bus service not directly linked to the rapid transit line should be improved with higher service levels to encourage the use of mass transit facilities. Rail rapid transit is not intended to replace bus service but rather to supplement it. The public will be offered an overall faster, safer and more convenient transit system designed to serve land use patterns, to conserve energy and to serve the general welfare of City inhabitants.

A-4 Railroads

In the last half of the nineteenth century railroad development occurred within Buffalo with little direction or control by the City. Numerous competing railroad companies provided rail lines and facilities which duplicated services.

The Rail reorganization Act of 1973 offers an opportunity to reorganize the rail system within the City. Existing rail, yard and terminal facilities in the City consume much more land than necessary. Since the City of Buffalo is of comparatively small size and high density this waste of land is particularly damaging to the City's well being. Duplicate service lines and inefficient facilities produce awkward situations. Due to the number of rail lines, residential neighborhoods are unnecessarily disrupted by the noise, dirt and other environmental disadvantages caused by railroads and rail structures.

These are four major corridors leading from the City which should, after upgrading, offer substantial public benefit. These are:

1. The Buffalo-New York City Corridor
2. The Buffalo-Niagara Falls-Detroit Corridor
3. The Buffalo-Niagara Falls-Toronto Corridor
4. The Buffalo-Cleveland Corridor

It would be desirable to limit the Niagara Riverfront rail line to passenger service and on-route industrial service, rerouting other rail traffic. A new passenger station in the downtown area would also be desirable.

At the present state of City development, it is in the interests of the City to reduce railroad acreage. Adequate rail facilities should exist to serve industrial needs and passenger service. Surplus rail land should be identified and reused according to overall development goals of the City. Whenever possible rail lines offering duplicate services should be examined and the one most disruptive to residential uses should be eliminated.

Many decisions involved in determining surplus land may be out of the City's control. The City should, however, make its interests known.

A-5 Port of Buffalo

Within the City proper the Port of Buffalo consists of the Outer Harbor, approximately 4½ miles long and 1,600 feet wide and protected by a breakwater system, the Inner Harbor consisting of the City Ship Canal and the Buffalo River Channel and the Black Rock Channel. Two entrance channels provide access to the Outer Harbor. The north entrance channel project depth is 25.0 feet in hard material. The south entrance project depth varies from 29 feet to 30 feet. Project depths within the Outer Harbor vary from 23 feet to 28 feet. Available depth alongside the public Port of Buffalo, located in the Outer Harbor, is 27 feet, which matches Seaway depths. Buffalo's Outer Harbor is located approximately 13 miles south of the N.Y. State Barge Canal, (Erie Canal), terminus at Tonawanda. There are no pilotage requirements for the Outer Harbor.

The Black Rock Channel is the improved draft channel located in the Niagara River between Buffalo and Tonawanda. It is 13.5 miles long. The upper 4.25 miles is called the Black Rock Canal and is separated from the Niagara River by a breakwater and Squaw Island. A lock exists at the northerly end of Squaw Island.

PORT PLANNING CRITERIA

The possible annual thruput of any given part depends on many factors. Efficiency in the handling of cargo, apron width, transit shed area, cranes, personnel, open storage area, site conditions, vessel size, etc., are some variables which must be dealt with in depth for each individual port location. General port planning criteria are presented here. In general, piers and wharves are classified according to the three major types of cargo: general cargo, bulk cargo and container cargo.

General cargo docks provide the facilities for the handling of conventional break-bulk or loose package cargo. Associated with this type of dock is a wharf to berth and moor a vessel, an apron upon which to land the cargo alongside the ship, a transit shed for covered space to organize the cargo and stationary or mobile lift equipment to move cargo to and from the vessel.

Controlling criteria are:

Berth Length	600 feet
Apron Width - No railroad tracks	30 feet
One railroad track	35 feet
Two railroad tracks	42 feet
Gross Transit Shed Space Per Berth	85,000 sq. ft.
Minimum Clear Transit Shed Height	20 feet
Equipment - Fork Lift Trucks	2 - 3 tons
Minimum Heavy Lift Revolving Cranes	5 tons
Annual Thruput For a Single Berth	75,000 tons
Design Loading on Wharf	600 pounds per sq. ft.

Bulk cargo terminals are facilities for the high speed handling of large volumes of dry or liquid bulk material such as grain, ore, coal and oil. These facilities, usually designed for a particular material, generally consist of a berthing dock, storage area to stockpile or contain the material, and conveyors in one form or another to move the cargo to or from the vessel.

Belt conveyors are the most versatile means of high speed transportation of dry bulk material and are used to move material to and from storage into and out of a ship's hold. Material in an open storage area can be stockpiled by a traveling stacker and reclaimed by dumping the material into a conveyor tunnel beneath the storage pile. Car dumpers are mechanical equipment capable of rolling over railroad cars to dump their contents into hoppers feeding conveyors leading to either the ship's hold or the storage area. It is assumed that storage area requirements for dry bulk is 15,000 tons per acre.

It is recognized that container terminals will not use strictly one type of storage. It is assumed that 630 foot ships will require 750 foot berths and 25 acres of upland. Annual thruput capacity is about 500,000 tons with 30 ton cranes. Design wharf loads are 900 to 1,000 pounds per square foot.

Waterborne commerce generated by the Port of Buffalo hit its peak in 1942 when needs of World War II saw 24.3 million tons of cargo pass through the Port. The war effort saw all available ships pressed into service. Since the opening of the St. Lawrence Seaway in 1958, the Port of Buffalo has declined in the tonnage handled. Table VIII A-5 (a) presents a summary of Port activities in this century. Table VIII A-5 (b) presents a detailed breakdown of 1974 activities of the Port of Buffalo.

Future development of the Port will occur in the Outer Harbor. Decisions made in 1965 ruled out the accommodation of deep draft vessels in the Inner Harbor.

Three long standing proposals could affect the Port. The first is for the provision of a Lakes Erie-Ontario Canal on the United States side of the Niagara River. The second involves rehabilitation of the New York State Barge Canal for commercial traffic. The third calls for lengthening the shipping season on the Great Lakes. These three proposals, if implemented, would significantly increase potential commerce in the Port of Buffalo.

A significant increase in bulk shipments, including coal, are apt to elevate the Port's tonnage back to the level of past decades. Table VIII A-5 (a) also indicates the foreseen potential of the Port. This table assumes stable manufacturing use of the Port. Increases indicated occur in the Public Port in the Outer Harbor. The first element involves increased use of the Port by regional

Table VIII A-5(a)
 PORT OF BUFFALO, TOTAL EXPORTS AND IMPORTS
In Millions of Tons

PAST COMMERCE

<u>Period</u>	<u>Average Annual Tons</u>
1900-1909 Annual Average	13.3
1910-1919	17.5
1920-1929	19.9
1930-1939	16.2
1940-1949	21.5
1950-1959	20.2
1960-1969	16.7
1900-1969 Annual Average	17.9
1974	10.8

POTENTIAL COMMERCE

<u>Source of Commerce</u>	<u>Annual Tonnage</u>
Stable Industrial Base	10.8
Public Port, Local Potential	1.0
Public Port, New Bulk	7.5
Overseas Containerized*	0.5
POTENTIAL ANNUAL COMMERCE	19.8

* Excludes significant increases which could develop but which are not foreseen at the present time.

Table VIII A-5 (b)
PORT OF BUFFALO WATERBORNE COMMERCE, 1974

In Thousands of Short (2000 lb.) Tons

	<u>Total</u>	<u>Domestic</u>	<u>Local</u>	<u>Canadian</u>	<u>Overseas</u>
1. BUFFALO INNER AND OUTER HARBORS	9,844.1	5,721.9	138.5	3,881.5	102.2
Grain	1,180.5	1,123.1	-	57.4	-
Iron Ore ¹	5,322.4	1,841.0	-	3,481.4	-
Limestone	1,778.2	1,778.2	-	-	-
All Other ¹	1,170.3	962.3	138.5	69.5	-
Public Port	392.7	17.3	0	273.2	102.2
Flour	1.8	-	-	-	1.8
Iron Ore	15.0	-	-	15.0	-
All Other	375.9	17.3	-	258.2	100.4
2. NIAGARA RIVER	901.9	841.0	60.8	0	0
3. TONAWANDA HARBOR ²	2.5	2.5	0	0	0
PORT OF BUFFALO TOTALS	10,748.5	6,565.4	199.3	3,881.5	102.2

¹Excludes Public Port.

²Pass through traffic. Since 1972 receipts and shipments not significant.

shippers, based on cost savings of waterborne commerce. The second element is based on increases in the traditional bulk shipment role of the Port. There are sound reasons to expect an increase in bulk tonnage received through the Port.

Buffalo is fortunate in being a gateway through which traffic to and from the northern midwest flows. This is an opportunity which the Port can exploit since it would not have to survive on this business alone. Service could be developed at a slow pace.

There are a number of ways in which the Port of Buffalo might develop as an inland distribution center for foreign commerce, any one of which would offer a real service to shippers/consignees, and from the port's point of view, increase its stature as a foreign commerce shipping point.

Table VIII A-5 (a) indicates a modest increase in this area. Should this type of activity exceed present expectations, more significant increases could occur.

Consideration of improvements for the Port will be considered under the following headings:

- | | |
|------------|-----------------|
| VIII B-5.1 | Outer Harbor |
| VIII B-5.2 | Inner Harbor |
| VIII B-5.3 | Shipping Canals |
| VIII B-5.4 | Shipping Season |

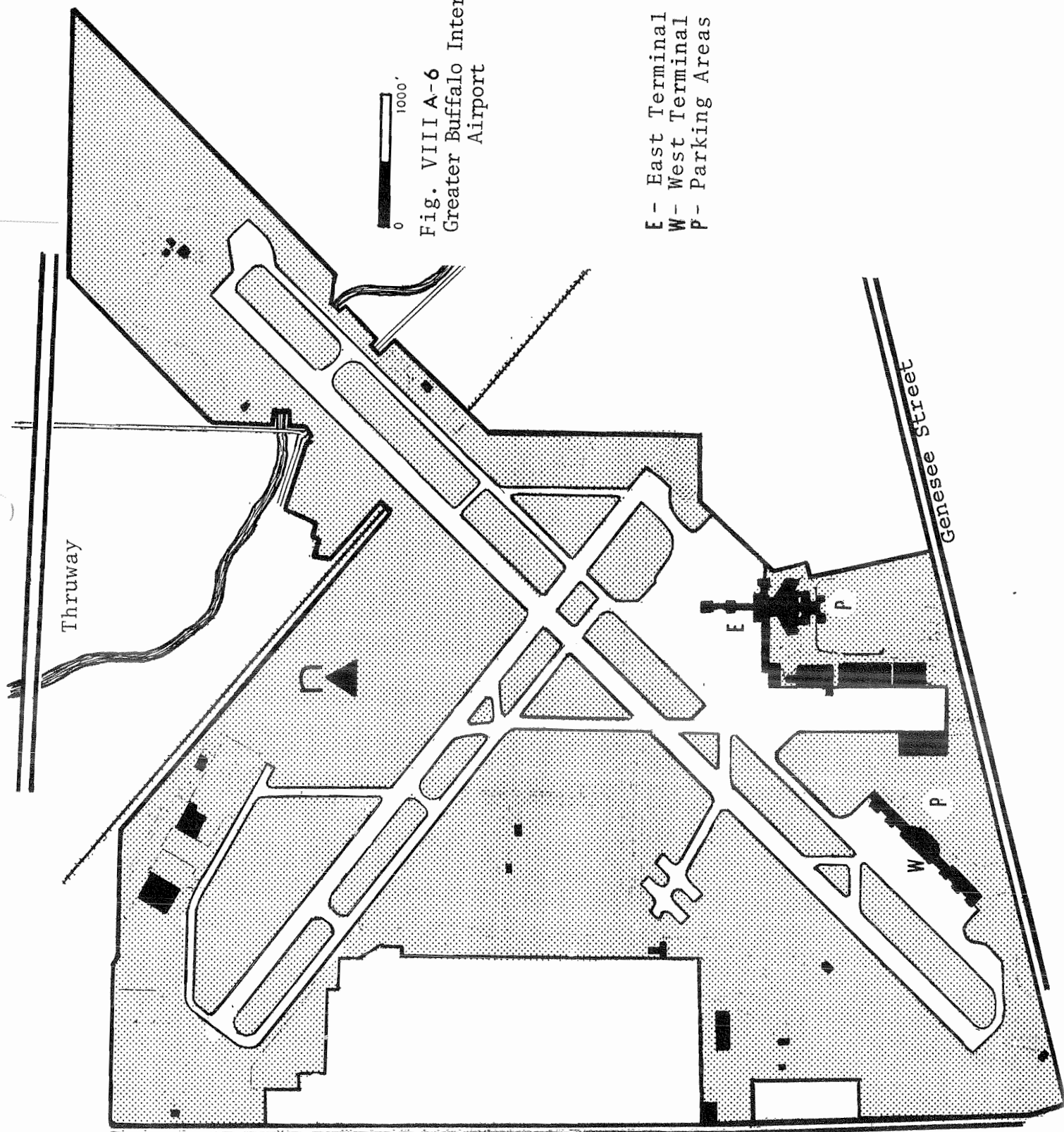
A-6 Airport

The City of Buffalo established an airport in 1926. In 1956 the Port Authority assumed ownership. This was transferred to the Niagara Frontier Transportation Authority at a later date. Recently studies have been undertaken to provide a new jet airport in the area at various locations more distant from the City. Continued use of the present facility until the 1990's is foreseen.

Retention of the Greater Buffalo International Airport as the major airport in the area is desirable and in the best interests of the City. Past development, such as the Kensington Expressway and industrial development, has focused on the airport's present location. Proposed facilities which focus on the present location of the airport include an extension of rapid transit facilities. The airport and its present location provides a vital link in the transportation system of the Buffalo Urbanized Area. Another airport at a new location might serve other needs but would be disruptive to the present transportation system which focuses on the City of Buffalo.

A specialized facility to handle large jet aircraft might be considered, but it should be viewed as a supplemental facility to centralized activities and operations at the present site. Major investments in the existing facility should not be postponed in consideration of a long-range replacement facility. The West Terminal is overcrowded now and improvements should be made there. The exterior of the East Terminal should be improved visually. Investment in operational equipment should continue.

Expenses incurred for improvements would be borne through the N.F.T.A. and grants as they are available.



0 1000'

Fig. VIII A-6
Greater Buffalo International
Airport

E - East Terminal
W - West Terminal
P - Parking Areas

Thruway

Genesee Street

TRANSPORTATION PLAN

Figure VIII A-6 presents the Transportation Plan in general terms. Proposed street improvements are limited to improvements for the Elm-Oak arterial in the Central Business District, improved access to the Port and Thruway Industrial Park areas, widening of Kenmore Avenue and some improvements in arterial and expressway connections or interchanges.

Rapid transit facilities and their extension are indicated. In addition, transportation study corridors are presented. Future improvements in these corridors are likely to emphasize transit and commuter rail service facilities. It is unlikely that any new expressways will be built in the City within the planning period. Capital investment should be directed toward improvement of existing facilities and upgrading the public transit system, including rapid transit facilities to supplement bus service.

Not indicated on the Figure, but part of an overall plan are programs to encourage the conservation of energy. Such programs would include special lanes for buses, toll discounts for car pool vehicles and collector parking lots at outer ends of transit routes.

The City of Buffalo is one of the smallest and most intensely developed major city in the nation. The emphasis on transportation facilities over the last three decades was on automobiles and highways. Buffalo would never have been a good automobile city. Future emphasis on the provision of transit facilities should work toward the best interests of the City.

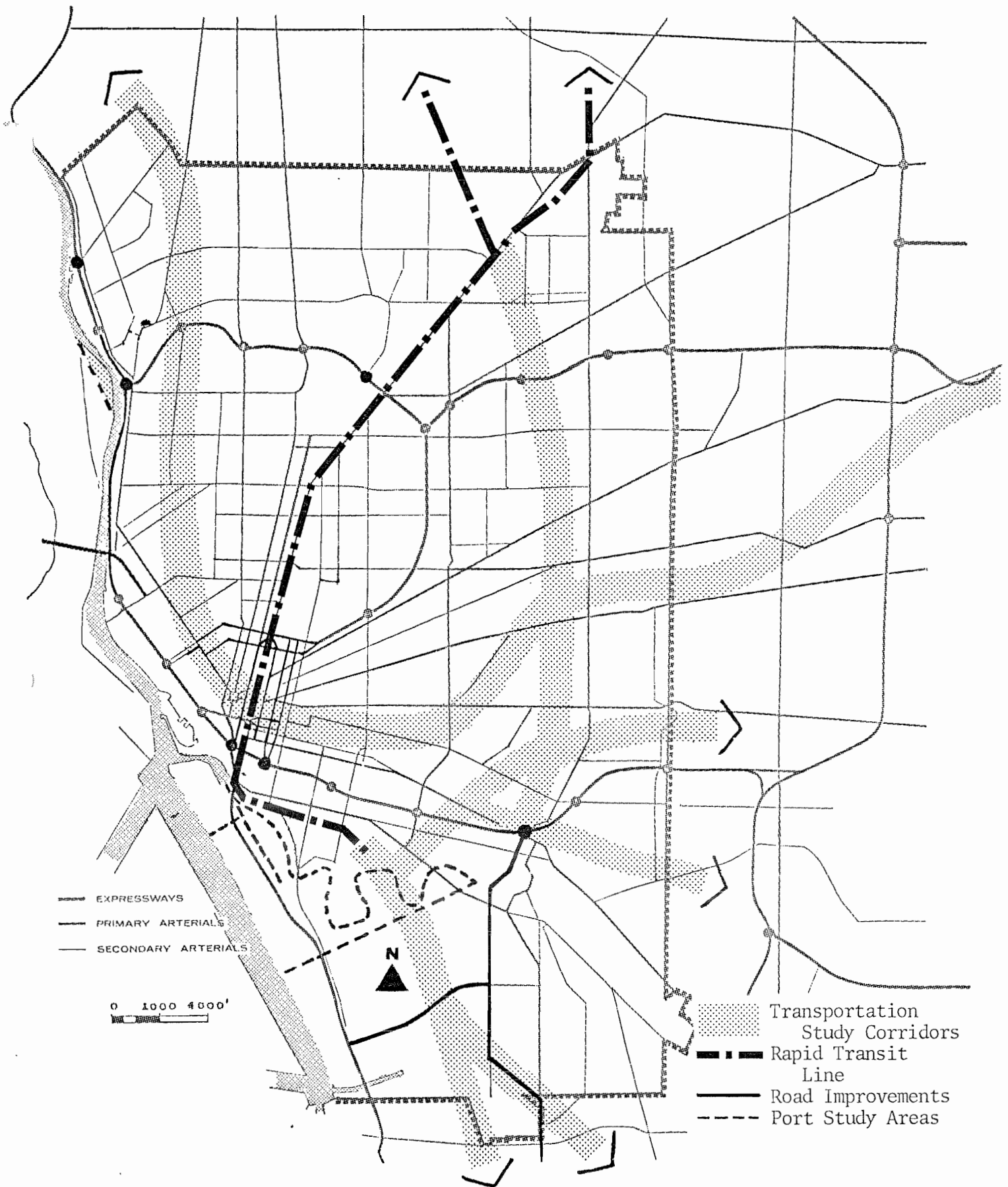


Fig. VIII A-7. Transportation Plan

BUFFALO CITY PLAN

Chapter VIII - Transportation Land Use Plan

B - DEVELOPMENT PROPOSALS

Division of Planning

VIII B-1, STREETS

Federal Aid Urban System

The streets shown in Figure VIII A-7 have been deemed eligible for inclusion under the Federal Aid Urban System. Several improvement programs have been undertaken and future programs are scheduled. Such programs are designed to increase capacity on existing streets while also serving to increase safety considerations. Streets designated for future improvement are indicated on Table VIII B-1.

The older TOPICS projects have been proposed for several years. Previously the State shared costs, 25 percent, with the Federal Government. Recently, however, the State has withdrawn its support of City TOPICS programs in favor of supporting only streets in the State highway network. Unfortunately State highways end at the City line. It is presumed that the State will reconsider this withdrawal because of the intermunicipal character of traffic on City streets.

Signal System

The City of Buffalo's traffic signal system is in need of upgrading. Although the system is well maintained it is expensive to operate and does not provide residents with a level of service that is available by using more modern equipment. Recommended signal equipment includes a large digital computer which would function as a central processing unit providing inputs to each signal controller within the area consisting of five sub-areas as shown in Figure VIII B-1. It would receive traffic data from sensors located at selected locations throughout the service area. The computer would also receive information from sensors outside the five subareas and would transmit information to master controllers which would control signals outside the five subareas. Critical intersection controllers are referred to as variable split controllers, indicating that this equipment would be designed to maintain offsets in a progressive system. Traffic responsiveness would be maintained through variations in green times from cycle to cycle.

The result of the central processing unit, direct computer control subareas, interconnected arterials and traffic-responsive critical intersection control equipment is a traffic responsive signal system on major streets throughout the City. The system would adjust automatically to prevent problems before they occur. Special traffic conditions not predictable on a day-to-day basis would be accommodated. The recommended signal system would also have the flexibility to accommodate various special features such as:

- . A bus preferential system
- . A parking advisory system
- . A diversionary routing system

The proposed traffic signal control plan is illustrated in Figure VIII B-1. It has been part of the TOPICS proposals for the City for a number of years.

Street Pavement Improvements

There are approximately 700 miles of streets in the City. Primary arterials account for 200 miles and collectors and residential streets amount to 500. The primary arterials require reconstruction of 10 miles annually at a cost of 1.5 million per mile, or \$15,000,000. The rest of the streets require resurfacing of 25 miles annually at a cost of 0.5 million per mile, or \$12,500,000. A street pavement improvements program is summarized below:

	<u>20 Year</u>	<u>6 Year</u>	<u>Annual</u>
Reconstruction	\$300,000,000	\$90,000,000	\$15,000,000
Resurfacing	250,000,000	75,000,000	12,500,000
TOTAL	540,000,000	162,000,000	27,000,000

Street Lighting Program

It is the intention of the City to improve 2 percent of the City's 700 miles of street lighting each year to meet the basic standards of the Illuminating Engineering Society. There are 9,000 street lights mounted on wood poles. It is also the intention of the City to eliminate the use of wood poles for this purpose and to eliminate overhead wiring. There are another 5,000 obsolete metal standards. Replacement of 14,000 lights is required over a 20 year period at a capital cost of \$3,000,000, calculated at a 1977 cost of \$250 per standard.

To maintain and preserve street light standards, each standard should be painted every 8 years. The cost of painting 2000 standards annually is \$50,000. At 1977 costs, \$1,000,000 would be required for painting standards over a 20 year period.

A program for street lighting improvements is summarized below:

	<u>20 Year</u>	<u>6 Year</u>	<u>Annual</u>
Capital Costs, New Standards	\$3,000,000	\$900,000	\$150,000
Maintenance (Painting)	1,000,000	300,000	50,000

Table VIII B-1

PROPOSED PROJECTS, CANDIDATES FOR FEDERAL AID URBAN SYSTEM OR OTHER FUNDING

<u>Description</u>	<u>Type</u>	<u>Estimated Cost, In Thousands of Dollars</u>			
		<u>Design</u>	<u>R.O.W.</u>	<u>Construction</u>	<u>Total</u>
Bailey	4	-	-	2,700	2,700
Jefferson	4	-	-	2,600	2,600
City-wide Signal Sgs.	4	1,810	-	10,000	11,810
CBD, Phase I	4	20	-	180	200
Phase II	4	105	-	1,053	1,158
Genesee	3	-	-	1,400	1,400
Elmwood	4	100	-	435	535
Seneca-Swan	4	64	-	1,500	1,564
Military-Grant	4	31	-	750	781
Kenmore Ave.	2	-	*	1,500	1,500
Vulcan St.				750	750
S. Park, Southside	4	-	-	2,250	2,250
McKinley, Bailey					
Delaware-Main	4	-	-	2,500	2,500
Delavan	4	-	-	1,500	1,500
Ferry-Utica	4	-	-	1,250	1,250
Best, Walden	2	-	-	-	7,000
Sycamore	4	-	-	600	600
Porter, Westside	4	-	-	1,250	1,250
Kensington Ave.	4	45	-	750	795
Clinton St.	4			750	750
S. Park By-Pass	1	-	-	-	3,000

Project Type

1 Construction

2 Reconstruction

3 Signs, Signals

4 TOPICS

*
Some right-of-way may be required.

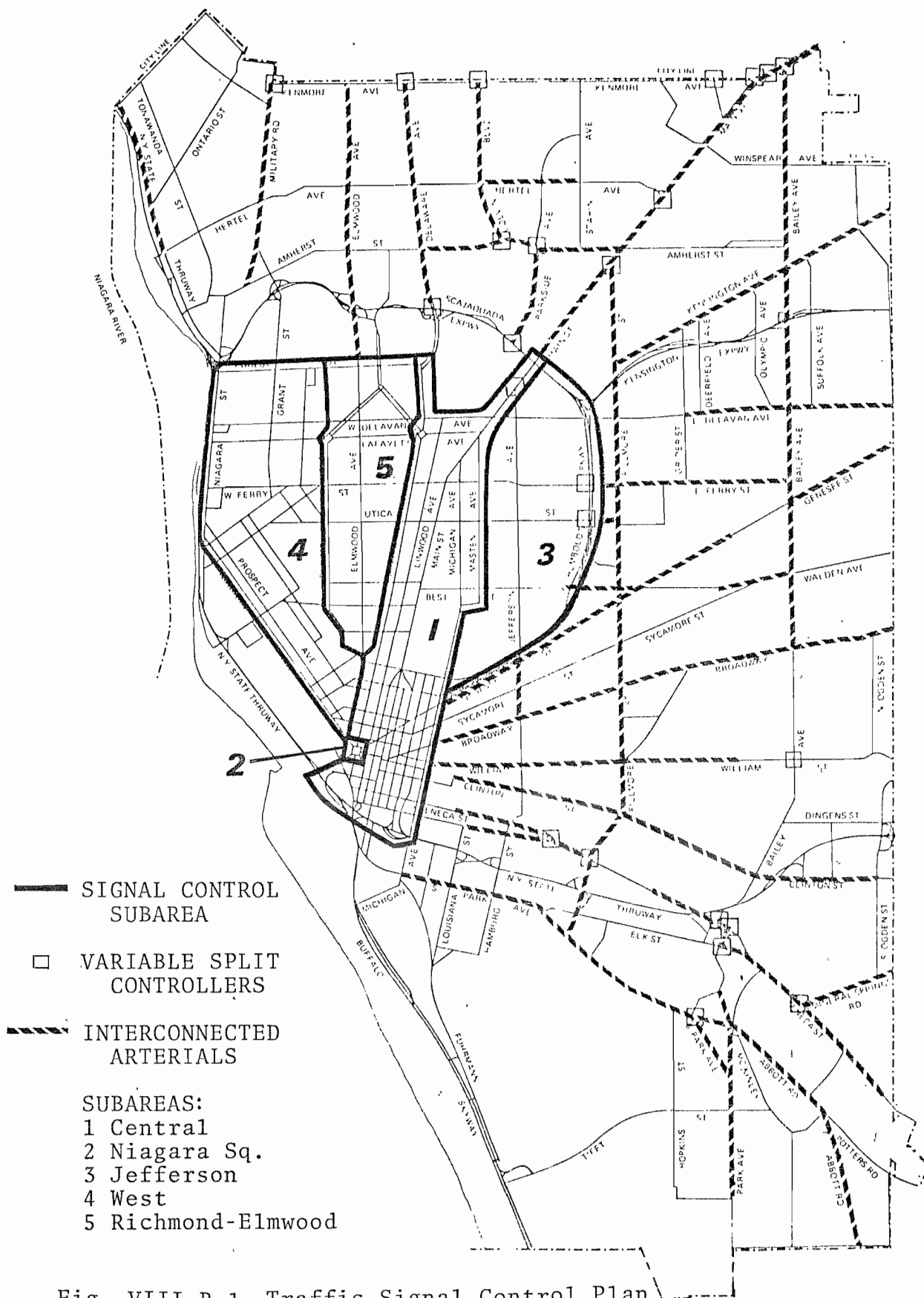


Fig. VIII B-1. Traffic Signal Control Plan

Street Overhead Wire Removal

Since 1912 the City, through ordinance requirements, has required overhead wiring to be removed from the street frontage of properties. The City selects 4 miles of streets annually from which overhead street wiring is to be removed. Usually the wiring is replaced along rear property lines. New wiring is not to be located along street frontages. Electrical power for street lighting is to be supplied from underground wiring.

Continued removal of overhead wiring in streets should play a role in improving the visual appearance of neighborhoods. The companies involved bear the costs incurred under this program.

In a related effort, street improvements under the TOPICS program are required by the City to eliminate overhead wiring in supplying electrical power for traffic signals.

Street Planting

Landscaping of streets and public areas should not include the planting of short lived, rapid growing or fibrous rooted trees. The City Forestry office has a plan for species of trees by street for all City streets. Reference to that office for street species is recommended.

Trees to be planted in streets and public areas should be selected from the following list of species:

- Acer platanoides columnare (Columnar Norway Maple)
- Acer platanoides Crimson King (Crimson King Maple)
- Acer rubrum No. 17 (Princeton Red Maple)
- Acer rubrum Scanlon (Scanlon Maple)
- Aesculus carnea briotti (Ruby Red Horse Chestnut)
- Carpinus betulus pyramidalis (Pyramidal English Hornbeam)
- Ceridiphyllum japonicum (Katsura Tree)
- Crataegus lavalleyi (Lavall's Hawthorne)
- Crataegus phaenopyrum (cordata) (Washington Hawthorne)
- Ginkgo biloba pyramidalis - male (Ginkgo)
- Malus baccata pyramidalis (Pyramidal Siberian Crab)
- Ostrya virginiana (Hop Hornbeam)
- Prunus serrulata Kwanzan (Jap. Flow. Cherry-Kwanzan)
- Prunus sargentii columnare (Rancho Sargent Cherry)
- Pyrus calleryana (Callery Pear)
- Sophora japonica (Scholar Tree)
- Tilia cordata (Littleleaf Linden)
- Tilia euchlora (Crimean Linden)
- Ulmus carpinifolia Buisman (Christine Buisman Elm)
- Quercus borealis (Northern Red Oak)
- Acer campestre' (English Hedge Maple)
- Acer platanoides Olmsted (Olmsted Norway Maple)
- Acer saccharum columnare (Columnar Sugar Maple)

Liquidambar styraciflua (Sweet Gum)
 Phellodendron amurense (Amur Cork Tree)
 Maackia amurense (Maackia)
 Magnolia Kobus (Kobus Magnolia)
 Acer ginnala (Amur Maple)
 Acer platanoides Drummondi (Drummonds Maple)
 Acer pseudoplatanus Leopoldi (Variegated Sycamore Maple)
 Acer pseudoplatanus Spaethi (Wine leaved Sycamore Maple)
 Prunus serrulata Shirofugen (Shirofugen Jap. Flow. Cherry)
 Tilia cordata Greenspire (Greenspire European Linden)
 Pyrus calleryana Bradford (Bradford Callery Pear)
 Aesculus Hippocastaneum Baumanii (Baumani Horse Chestnut)
 Sorbus Aninifolia (Korean Mountain Ash)
 Tilia cordata Glen Laven (Glen Laven Linden)
 Acer Rubrum Bowhall (Bowhall Maple)
 Acer Rubrum Armstrong (Armstrong Maple)
 Malus "Radiant" (Radiant Crabapple)
 Malus "Prince George's Crabapple)
 Syringa amurensis Japonica (Japanese Tree Lilac)

Most of the old, large elm trees which lined City Streets are being removed due to disease and the damage they caused to sidewalks and underground utility lines because of their massive roots. Replacement will be with smaller trees. The City has a program to provide trees along street rights-of-way. This program will add to the visual improvement of neighborhoods and should be viewed as part of an overall program to improve the physical environment of the City. Basically this is a 10 year program under which 20,000 trees would be planted, averaging 2000 annually. Cost estimates, based on \$100 per tree, is presented below:

	<u>10 Year</u>	<u>6 Year</u>	<u>Annual</u>
Tree Planting and Replacement	\$2,000,000	\$1,200,000	\$200,000

In recent years great reliance has been placed on community development block grant funding to continue this program.

VIII B-2. SUBWAYS, VIADUCTS AND BRIDGES

There are 83 subways, bridges and viaducts which will require attention within a 20 year period. Table VIII B-1 (a) presents a listing of 42 of these structures which, because of age or other factors, may require priority treatment. Due to unforeseen circumstances, structures not listed may require attention before some of those listed. The costs involved for improvement of these components of the street system are high. An indication of costs for improvements on a 20 year basis follows:

20 Viaducts	\$40,000,000
1 Fixed Bridge	1,000,000
3 Lift Bridges	6,000,000
1 Foot Bridge	100,000
58 Subways	5,800,000
TOTAL	52,900,000

Based on the above, approximately \$2.65 million should be allocated each year to reconstruct about four of the above structures. It is hoped that within the planning period assistance from other governmental levels will be forthcoming to assist the City in this massive reconstruction program. A street subway, bridge and viaduct improvement schedule is presented below:

	<u>20 Year</u>	<u>6 Year</u>	<u>Annual</u>
Viaducts	\$40,000,000	12,000,000	2,000,000
Bridges	7,100,000	2,130,000	355,000
Subways	5,800,000	1,740,000	290,000
TOTAL	52,900,000	15,870,000	2,645,000

Specific structures will require individual review as to possible sources of funding. Recent bridge reconstruction has seen the Federal Government absorbing 100 percent of the cost. Such Federal funding is reviewed by the Regional Planning Board. From a regional level, improvements should be reviewed in relation to improvement of physical conditions in low-income areas as well as other considerations.

City-owned structures not under the Federal Aid System should be reviewed as to their inter-municipal traffic-carrying role. State or County assistance might be sought despite the present absence of such assistance.

Table VIII B-2

SUBWAYS, VIADUCTS AND LIFT BRIDGES APT TO REQUIRE REPAIRS

<u>SUBWAY</u>	<u>Location</u>	<u>Date</u>	<u>SUBWAY</u>	<u>Location</u>	<u>Date</u>
Austin St. (7 Bridges)	Tonawanda	1935	N. Division St.	At Emslie	1903
Bailey Ave.	S. of William St.	1911	S. Park Ave.	At Abby	1901
Bailey Ave.	At Kerns Ave.	1918	Seneca St.	At Bailey	1898
Broadway	Lindberg Dr.	1910	Skillen St.	At Ontario	1914
Clinton St.	At Metcalfe	1904	Smith St.	At S. Division	1917
Clinton St.	At Babcock	1898	Swan St.	At Jefferson	1898
Colvin Ave.	S. of Linden	1910	Sycamore St.	At Lathrop	1910
Doat St.	At Rapin	1916	Urban St.	E. of Kehr	1910
Doat St.	At Keystone	1917	Walden Ave.	At Wasmuth	1910
Eagle St.	At Emslie	1903	Walden Ave.	At Rapin	1915
Elk St.	At Keating	1901	Walden Ave.	At Wex	1917
Elmwood Ave.	S. of Hertel	1912			
Elmwood Ave.	N. of Hertel		VIADUCT		
E. Ferry St.	At Grider	1910	Amherst St.	At Starin	1910
Fillmore Ave.	At Northland	1910	Bailey Ave.	N. of Seneca	1917
Fougeron St.	East of Kehr	1910	Bailey Ave.	S. of Broadway	1910
French St.	East of Kehr	1911	Dewey Ave.	E. of Main	1910
Genesee St.	At Wasmuth	1911	Jewett Ave.	E. of Main	1910
Genesee St.	At Colorado	1915	Leroy Ave.	E. of Main	1910
Genesee St.	East of Bailey	1918	Perry St.	E. of Hamburg	04(22)
Hertel Ave.	At Foundry	1919	Tifft St.	At Hopkins	38(64)
Howard St.	E. of Fillmore Ave.	1904			
Lord St.	At N. Division	1917	LIFT BRIDGE		
Main St.	N. of Hertel	1914			
Military Rd.	At Chandler	1915	Ohio St.	Louisiana St.	08(62)
Mineral Spr. Rd.	At S. Ogden	1919	South Park		17(54)
Niagara St.	At Tonawanda		Michigan Ave.	Ship Canal	(Replace)
Niagara St.	At Parish	1919			

VIII B-3, Transit

B-3.1 MAIN STREET TRANSIT LINE

The initial cost of the rapid transit line in Main Street will be \$336 million. The Federal Government has made a commitment for 80 percent of this amount and the State Government will provide 20 percent from funds allocated in 1971 for this project.

When the rapid transit line becomes operational the City of Buffalo will close Main Street to vehicular traffic from Tupper Street to Church Street. This section of Main Street in the central business district will be converted into a transit-pedestrian mall. Only transit trains and emergency vehicles will be allowed to share the mall with pedestrians.

There will be six stations in the Downtown Mall and two others, at Seneca Street and at Memorial Auditorium. The stations average 900 feet apart for convenient access. Most Main Street shops and businesses will be only a two minute walk from a transit station. Transit vehicle speeds between these stations will be reduced for pedestrian safety.

Figure VIII B-3(a) illustrates the route of the Main Street rapid transit line and the three types of stations which are to be provided. The electrically-propelled vehicles used on the system will run on steel rails, powered from overhead electric wires. Each individual vehicle will be more than 70 feet long, but will be articulated so that two body sections are connected in a manner to allow the vehicle to bend in negotiating curves and sharp grades. This design makes possible the use of longer cars, while allowing passengers free access throughout the length of the vehicle. Each car will carry 52 seated passengers and 56 standees during rush hour. More passengers can be accommodated during peak hours by coupling up to four cars. Such a train has the capability of carrying more than 400 passengers safely under the control of one motorman. At stations passengers will be able to alight or board all doors of a train. Station platforms at the floor height of the vehicle will speed access and egress.

The light rail rapid transit line, Metrorail, will be combined with the Metrobus system to form a fully integrated public transit network. When the rapid transit line is operational, present bus routes will be altered and extended to provide a feeder bus network serving the transit system. This new service will feed passengers to and from the stations where they will transfer free between transit modes. People living a considerable distance east or west of the transit line may find it quicker to board a feeder bus and transfer to the transit facility rather than take a seemingly shorter, more direct route to their destination. Figure VIII B-3(b) illustrates the type of vehicle to be used and the feeder bus concept which would find existing bus routes to feed the rapid transit stations.

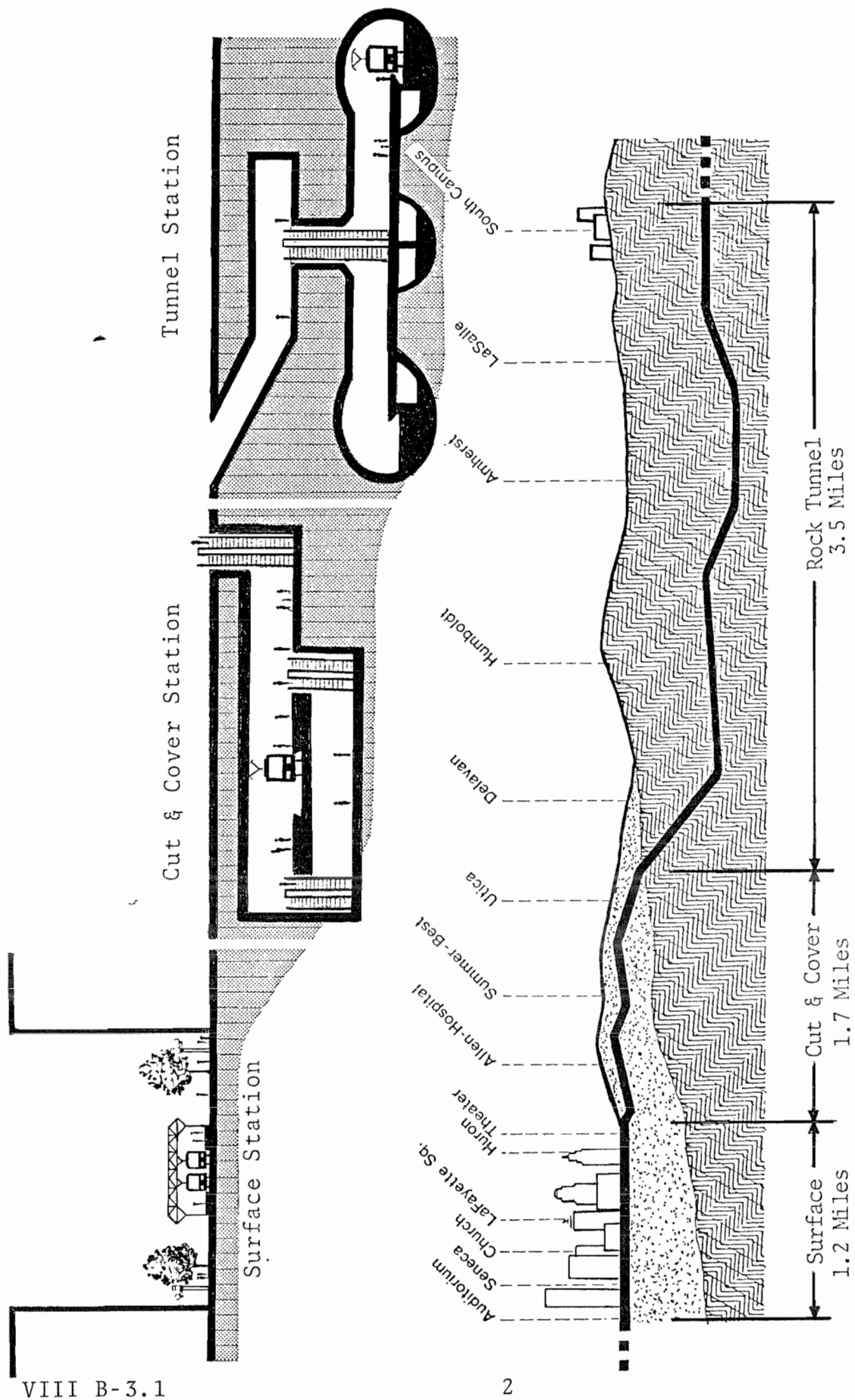


Fig. VIII B.3 (a). Transit Route and Station Types.

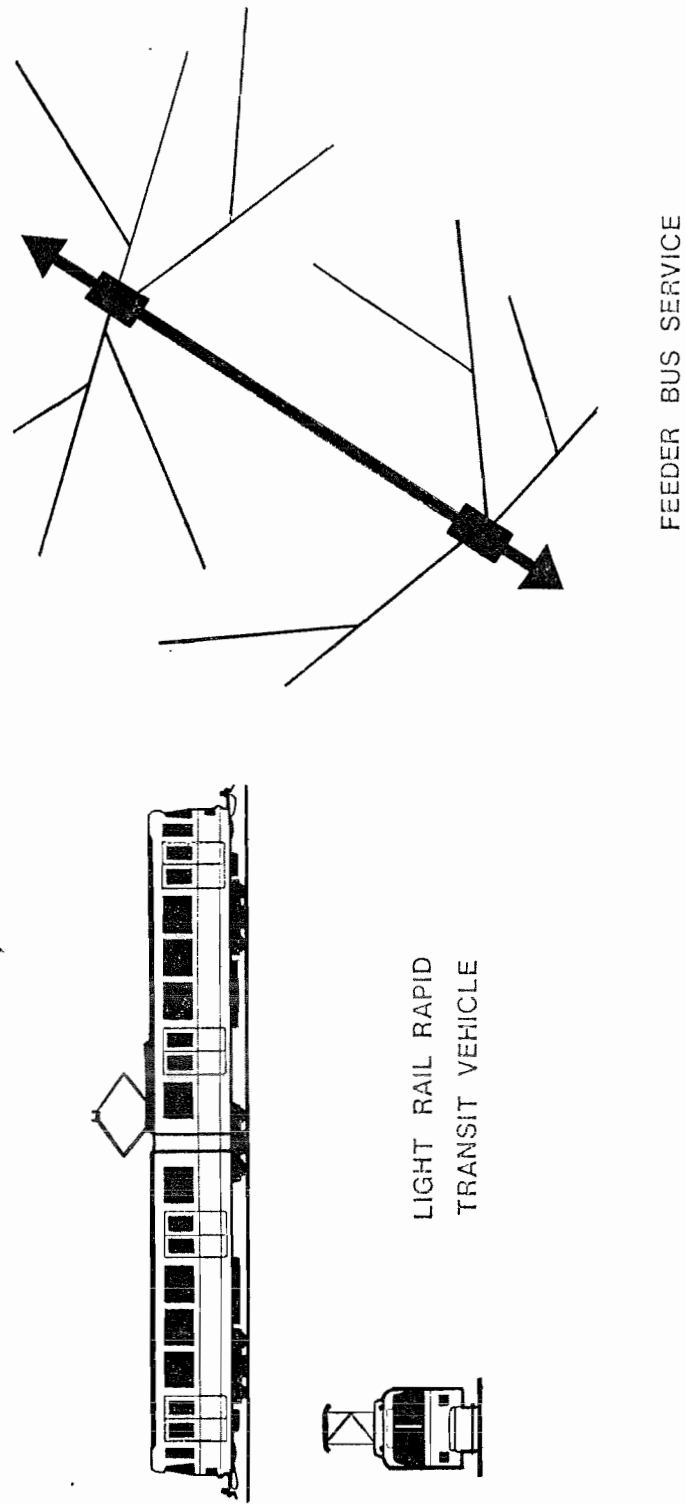


Fig. VIII B-3 (b) Transit Vehicle and Transit Station
Bus Service Concept.

At stations from Tupper Street to Ferry Street passengers will descend by stairs, escalators or in the case of the handicapped, by elevator to the train platform level. If they wish to board a train on the opposite track, they would descend one level lower, crossing to the opposite platform beneath the rail line.

The transit line will be in a rock tunnel from Ferry Street to the SUNYAB South Campus. The tunnel will be bored and not blasted through solid rock beneath Main Street. Here passengers will descend to a center platform from which they may board a train in either direction. As in other subway stations, passengers will descend by stairs, escalators or elevators for the handicapped.

One of the prime concerns throughout the system, and particularly in the underground stations, will be passengers safety and security. Following the lead of other cities with new transit systems, open, brightly-lighted stations, with closed-circuit television surveillance at all times will be provided. Station attendants will be provided in underground stations, supplemented with police protection if required.

The route will be of a fairly shallow configuration until it reaches the rock tunnel section. At the deepest point the line will be some 80 feet deep.

The surface running section will become the central transportation feature of Buffalo's Downtown Mall to be built on Main Street between Tupper and Church Streets, a distance of about one mile.

Construction of the transit system can provide economic benefit to the area. The long-term transportation benefits and the quantifiable indirect community benefits offset a high percentage of the system's construction costs.

Preliminary studies on an all-bus transit solution, including buses using their own rights-of-ways, produced no indication of significant community benefits. The bus system would have required greater operating costs to move comparable numbers of passengers. Bus-based alternatives also ranked low with respect to quality of service-accessibility, comfort and satisfaction, safety concerns, and schedule reliability.

Anticipated service characteristics, system usage and costs for the Main Street light rail transit line are presented in Table VIII B-3.1. While the cost of the provision of the facility would be shared by the Federal and State governments, the City will provide amenities in station areas, especially in the Downtown Mall. The opening of the rapid transit line is targeted for 1982.

Table VIII B-3.1
MAIN STREET RAPID TRANSIT LINE

Service Characteristics		System Usage 1995-2000	
Rail Transit Routes	1	Rail, Rail-Bus	92,000
Bus Routes	58	Bus Only	92,000
		Total	184,000
Rail Route Length	6.43	Annual Patronage	55,200,000
Bus Route Lengths	310		
Rail Vehicles	47	Corridor, Transit Use	13%
(10% Spares)		Corridor, Automobile Use	87%
Buses	518		
(15% Spares)			
Daily Rail Car Miles	6,250	Light Rail Transit Costs(\$000)	
Daily Bus Miles	40,700	Line, Stations	\$199,053
Daily Rail Car Hours	314	Systems	47,708
Daily Bus Hours	3,650	Rolling Stock	31,208
		Rights-of-Way	6,150
Rail Speed (mph)	22.5	Design, Insurance, etc.	52,121
Bus Speed (mph)	11.0	TOTAL PROJECT	\$336,250
Passenger Stations	14	Sources: 20% State, 80% Federal	

3.2 TRANSIT STATIONS

Transit stations outside the Downtown Area offer varying degrees of development opportunity. Reliance on assistance through special development programs, as may be offered by the Federal Government, should assist in the provision of concentrated development in several station areas. Market housing and other development may occur in areas surrounding the Amherst and LaSalle Stations. They may also occur in the area adjacent to the South Campus Station, especially if some land is made available from the existing S.U.N.Y.A.B. Campus.




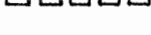
Descriptions of the transit stations outside the Downtown Area are listed below under the following headings:

- 3.21 Allen-Hospital
- 3.22 Summer-Best
- 3.23 Utica
- 3.24 Delavan
- 3.25 Humboldt
- 3.26 Amherst
- 3.27 LaSalle
- 3.28 South Campus

Mapping will show proposed stations centered in an 800 foot radius circle. Possible sites for transit-related development are indicated by shaded areas. The type of use suggested is as follows:

R-Medium to high density residential use
CS-Convenience shopping, services
C-Community-level commercial uses and offices
C/R-Combined commercial and residential uses

Other symbols used in the mapping are indicated below:

-  Transit station
-  Transit line
-  Bus line
-  Future transit extension

VIII B-3.2, Transit Stations

3.21 ALLEN-HOSPITAL STATION

Opportunities in this area arise from the Oak Street Revelopment Project and rehabilitation efforts in the Allentown area. Hospital expansion has taken place in the Oak Street area.

Future commercial use would include a convenience shopping area. Mixed-use high density structures and facilities related to health and the arts might locate in this area.

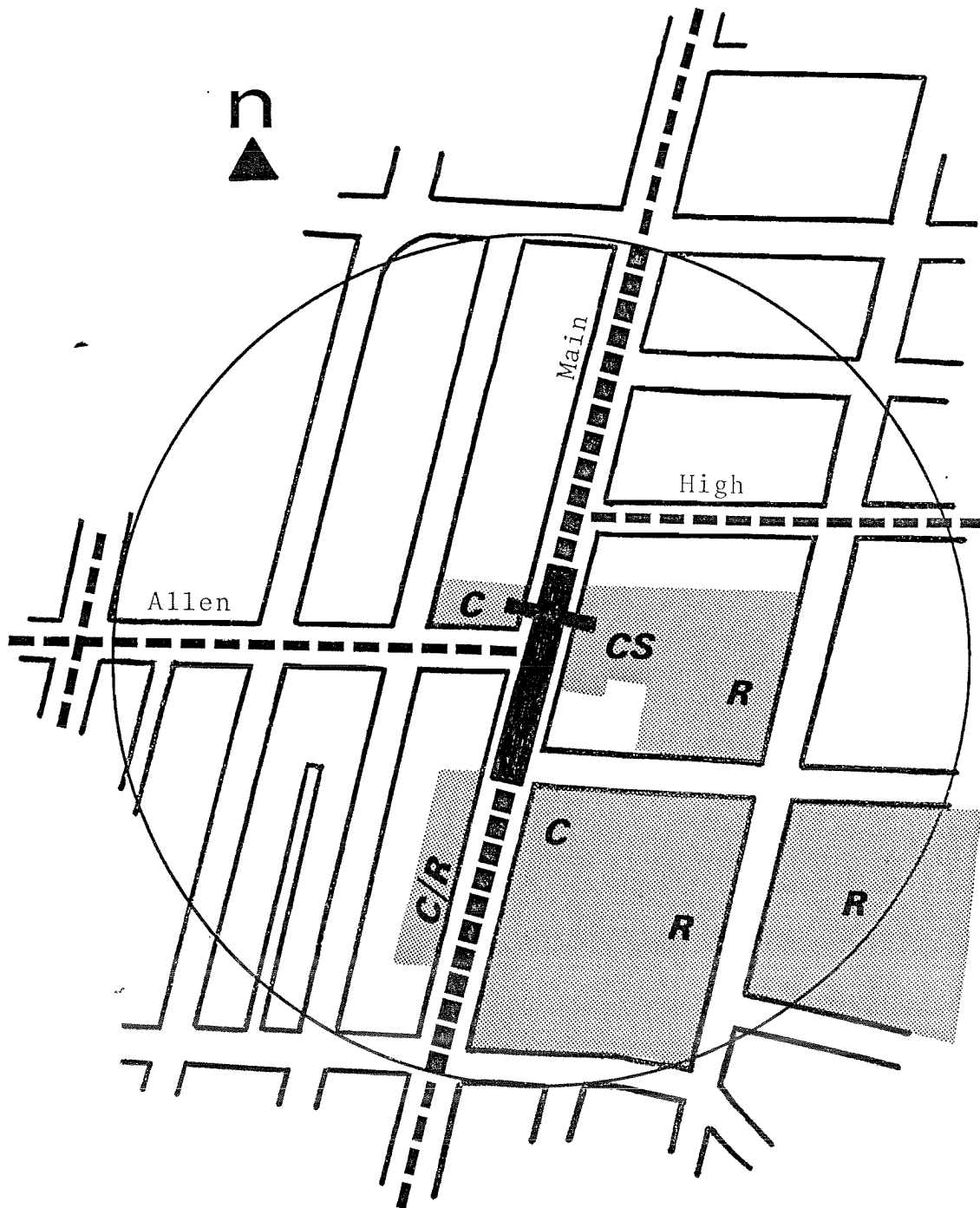


Fig. VIII B-3.21. Allen-Hospital Station Area

VIII B-3.2, Transit Stations

3.22 SUMMER-BEST

Opportunities arise from its location at the northerly end of the Oak Street Redevelopment Project and existing vacant land on Main Street.

Future commercial development could include neighborhood facilities, a large scale commercial development. Outside of the redevelopment area a non-assisted urban renewal program may be necessary to promote desirable development. High density residential apartments are suggested.

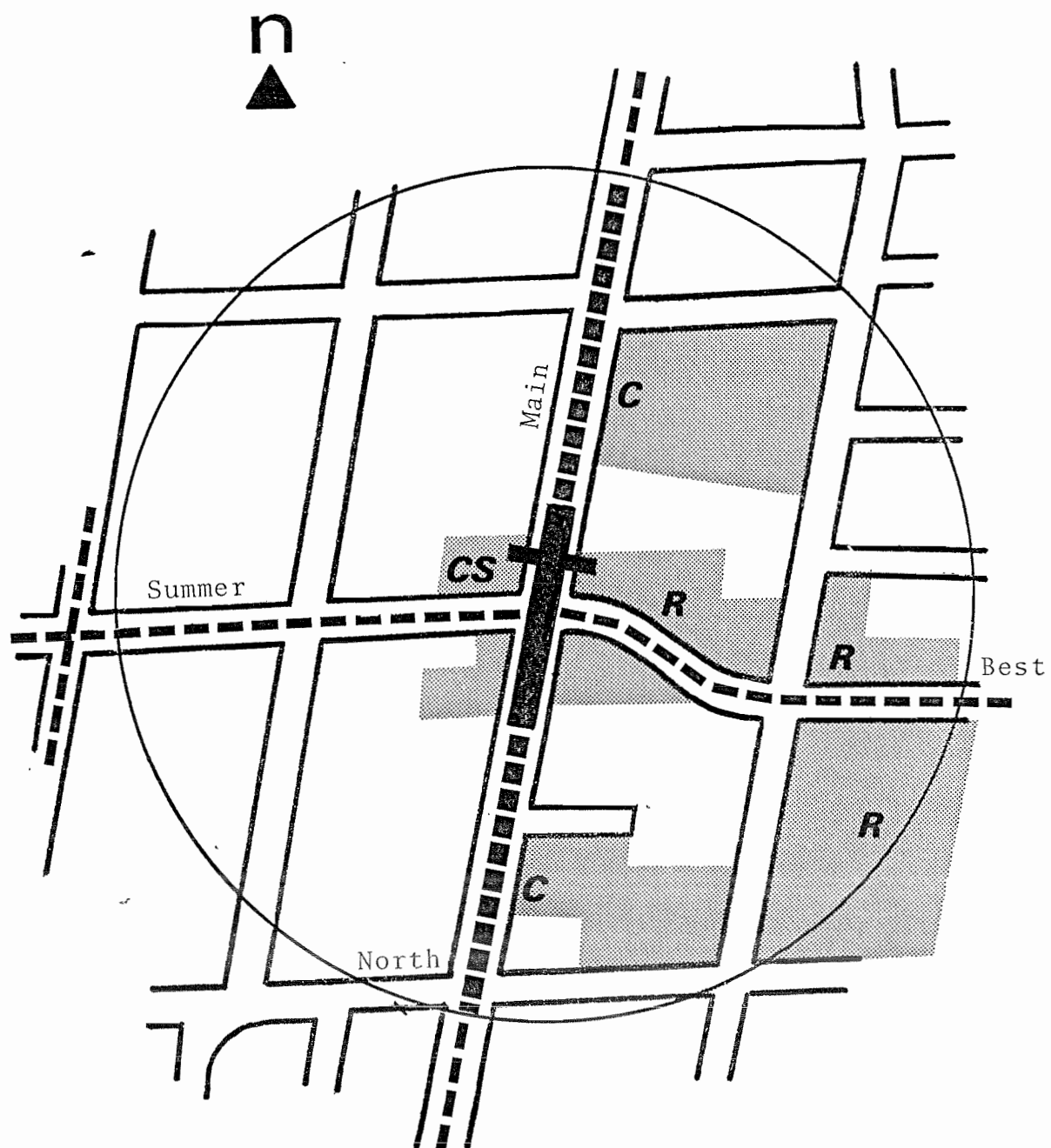


Fig. VIII B-3.22. Summer-Best Station Area

VIII B-3.2, Transit Stations

3.23 UTICA

The area surrounding this station is in a transitional stage. Commercial turnover rate is high. Positive and stabilizing influences must occur. Commercial activity may fill gaps in existing development, emphasizing community level facilities or regional activities related to the transit station. High density residential facilities are suggested.

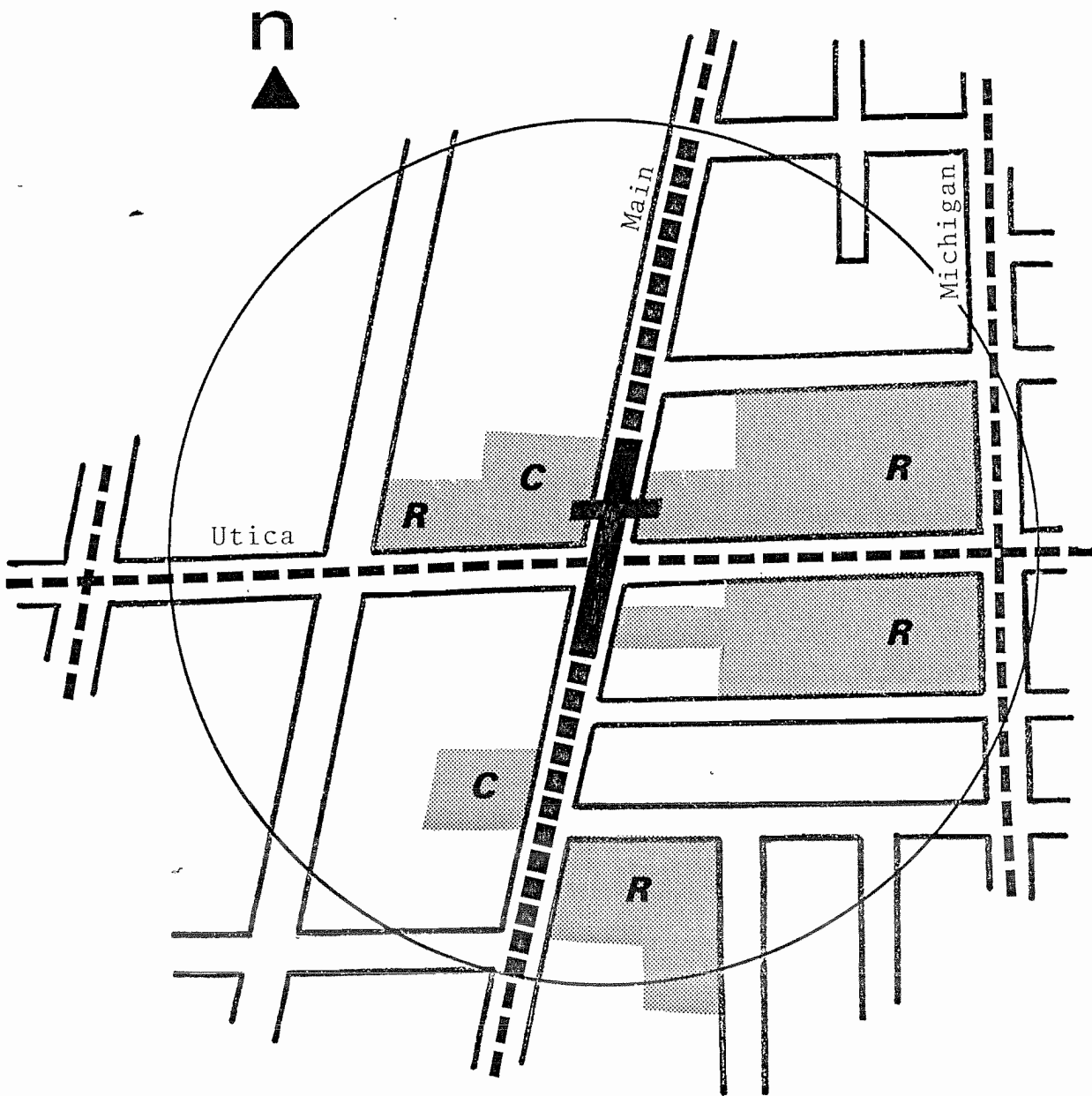


Fig. VIII B-3.23. Utica Station Area

VIII B-3.2, Transit Stations

3.24 DELAVAN

There is little vacant land in the immediate vicinity. Several large scale uses are not apt to be discontinued. Some future use may be made of the Delavan armory site.

Passenger transfer volume is projected to be high at this station, offering an opportunity to integrate some commercial development with other development. Commercial uses could include convenience shopping, fast food operations on land that may be available.

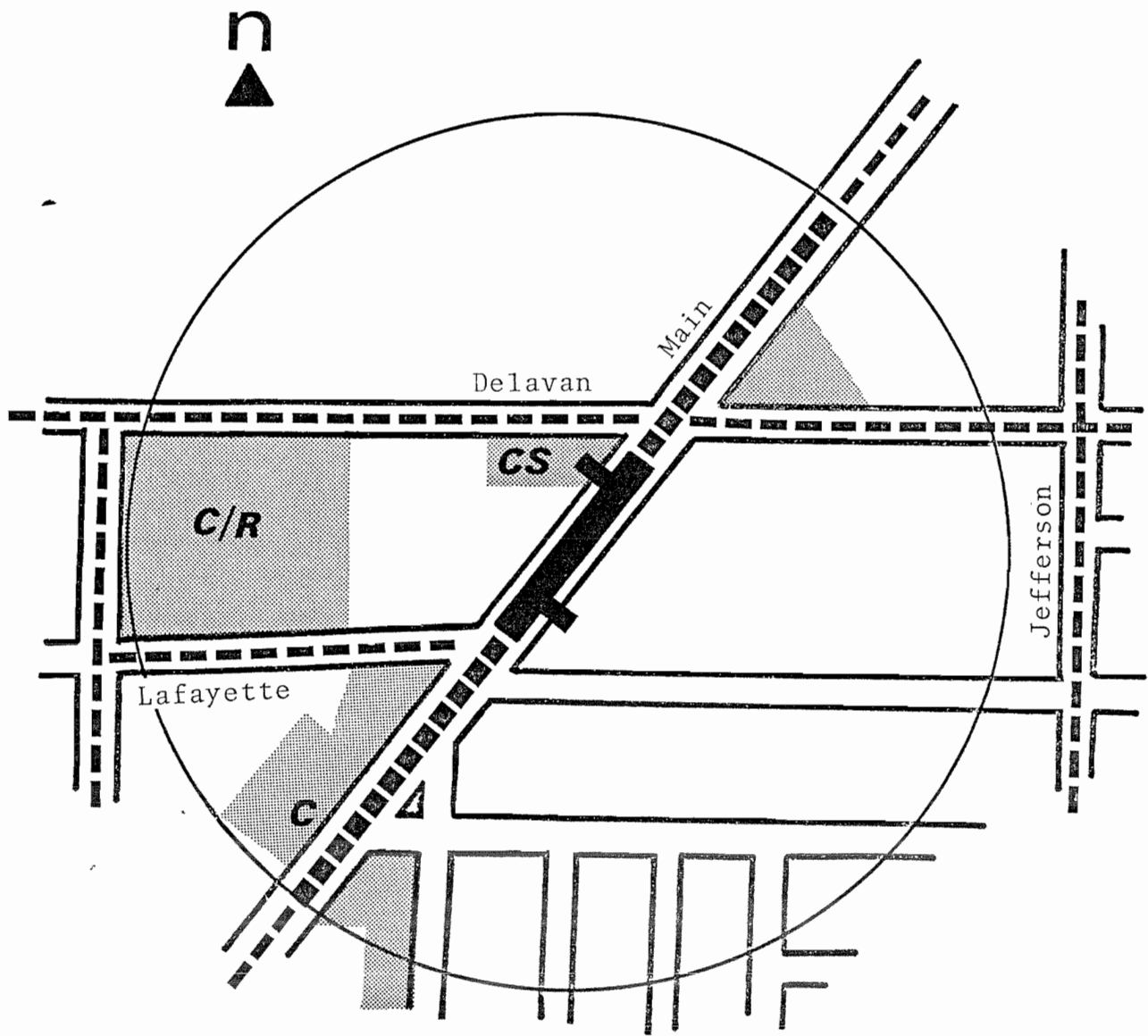


Fig. VIII B-3.24. Delavan Station Area

VIII B-3.2, TRANSIT STATIONS

3.25 - Humboldt

Projected patronage volumes for this station are relatively low. At this site, some convenience shopping facilities might be provided. Development resulting from transit influence is more apt to be directed to residential and institutional uses, south of the station.

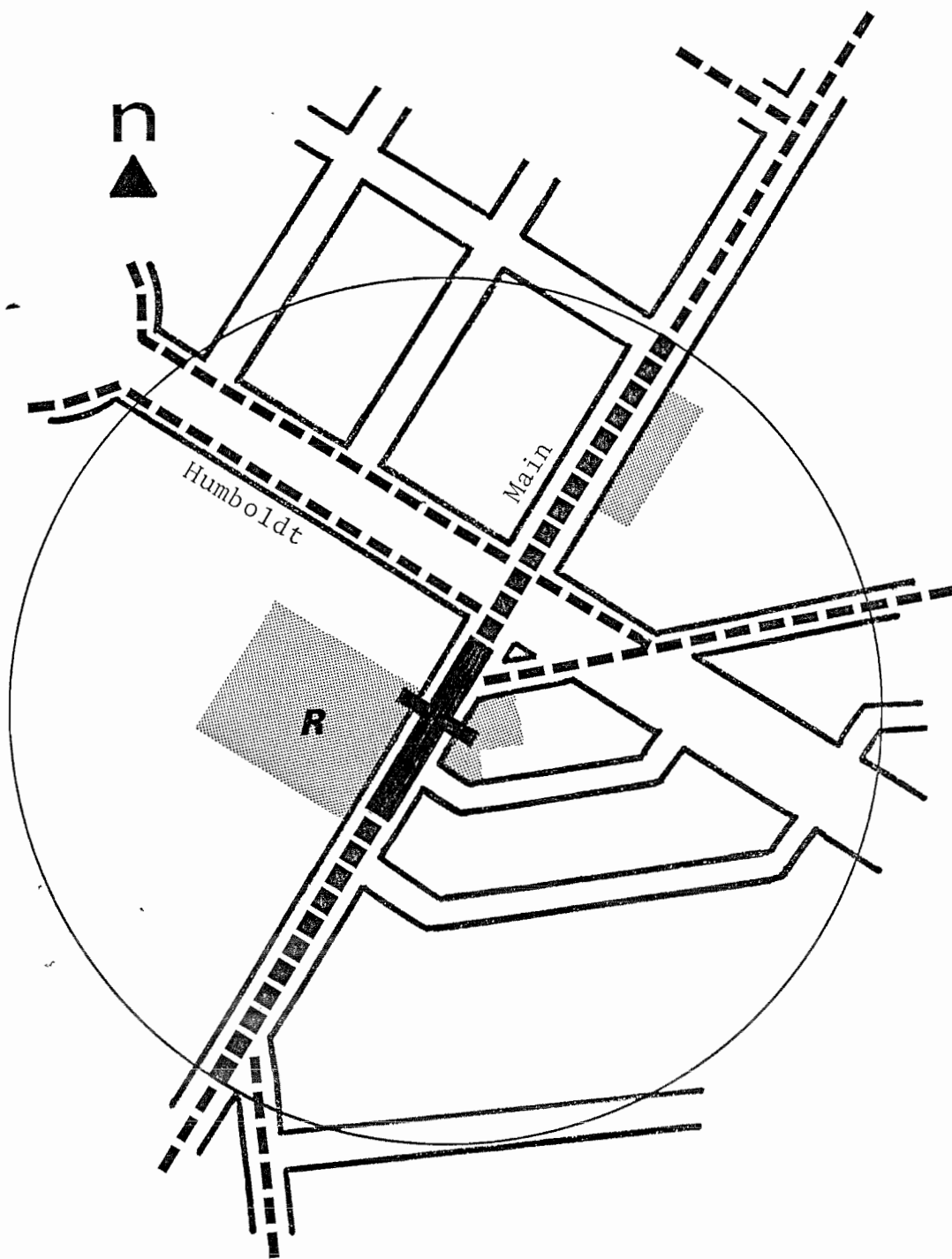


Fig. VIII B-3.25. Humboldt Station Area

VIII B-3.2, TRANSIT STATIONS

3.26 - Amherst

Located in a relatively stable area, the Amherst station should offer an attractive site for developers. With the provision of the longer range Tonawanda Transit Corridor, the site would offer rapid transit facilities in three directions. Located northwesterly from the transit station is the Central Park Subdivision which finds its residents strongly upholding its private single-family deed restrictions. Behind commercial uses on Main Street softer real estate, including the Central Park Plaza, may offer opportunities for both community and regional commercial activities including mixed residential-commercial use. While no significant amount of vacant land exists in the vicinity, some underutilized land does exist, especially in a southwesterly direction. Some residential construction is likely.

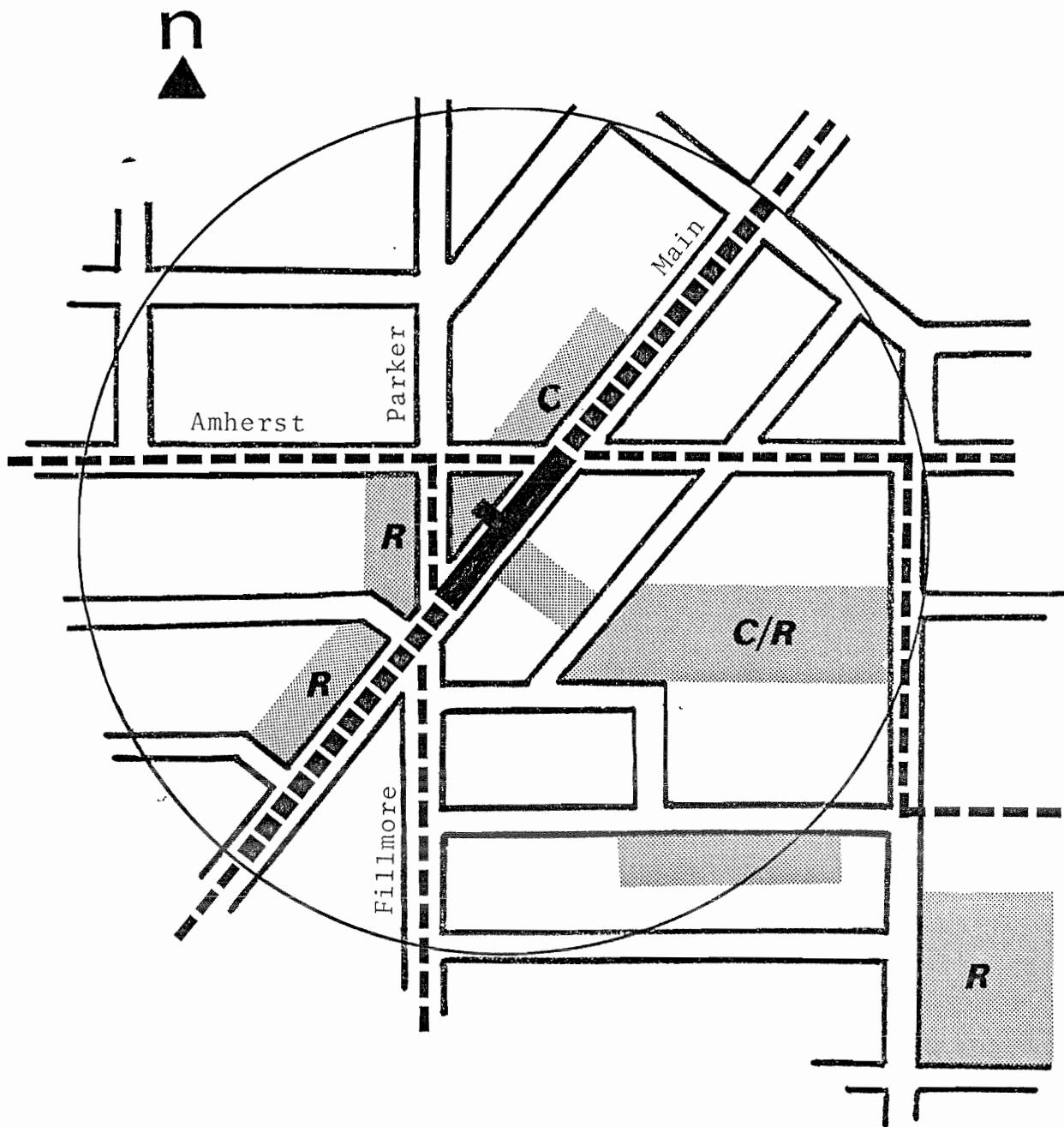


Fig: VIII B-3.26. Amherst Station Area

VIII B-3.2, TRANSIT STATIONS

3.27 - LaSalle

There is some vacant and underutilized land near this station on the west side of Main Street. This offers potential for development in a relatively sound location. There is some underutilized land on the easterly side of Main Street, north of the rail line and south of it behind Bennett High School. The long-range future of All-High Stadium may be in doubt, and that site might also offer development potential. Residential, commercial and mixed residential-commercial development might be prompted by the influence of the transit station. Land adjacent to the railroad line might offer problems related to noise impact on residential development. Commercial development should emphasize convenience and community-level facilities.

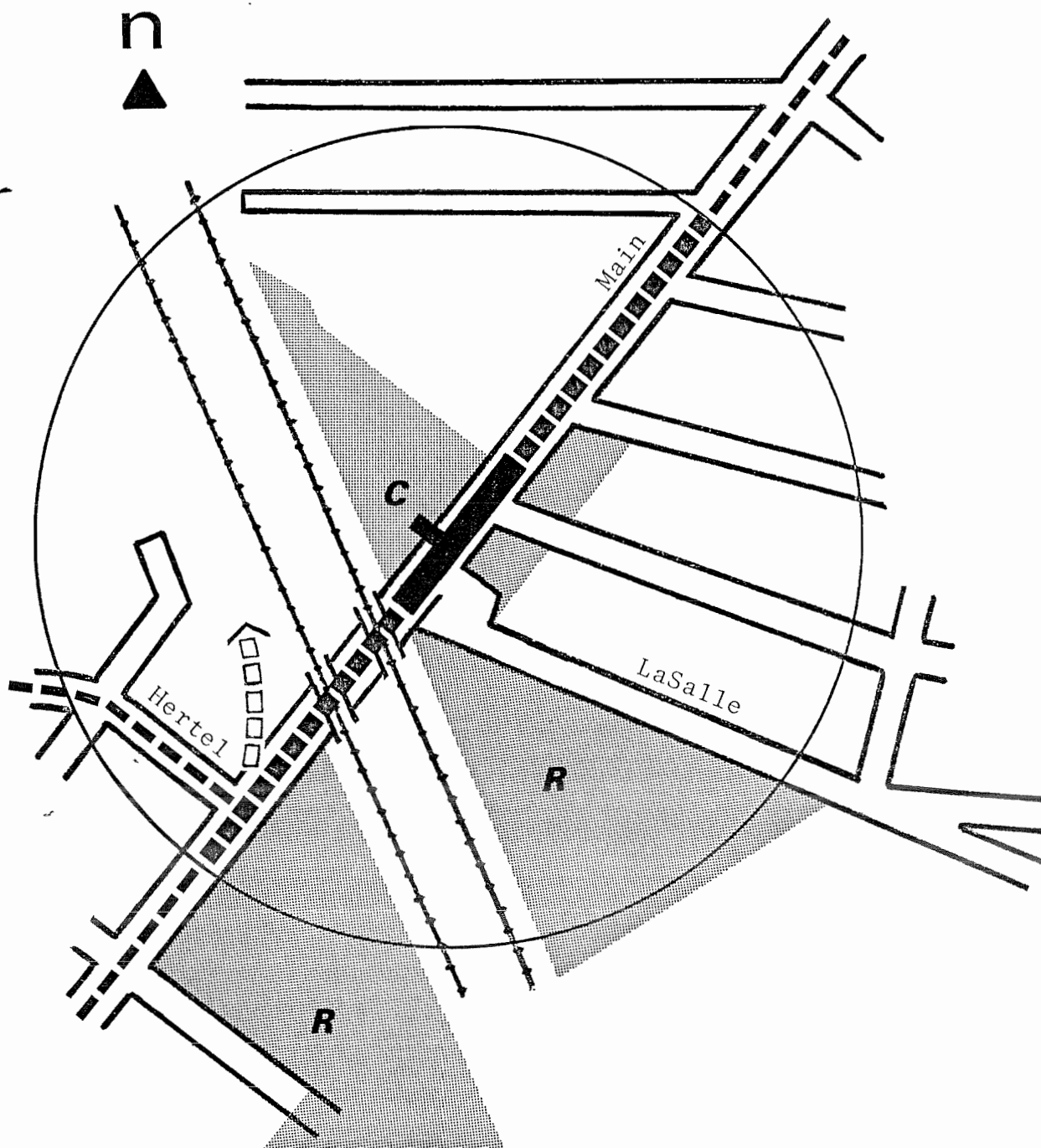


Fig. VIII B-3.27. LaSalle Station Area

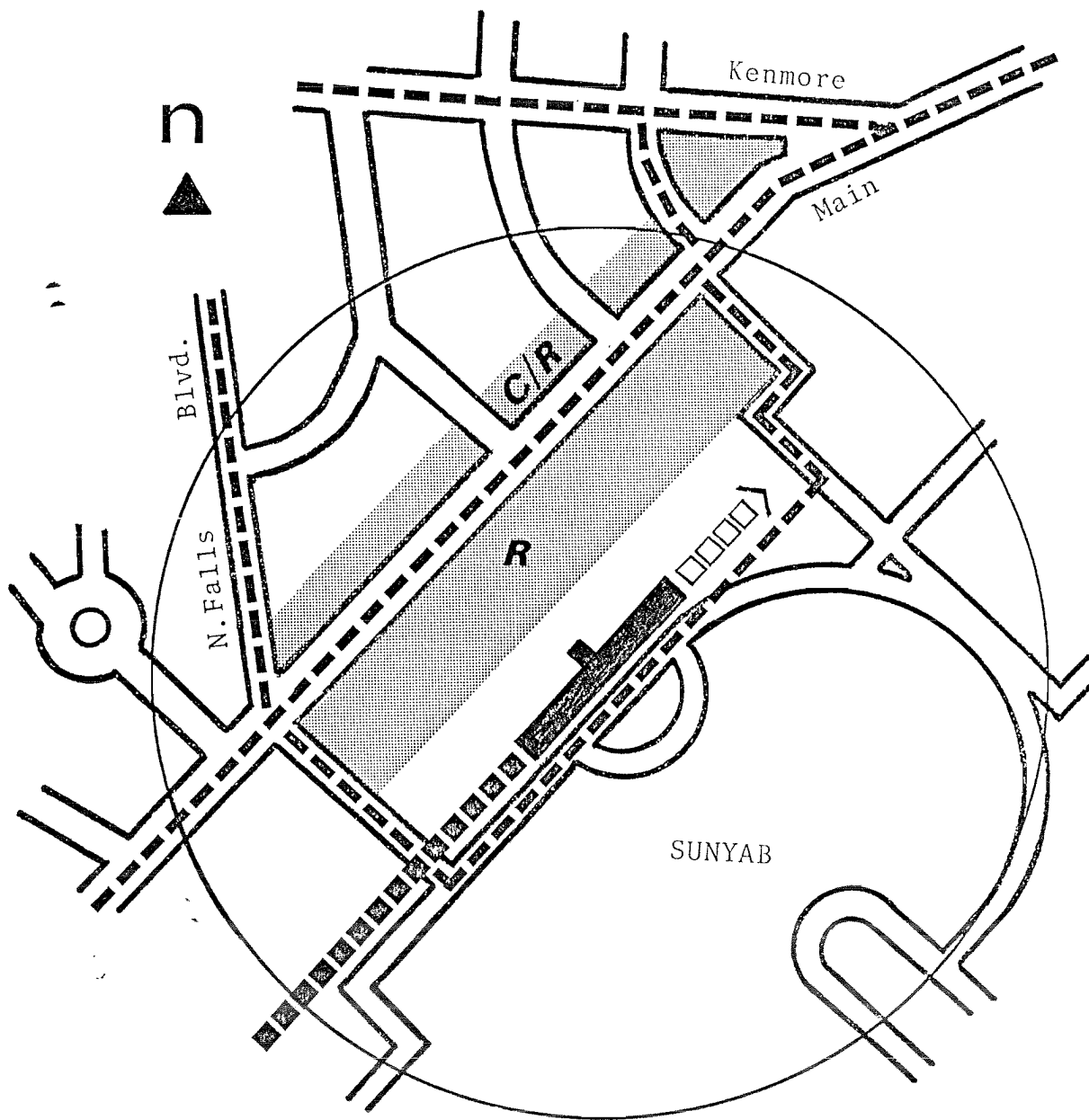


Fig. VIII B-3.28. South Campus Station Area

VIII B-3.2 TRANSIT STATIONS

3.28 - South Campus

Land surrounding the station, which is located on the South Campus of SUNYAB, is under the control of New York State. West of Main Street there is an area under private deed restrictions that could limit development in that direction. More intensive use of land related to the transit station would probably emphasize residential facilities, and convenience shopping commercial facilities. Some use of land on the Campus should be considered.

VIII B-3, Transit

B-3.3 EXTENSION OF RAPID TRANSIT SYSTEM

Figure VIII A-7 indicated extensions of the rapid transit system through the study corridors presented. The type of service and vehicle have not been determined, but in many cases the system extension may resemble the Main Street system. The proposed corridors are listed below:

1. Tonawanda Corridor - This line would divert from the Main Street line near Hertel Avenue, south of the LaSalle Station, and follow an abandoned rail right-of-way northward to North Tonawanda. The area served is now highly developed, and residents have a strong relationship with Downtown employment and activities. This makes the corridor the most logical second step in the provision of a rapid transit network in the area.
2. Extension of the Main Street line - The northerly extension of the Main Street line from the South Campus to the North Campus of the State University of New York at Buffalo was part of the original Main Street transit corridor, and it is expected that the line will reach the North Campus. At the southerly end of the Main Street transit line it is anticipated that the line will extend past Smith Street, connecting with proposed service on existing rail lines which extend in southerly and southeasterly directions.
3. The West Side-Airport Corridor - Running southward from the Grand Island Bridges, a transit corridor is proposed to serve the West Side of the City, then swing eastward, crossing the Main Street transit line at Lafayette Square in the Downtown area. The corridor on the West Side would range between the Niagara River and Richmond Avenue. It is depicted as running between these limits. If substantial rebuilding is required in the West Side, a development plan should coordinate such rebuilding with the proposed transit corridor. From Lafayette Square the line would run eastward, crossing the east City line south of Walden, and lead to a station near the Greater Buffalo International Airport.
4. South Rail Corridors - Two transit lines are proposed to run in southerly and southeasterly directions, using existing rail lines. Their northerly ends would connect with an extension of the Main Street transit line. It is probable that the southerly routes will share rails with railroad freight traffic.

VIII B-4 RAILROADS

With railroad freight reorganization under Conrail and passenger service under Amtrack an opportunity exists to reduce railroad acreage in the City. There are, however, still five private railroad companies operating within the City. These are:

1. Baltimore and Ohio
2. Norfolk-Western
3. Canadian National Railroad
4. South Buffalo Railroad
5. Buffalo River Railroad

The last two companies provide service for local industries.

There are four major through-traffic corridors. The largest area of rail activity exists around the entrance of railroads from the east in the middle of the City along the City's eastern boundary. The Bison and Frontier electronic switching yards exist just east of the city line, but some activity associated with these yards extends into the City. Connection between the yards is made through the City. Since the yards were previously owned by the Penn-Central and Erie-Lackawanna, these were separate facilities and the existing connection requires improvement. The present connection is a result more accidental than intentional.

Rail movement to the south and west is made over a massive rail corridor which crosses the City line near South Park. Included in this complex is a manual switching yard, which is obsolete, and operating lines of the two local service railroad companies.

The International Railroad Bridge carries massive freight movements from Canada. This movement assists the high ranking, fifth, of the Buffalo Customs District among other national customs district. Most of this traffic is headed for the electronic yards area. Some passenger service exists on this line also.

The two lines which cross the north City line headed, toward Niagara Falls, are basically freight movement lines. Two belt lines run across North Buffalo. These are joined by the third cross-city line which also leads toward the electronic yards.

The network of rail lines serve local industry and provide a framework for industrial location in the City. Service to industries, as well as through traffic movements, is an important matter to consider.

If left entirely to rail interests, the foundation of a more efficient rail system is apt to ignore City land use problems and relationships.

Identified on Figure VIII B-4 is potential surplus railroad land. Some of this land may be acquired by the City, as selected by the City, because of taxes owed. All future reuse of surplus land should be guided by adjacent land use controls.

b-Bison Electronic
Yard
f-Frontier Electronic
Yard
i-International RR
Bridge




 Potential Surplus
RR Land
 Possible Surplus
(or Alternate) Lines
 Rail Passenger
Lines

Fig. VIII B-4. Possible Surplus Railroad Land.

The area most apt to cause conflict of interests between the City and rail organization is the question of which existing rail lines ought to be retained or abandoned. Suggestions indicated on Figure VIII B-4 take adjacent land use into consideration.

The two belt lines in the northern part of the City provide duplicate through movements although local industrial service differs. The mid-section of both lines run through non-industrial service areas. Both have room for increased service. The northern-most line is elevated while the other is depressed in its mid-section. One of the lines might be abandoned after consideration of which has the least adverse impact on adjacent residential property along its route. Local industrial service would have to be provided through necessary connections.

Rail lines split into three corridors from the north on the easterly side of the City. The one shown as a possible surplus line is a major through line while the one it joins is more of a local service line. The through line, however, splits a residential area and should be considered as an impediment to improvement of residential conditions.

Near the center of the City another line is suggested to be examined for abandonment for the same reason as stated above. It cuts through an area which is basically residential and causes problems in this respect. From strictly a rail movement point of view, its retention might appear logical. But, insofar as new residential construction is concerned, it would discourage residential improvements. Southwest from that line another surplus line is indicated. That, however, would fit into future rail transit plans.

Rail passenger lines are also indicated. These include regional and inter-regional routes. Freight movements and industrial service would not be excluded from these corridors. The passenger service indicated along the Niagara River, however, should be emphasized and freight traffic reduced as much as possible to local industrial service.

VIII B-5, Port of Buffalo

5.1 - OUTER HARBOR

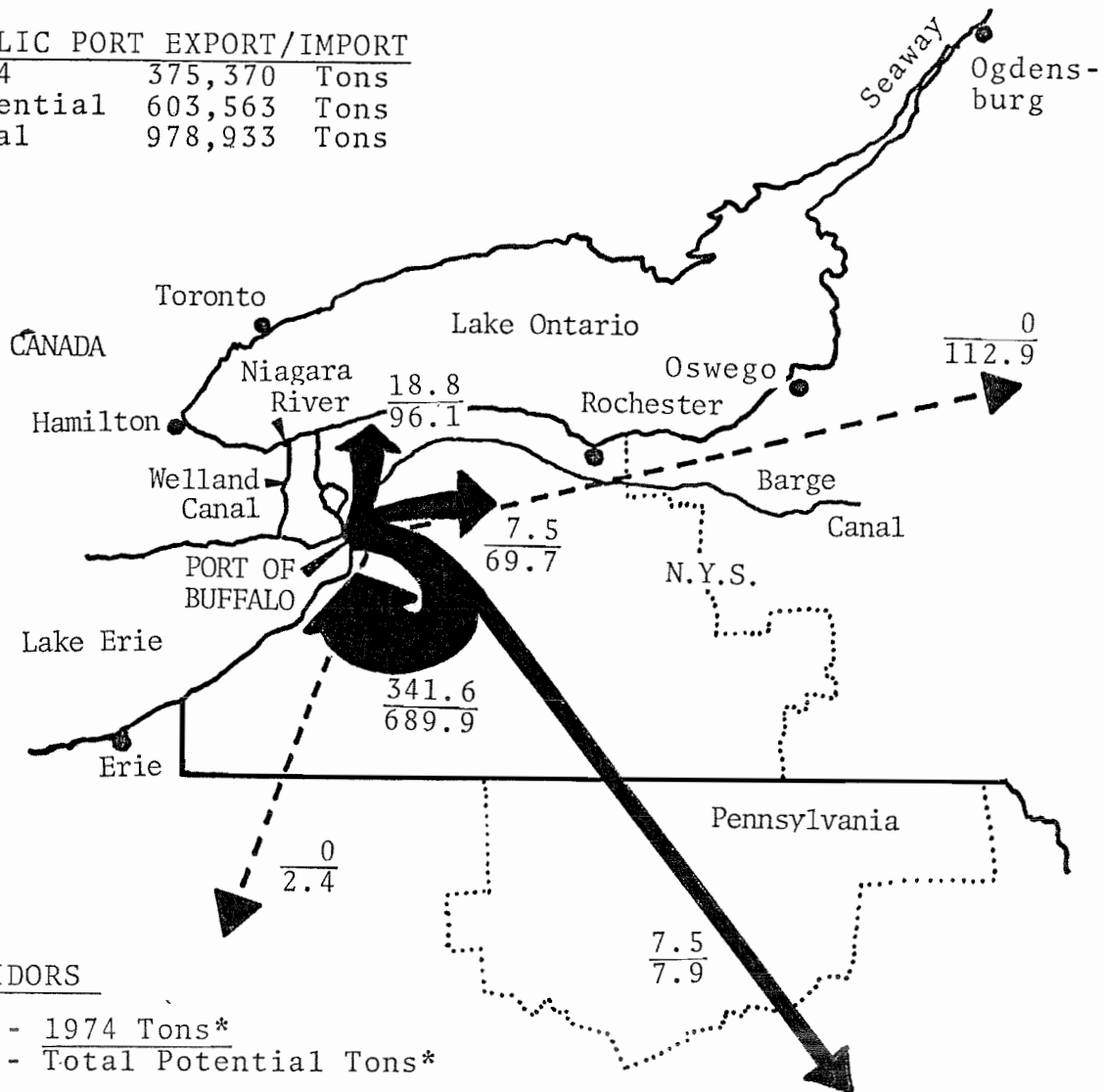
Waterborne commerce through the public port is now mostly bulk movement. General cargo type commodities dwindled to less than 1% of the 393,000 tons handled in 1974. The decline in general cargo movements through port facilities reflects the trend of freight movements in the upstate New York Great Lakes ports and the regions they serve. Bulk movements, both dry and liquid, continue to be attracted by Buffalo, but to a lesser degree as direct rail delivery has increased.

Buffalo represents New York State's deep draft access to Lake Erie for potential shippers and consignees in the New York-New England industrial regions. Within recent years, the public port has installed a warehouse and obtained a heavy-lift mobile crane. In the upland area a continuing fill and grading program is providing open storage area for bulk commodities. It is possible that potential dry bulk commodity movements will create the need for capital spending. Future possibilities exist for coal as well as ores and construction industry products, provided existing constraints to the movement of these commodities via Buffalo can be resolved. Buffalo, as an industrially-oriented metropolis, should recognize the need for the public port.

Industries related to port facilities may develop in the port area and new water-oriented industries should be encouraged to locate in the area. The non-bulk potential of the port is highly sensitive to changes in the structure of rates and to functional changes in the transportation network. Owing to the fluctuations of these factors, the breakbulk and special handling potential of the port for local shippers is reduced by a third and container potential by over 50%. Added to the factors increasing the difficulty of selecting least-cost routings, is the tendency for the least-cost port over any given trade route to change over time. This characteristic of the non-bulk trades implies a role for the Port of Buffalo far greater than that indicated by the volumes indicated; i.e., the port as a distribution center, serving the shippers/consignees in its area by utilizing whatever mode or port proved to be most advantageous at the particular time. The development of containerization and along with it the increasing emphasis on total systems transport costs, has led to the extension of traditional port functions to inland points. Ocean shipping has adopted the practice long used in the rail and trucking industries where full car or truck loads were moved to the farthest point possible, and then the full load was broken down into less than car or truck load lots for the final leg of the movement. Collection and consolidation was handled in just the reverse manner.

PUBLIC PORT EXPORT/IMPORT

1974	375,370	Tons
Potential	603,563	Tons
Total	978,933	Tons



CORRIDORS

18.8 - 1974 Tons*
 96.1 - Total Potential Tons*

*In Thousands

Fig. VIII B-5.1. Public Port 1974 and Potential Market Areas and Throughputs, Based on Local Shippers' Cost Savings.

While the Fuhrmann Blvd. area is not presently served with sanitary sewers, such facilities should be available in the 1980's. Part of the justification for the sewer is the anticipated increase in employment in this area.

The greatest immediate potential for the port would appear to rest with dry bulk cargoes. The development plan for the public port of Buffalo as proposed by the "Comprehensive Upstate New York Public Ports Study", Frederic R. Harris, Inc., (Sept. 1976), indicated break-bulk and special handling cargo to be handled as they are now handled at terminals A and B on port grounds. Further specialization in handling dry bulk from lake vessels was proposed for underutilized port land.

Ship calls of from 254 to 294 per year would be made by bulk self-unloader vessels, unloading at a rate of 3,000 tons per hour. Coal and non-coal bulk would be stored on land north of the present terminals. The system calls for bulk material to be recovered from storage and sent to rail, truck or barge by a conveyor system at a rate of 2,000 tons per hour. Environmental pollution controls would be provided. If the proposed flow of 7,510,000 ton of coal materializes, as held in the above study, a peak storage of 1,300,000 tons may be anticipated. This would require approximately 67 acres of land for open storage. While the land is available, specialized high speed, large volume equipment would be required for stockpiling, reclaiming and distribution activities.

Figure VIII B-5 illustrates the 1974 and the potential activity of the public port, based on the economic benefits offered to shippers, in terms of port through-put tonnage. This is based on cost savings over other means of transportation. A 60 percent increase in such activity is indicated.

While the above constitutes a significant increase, it is overshadowed by potential bulk shipments, primarily of western coal. Table VIII B-5 (a) presents current, potential and future cargo volumes and assignments, combining the above regional shipping potential with even more significant tonnage resulting from large bulk shipments, including coal. Table VIII B-5 (b) expresses current, potential and future economic benefits in terms of cost savings. The advantages offered by the port are large. Tonnages handled by the port could reach past high levels of the Port of Buffalo.

Related activities on port land are presented in Chapter VII, the Industrial Land Use Plan, under the Outer Harbor heading.

Table VIII B-5.1 (a)
CARGO VOLUMES & ASSIGNMENTS, PORT OF BUFFALO

CARGO VOLUMES

Cargo Type	Short Tons			Total
	Current	Potential	Future	
A, Containerized	0	49,966	0	49,966
B & C, Breakbulk & Special Handling	1,847	10,898	0	110,830
D, Dry Bulk	386,080	524,122	7,510,000	8,420,200
E, Liquid Bulk	4,749	60,000 ¹	0	64,749
TOTAL	481,776	743,069	7,510,000	8,645,745

CARGO ASSIGNMENTS

Cargo Type	Cargo, Existing Facilities			Cargo, New Facilities		
	Current	Potential	Future	Current	Potential	Future
A	0	49,966	0	0	0	0
B & C	1,849	108,981	0	0	0	0
D	0	0	0	386,078	524,122	7,510,000 ²
E	4,759	60,000	0	0	0	

1. Increase of 60,000 tons of domestic lube oil imports; estimate.
2. New terminal to be built on the site of the existing terminal.

Table VIII B-5.1 (b)

CURRENT, POTENTIAL AND FUTURE ECONOMIC BENEFITS OF THE PORT OF
BUFFALO

County	Cost Savings (Dollars)			
	Current	Potential	Future	Total
Cattaraugus	0	464	0	464
Chautaugua	0	3,758	0	3,758
Erie	4,655,800	8,601,253	982,800	14,239,853
Essex	0	580,000	0	580,000
Genesee	43,300	0	0	43,300
Monroe	0	0	1,109,700	1,109,700
Niagara	1,548,500	4,824,945	1,350,000	7,723,445
Other	0	16,000	0	16,000
TOTAL	6,247,600	14,026,420	3,442,500	23,716,520

5.2 - INNER HARBOR

The Inner Harbor consists of the Buffalo River and the City Ship Canal. Downstream and along the Canal exists the largest flour milling center in the nation. Other aspects of the grain trade in Buffalo have decline but milling remains as a substantial employer in the City. Upstream several industries rely on the Buffalo River navigation channel as a means to ship materials.

The primary question to be resolved is whether the River is going to remain as a navigational channel or whether other means to convey materials will be provided. The Buffalo River follows a meandering course and is relatively shallow, with a rock base. As lake freighters grow larger, the River offers a less desirable course. The U. S. Army Corps of Engineers should be requested, through Congressional action, to study the future prospects of the River as a shipping channel along with other Corps assignments in the Buffalo area. Should the Corps recommend alternate means of conveyance, bridge structure crossing the channel would no longer have to be lift or high-level bridges.

5.3 SHIPPING CANALS

The St. Lawrence Seaway did not live up to its anticipated activity as adjusted rail rates cut into some of its projected business. Should this situation change, and should Seaway and Great Lakes waterborne commerce increase, the need for an improved Lake Erie-Lake Ontario connection would exist.

The time period involved for use of such a facility might better be measured in decades than years. In order for the City's economy to capitalize on the potential offered by the canal, port facilities will have to exist. Harbor improvements made in the 1960's indicate that the Inner Harbor will not be able to provide adequate facilities due to the configuration of the Buffalo River and its relatively shallow and rock-bottomed waters. The Outer Harbor would have to provide any port facilities related to this long-range proposal.

A U.S. Army Corps of Engineers study of a Lakes Erie-Ontario canal was completed in 1972. At that time the Corps stated the canal was not considered a viable project. The Corps added, however, that reevaluation of the situation might be justified in the future.

Improvement proposals for Great Lakes shipping, which include year-round navigation, the anticipated increase in size of lake vessels effecting existing facilities and recent energy conservation concerns have focused interest on reexamination of the canal sooner than expected.

This \$2.5 billion project could be found both economically feasible and necessary under changed circumstances. There are three alternate routes under discussion. Figure VIII B-5.3 (a) indicates the route presently favored by the U.S. Corps. of Engineers.

The effect of the canal would be to thrust Great Lakes shipping toward the Port of Buffalo creating construction employment and longer range permanent employment for new uses related to the existence of the canal. Such a facility could not be in operation until the 1990's.

When the Erie Canal was first proposed in the early nineteenth century New York State asked for Federal assistance. When this did not materialize the State undertook the project itself. In the more recent past the Federal government turned down requests to place the renamed canal under Federal jurisdiction. The westerly end of the canal is shown in Figure VIII B-5.3 (a). Under changed circumstances related to energy conservation and the most economical shipping costs, the Barge Canal is apt to be reconsidered for commercial use. Such use is to be reexamined along with investigation of the Lakes Erie-Ontario Canal as part of an overall transportation system, relating all components instead of a single subject approach.

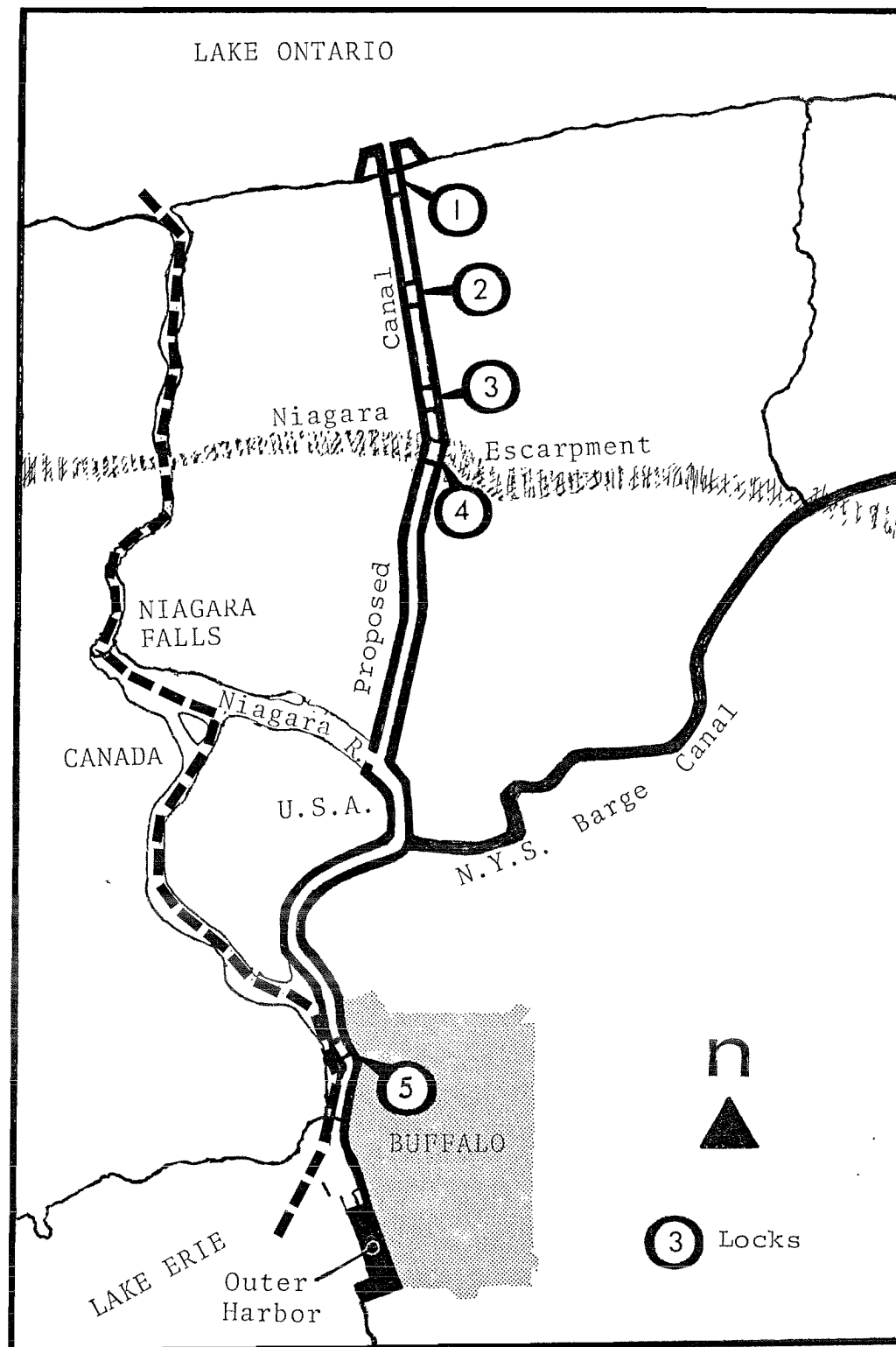


Fig. VIII B-5.3. New York State Barge Canal and Proposed Lakes Erie-Ontario Canal.

5.4 SHIPPING SEASON

One of the major constraints in the use of port facilities is the formation of ice on Lake Erie during winter. Ice forms heavily along the shoreline and extends some distance into the Lake. Between 1955 and 1964 the earliest opening date of the Port was March 20 and the latest opening date was April 28. The earliest closing in the same time period was December 17 and the latest closing was December 31. The Port is closed by ice for three to four months each year.

For some time an extended shipping season or a year-round shipping season has been discussed. The prospects for lengthening the shipping season rests not with the Port of Buffalo alone, but with the entire Great Lakes-St. Lawrence Seaway system. The Port of Buffalo should join other ports in the system to request the U.S. Army Corps of Engineers, through congressional action, to undertake necessary studies and then implement findings, to extend or establish a year-round shipping season on the Great Lakes.

VIII B-6, AIRPORT

It is recommended that Greater Buffalo International Airport, operated by the Niagara Frontier Transportation Authority, be considered as a permanent facility and any additional facility be considered as a supplemental facility.

Capital investment should be treated in such manner. Terminal B, which is now the busier of the two airport terminals, was built in such a manner that it could be converted to other use. Its parking facilities are deficient. There is much in the appearance of the older Terminal A to indicate that its improvements are a patch job. More visual permanence would be desirable. Continued land acquisition, when available, should proceed adjacent to the airport.

Even if larger jet aircraft have to land elsewhere in the area, the role of the existing airport as the primary air center should be strengthened through permanent investment and continued development planning on that basis.

BUFFALO CITY PLAN

Chapter IX A

EXISTING LAND USE

Division of Planning

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INTRODUCTION

While a land use survey is a preliminary step leading toward the exercise of land use controls and development of a land use plan, other uses may be made of the information gathered. This description of the city provides a means to recognize existing distribution of land uses and to consider future demands and arrangements of land use.

Land use information is presented on the basis of 70 neighborhood or statistical units which are presented on a community basis in map and table form. City-wide summaries follow the community presentation. Tables are provided to convert the land use information into other unit designations. This presentation of land use information was selected in considering the size of staff, time and resources available. It also was decided that this form was desirable to make the information available at reasonable cost and in quantity. It is anticipated that land use information, including area, will be available in computer-form in the future.

UNIT IDENTIFICATION

1 - Computer Designation

The Division of Planning coding of statistical units can be directly converted into the two digit computer identification number. Such conversion is listed in the computer conversion table below.

The Division of Planning identification system is retained for three basic reasons. The first is that it permits an unlimited breakdown of statistical units, examples of which are contained in the Central and Ellicott Communities. The second is that the planning units are on a geographical basis rather than an alphabetical basis. The computer figure can find the next numbered unit located across the city. The third reason is the land use information presented in this report is not, at this time, available from computer records.

Table IX A-1

PLANNING STATISTICAL UNITS (P) INTO COMPUTER UNITS (C)

<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>
01.01	56	04.02	66	07.04	13	10.06	19
01.02	57	04.03	67	07.05	9	10.07	17
01.03	55	04.04	70	07.06	14	10.08	16
01.04	54	04.05	68	07.07	15	10.09	24
01.05	58					10.10	25
		05.01	34	08.01	7	10.11	20
02.01	49	05.02	33	08.02	6	10.12	21
02.02	48	05.03	37	08.03	8		
02.03	44	05.04	35			11.01	3
02.04	46	05.05	36	09.01	29	11.02	2
02.05	43			09.02	30	11.03	4
02.06	45	06.01	40	09.03	28	11.04	5
02.07	47	06.02	38	09.04	31	11.05	1
		06.03	42	09.05	32		
03.01	51	06.04	41			12.01	61
03.02	53	06.05	39	10.01	23	12.02	64
03.03	52			10.02	18	12.03	60
03.04	50	07.01	12	10.03	26	12.04	63
		07.02	11	10.04	27	12.05	59
04.01	69	07.03	10	10.05	22	12.06	65
						12.07	62

2 - Citizen Advisory Districts

Since there are 70 planning statistical units, and only 13 citizen advisory districts, it is advisable to retain the smaller unit breakdown for record keeping purposes. The planning unit land use information can be converted into the larger districts by using the conversion table on page 2. Possible future changes of district boundaries, as well as for other uses, make the retention of the smaller units desirable.

Table IX A-2
CITIZEN ADVISORY DISTRICTS CONVERTED INTO PLANNING UNITS

Advisory District	Planning Statistical Units	
	<u>COMMUNITY</u>	Neighborhood
1	<u>3.0</u>	---
2	<u>2.0</u>	minus 02.06
3	<u>1.0</u>	---
4	<u>4.0</u>	minus 04.04
5	<u>5.0</u>	plus 02.06
6		04.04 plus 08.01
CBD		08.02 plus 08.03
7	<u>9.0</u>	minus 09.04, plus 06.04
8	<u>6.0</u>	minus 06.04, plus 07.07
9	<u>7.0</u>	minus 07.07
10	<u>10.0</u>	minus 10.08, plus 12.02
11	<u>12.0</u>	minus 12.02, plus 11.04
12	<u>11.0</u>	minus 11.04, plus 10.08, plus 09.04

9.0 Indicates community total
09.04 Indicates neighborhood unit

Land use by Citizen Advisory District is presented on page 36.

3 - Councilmanic Districts

Realignment of Councilmanic Districts will be required after the results of the 1980 Census are made available. Part of the process involved in determining boundaries of Councilmanic Districts should be the reconstitution of those Districts and of planning statistical sub-units so that they coincide. This would relate statistical units directly to political divisions. Each district would be divided into sub-units which could be arranged in groupings to coincide with needs of various private, public or citizen groups. The differences between planning statistical units and Councilmanic Districts are minor but significant enough to require translation.

Since some of the information that will be provided by the 1980 Census can be anticipated, work on realignment of planning statistical units with new Councilmanic Districts could occur before the Census. After Census material is available, adjustments could be made to meet one-man one-vote requirements. It is believed that a difference of some 2000 persons between the largest and smallest Councilmanic District would be acceptable if the purpose is to base the Districts on more identifiable units. Contact with District Councilmen to assist in adjusting boundaries should be part of the procedure.

DESCRIPTION OF LAND USE CATEGORIES

This description is presented to clarify classifications used in mapping and their relation to the tabulated form.

RESIDENTIAL

Single and two family residences.

Multi-family residential.

Excludes mixed residential and commercial uses.

Tabulated as residential.

COMMERCIAL

Neighborhood, community and regional retail and services.

Excludes mixed uses.

Tabulated as commercial.

COMMERCIAL/RESIDENTIAL

Mixed use in the same building.

Tabulated as commercial/residential.

OFFICES

Office space.

Tabulated as commercial.

WHOLESALE AND WAREHOUSE

Wholesale activities, excluding discount stores.

Warehouse and storage facilities.

Open area storage.

Tabulated as wholesale and warehouse.

INDUSTRIAL

Industrial uses, excluding warehouse uses.

Tabulated as industrial.

RAILROADS

Rail rights-of-way.

Railroad land adjacent to rails.

Excludes railroad land not adjacent to rails which is listed by use: vacant, commercial, etc.

Tabulated as railroads.

--Continued on page 4

RECREATION AND OPEN SPACE

Land used for parks, playgrounds, and landscaped areas maintained by the City.

Tabulated under community facilities.

Also tabulated separately under recreation and open space inventory.

INSTITUTIONAL AND UTILITIES

Includes hospitals, citizen organization facilities and utility company land.

Tabulated under community facilities.

SCHOOLS

Public, private and parochial schools.

Tabulated under community facilities.

Also tabulated separately under school inventory

WATER

Inland lakes, ponds, streams, creeks and rivers.

Portions of Lake Erie and Niagara River on land side of the Waterfront Urban Renewal Project Boundary, harbor or channel lines, or enclosed on 3 sides by land are included. The narrow section of the Black Rock Channel, from a point south of Days Point to one north of the lock, is included. Excluded are the portions of Lake Erie and Niagara River over which Buffalo has riparian rights but which do not fall under the above description.

Tabulated as water.

VACANT

Undeveloped land on which no use takes place.

Land listed as unimproved but used for motor vehicle parking, or which is part of street or railroad right-of-way is excluded.

Tabulated as vacant.

AREA NOT IN INVENTORY

The total area of the City is 50 (49.962) square miles. The area covered in this inventory covers 42.7 (42.741) square miles. The 7.2 (7.221) square miles remaining constitute portions of Lake Erie and the Niagara River over which the City holds riparian rights.

Not tabulated.

MAP LEGEND



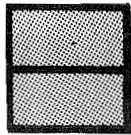
Single- and Two-Family Residential



Multi-Family Residential



Open Space and Recreation



Institutional and Utilities

Schools, as Identified:



Public Elementary



Public Jr. High



Public Senior High



Parochial Elementary



Parochial High



Vocational



Special



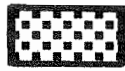
College



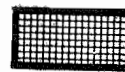
Abandoned-No reuse



Commercial-Residential Mixed-Use



Commercial



Office Space



Wholesale and Warehouse



Industrial



Railroad Land



Vacant Land



Cemetery



Parking



Marina



Hospital

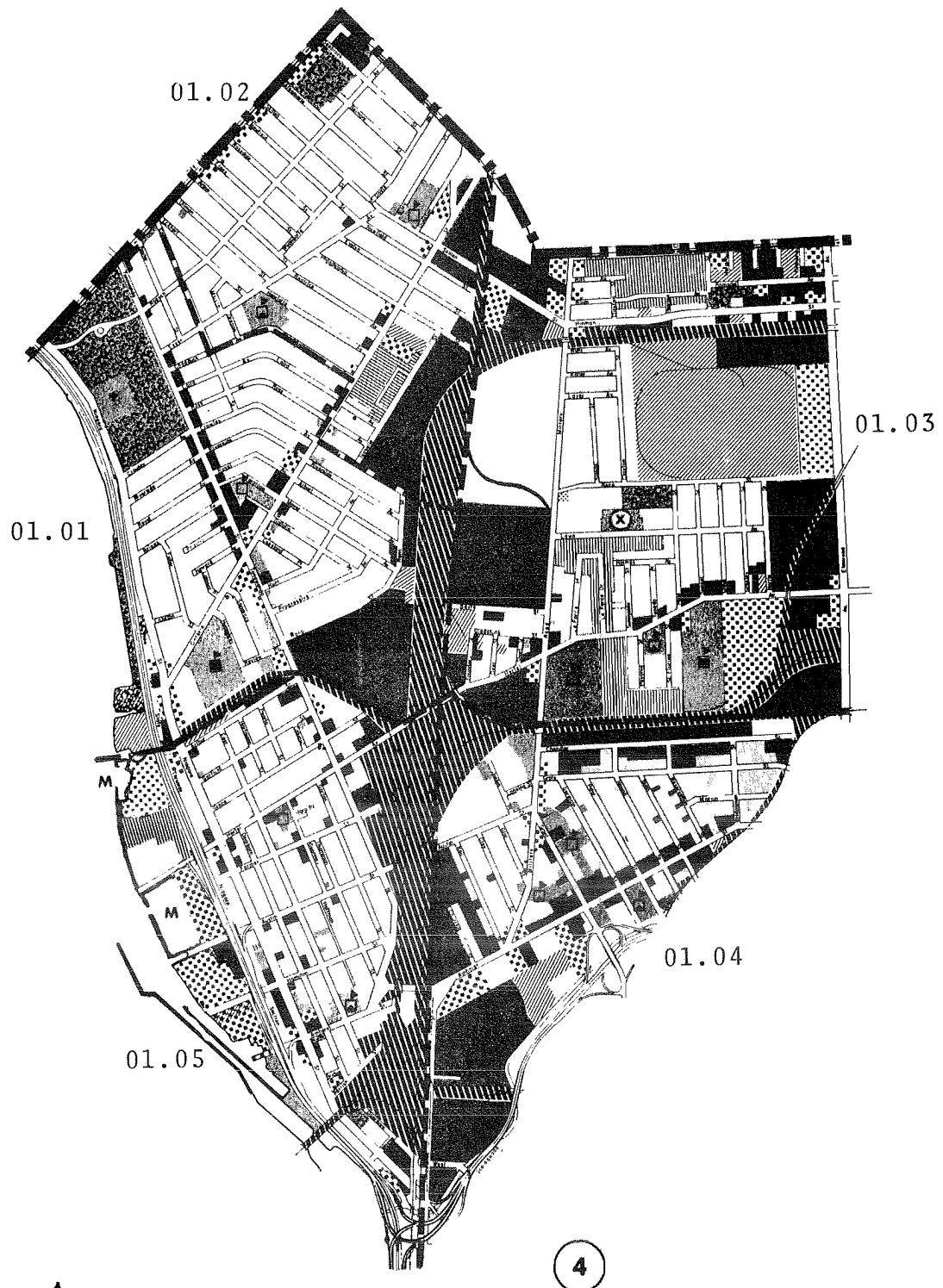


Boundary of Neighborhood Unit



City Line

1 RIVERSIDE COMMUNITY
EXISTING LAND USE

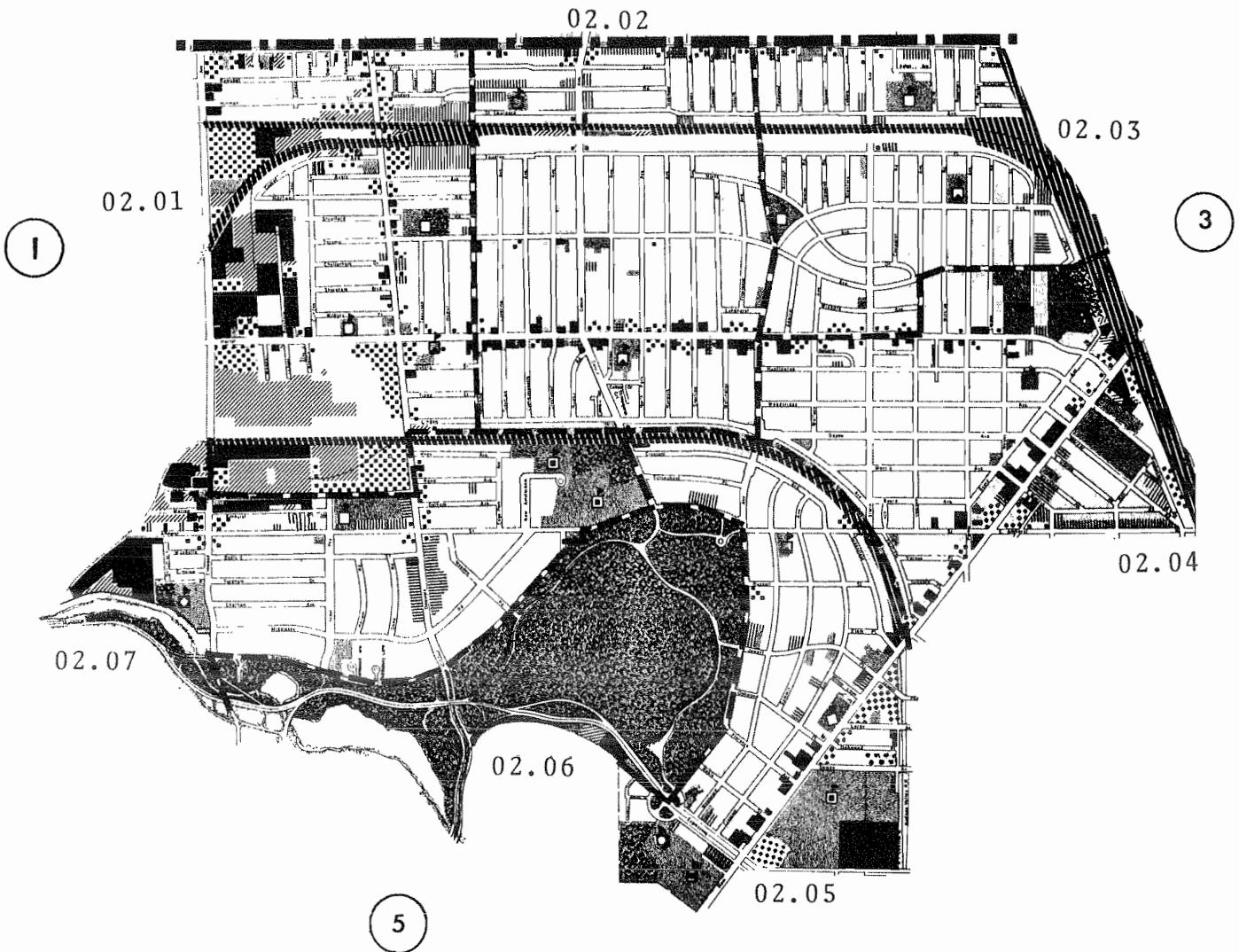


DIVISION OF PLANNING

1.0 - RIVERSIDE COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
01.01	136.1	9.4	11.1	5.8	26.8	36.3	56.4	2.5	15.6	75.7	375.7
01.02	138.3	6.4	4.2	2.5	33.5	17.9	10.6	--	9.2	109.2	331.8
01.03	106.5	39.1	5.7	71.1	113.3	30.1	33.2	--	70.6	84.1	553.7
01.04	68.4	8.0	17.4	9.6	66.0	50.8	10.3	4.5	19.8	50.3	305.1
01.05	94.0	27.1	9.5	14.5	17.2	43.1	16.4	12.5	14.3	105.2	353.8
TOTAL	543.3	90.0	47.9	103.5	256.8	178.2	126.9	19.5	129.5	424.5	1920.1

2 NORTH BUFFALO COMMUNITY EXISTING LAND USE

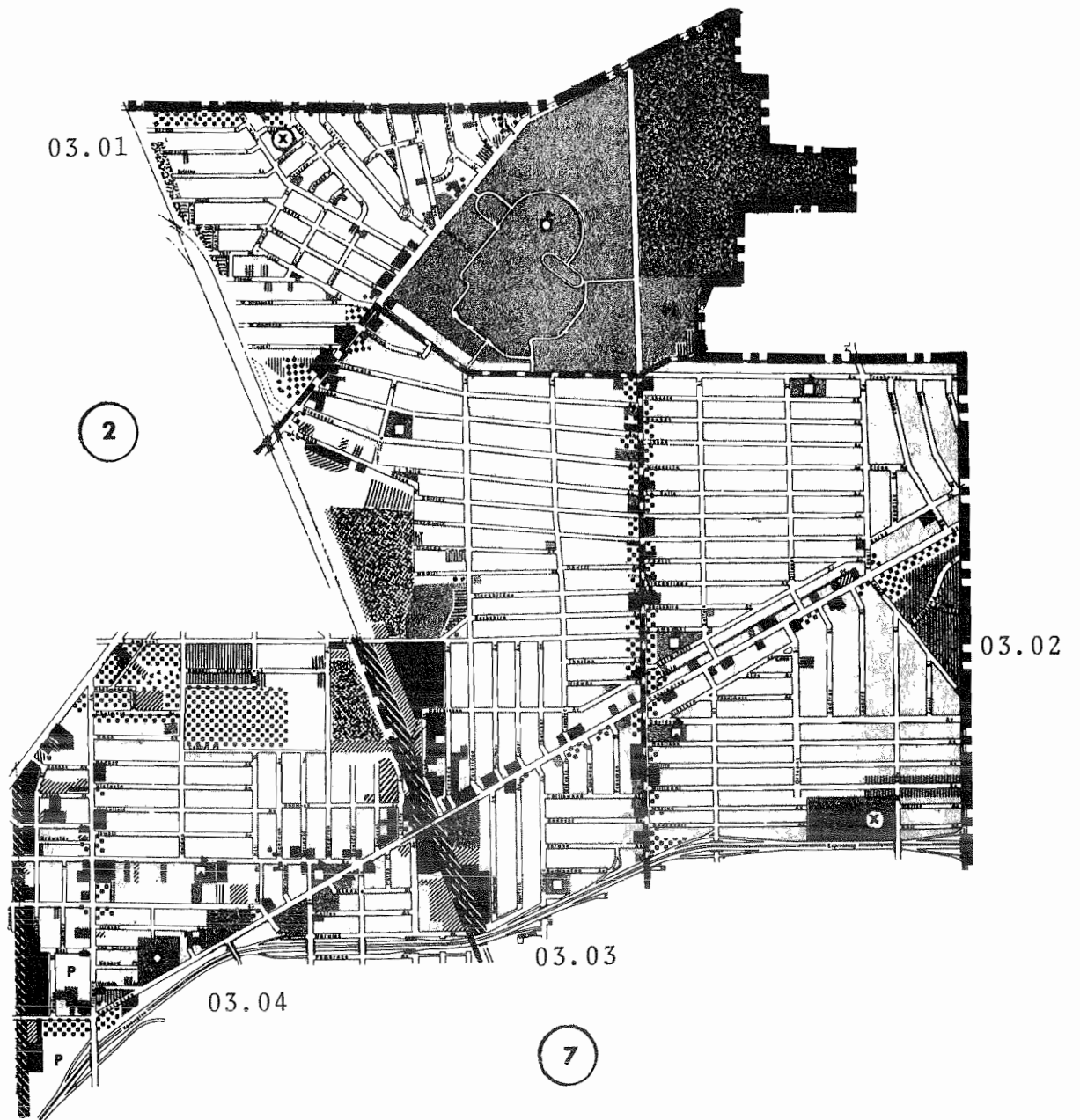


DIVISION OF PLANNING

2.0 - NORTH BUFFALO COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
02.01	153.0	59.7	4.2	70.8	39.0	32.0	16.3	--	43.2	100.8	519.0
02.02	314.2	14.4	7.3	1.5	0.2	19.3	8.6	--	15.9	121.1	502.5
02.03	193.0	6.3	0.6	--	--	31.9	17.0	--	11.7	72.4	332.9
02.04	205.9	12.6	10.5	2.2	3.4	36.3	45.8	--	10.0	107.5	434.2
02.05	171.6	13.8	6.3	0.6	12.3	--	74.1	--	1.1	78.5	358.3
02.06	--	--	--	2.7	--	--	239.2	15.9	--	32.7	290.5
02.07	189.0	6.6	1.9	7.2	23.2	--	70.8	10.2	12.3	88.5	409.7
TOTAL	1226.7	113.4	30.8	85.0	78.1	119.5	471.8	26.1	94.2	601.5	2847.1

3 NORTH EAST COMMUNITY EXISTING LAND USE



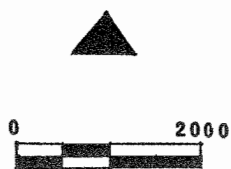
0 2000'

DIVISION OF PLANNING

3.0 - NORTH EAST COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
03.01	130.3	15.2	3.0	1.8	.3	--	297.2	--	7.4	101.4	556.6
03.02	341.0	19.0	7.1	.3	.1	--	20.3	--	4.4	156.7	548.9
03.03	274.1	15.2	7.6	9.7	28.7	.5	49.2	--	13.6	162.1	560.7
03.04	178.7	54.3	8.8	21.0	27.2	21.7	36.0	--	17.8	140.4	505.9
TOTAL	924.1	103.7	26.5	32.8	56.3	22.2	402.7	--	43.2	560.6	2172.1

4 WEST SIDE COMMUNITY EXISTING LAND USE



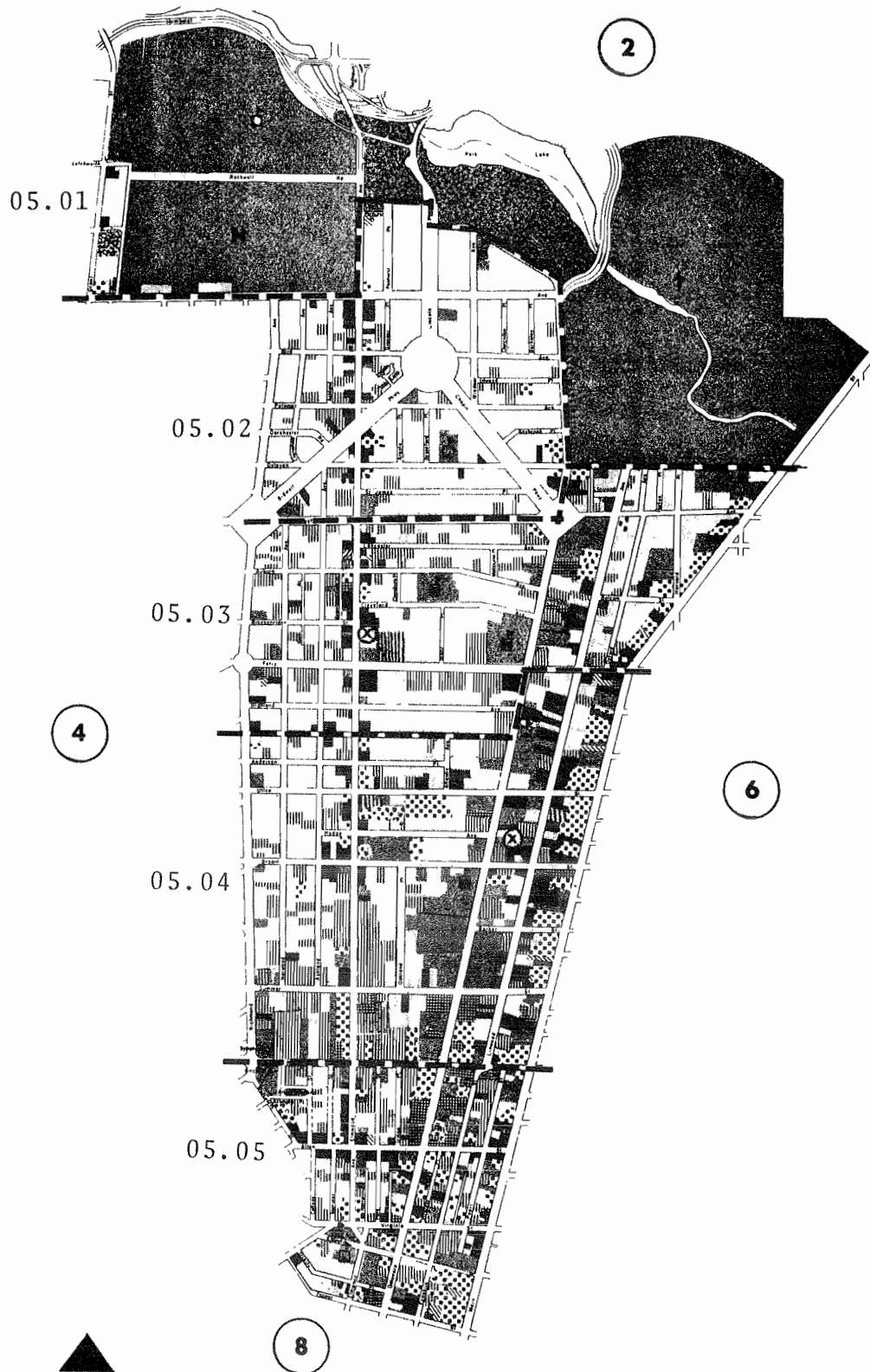
DIVISION OF PLANNING

4.0 WEST SIDE COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
04.01	110.3	10.0	4.2	7.8	25.7	5.2	14.9	16.0	1.8	85.7	281.6
04.02	228.6	21.7	15.0	8.8	19.6	6.4	15.6	16.6	2.3	130.0	464.6
04.03	240.9	12.3	17.7	1.7	11.3	9.1	100.2	30.7	4.0	196.0	623.9
04.04	160.5	15.5	9.7	3.7	3.7	6.2	135.3	5.1	1.5	124.1	465.3
04.05	--	--	--	--	--	7.1	136.4	--	54.6	32.2	230.3
TOTAL	740.3	59.5	46.6	22.0	60.3	34.0	402.4	68.4	64.2	568.0	2065.7

This community's size increased by 18.2 acres due to the area being filled behind the new bulkhead on Squaw Island. This area was not previously inventoried.

5 ELMWOOD COMMUNITY EXISTING LAND USE

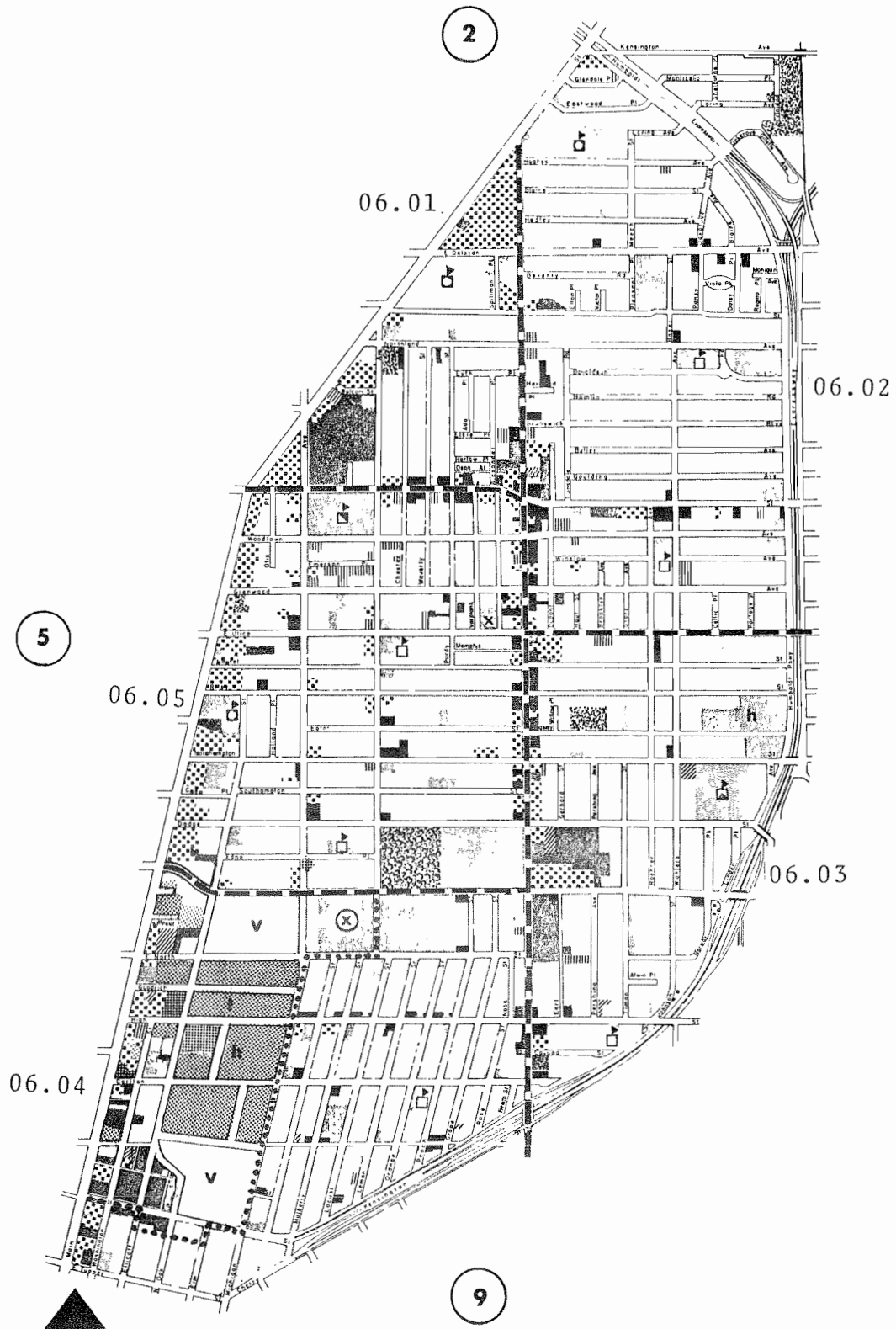


DIVISION OF PLANNING

5.0 - ELMWOOD COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
05.01	7.6	0.2	0.4	--	--	--	463.3	36.1	0.3	73.1	581.0
05.02	167.5	3.7	4.5	0.2	--	--	6.9	--	0.3	104.7	287.8
05.03	170.6	11.5	9.8	0.4	0.7	--	40.2	--	1.6	98.9	333.7
05.04	164.6	38.4	26.4	2.5	3.3	--	67.6	--	7.7	84.9	395.4
05.05	54.6	35.1	9.0	1.9	2.0	--	20.7	--	3.7	52.4	179.4
TOTAL	564.9	88.9	50.1	5.0	6.0	--	598.7	36.1	13.6	414.0	1777.3

6 MASTEN COMMUNITY EXISTING LAND USE

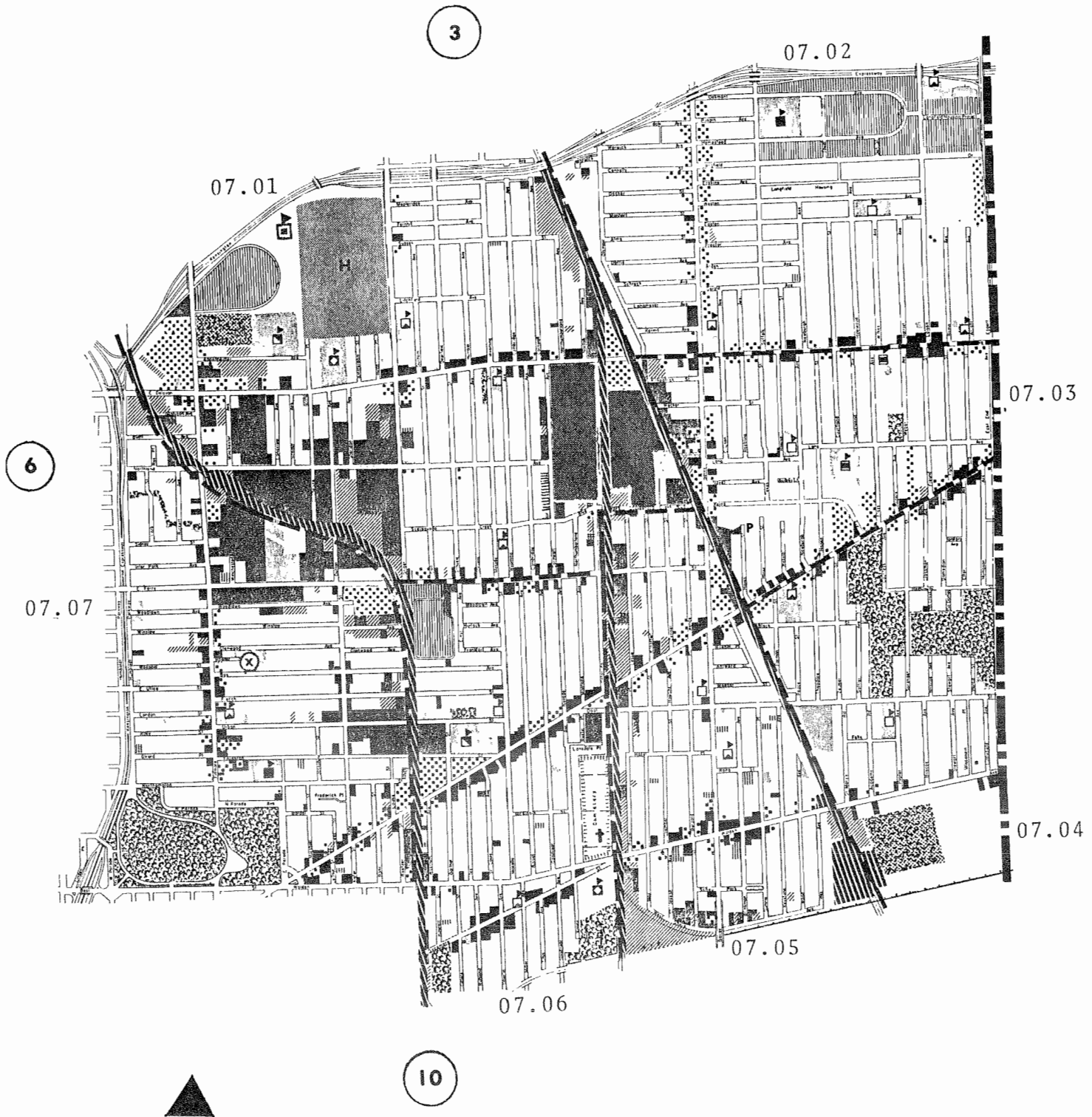


DIVISION OF PLANNING

6.0 - MASTEN COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
6.01	44.0	17.3	4.0	0.5	14.0	--	12.4	--	1.9	26.3	120.4
6.02	219.2	4.6	7.0	--	7.3	--	33.6	--	7.4	123.7	402.8
6.03	121.4	9.0	3.6	8.8	12.3	--	24.6	--	2.7	64.6	247.0
6.04	92.8	21.6	4.8	1.8	13.1	--	60.2	--	56.3	108.8	359.4
6.05	147.9	25.5	9.2	0.4	4.5	--	40.5	--	19.3	78.2	325.5
TOTAL	625.3	78.0	28.6	11.5	51.2	--	171.3	--	87.6	401.6	1455.1

7 EAST DELAVAN COMMUNITY EXISTING LAND USE

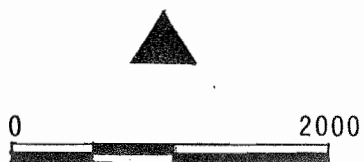
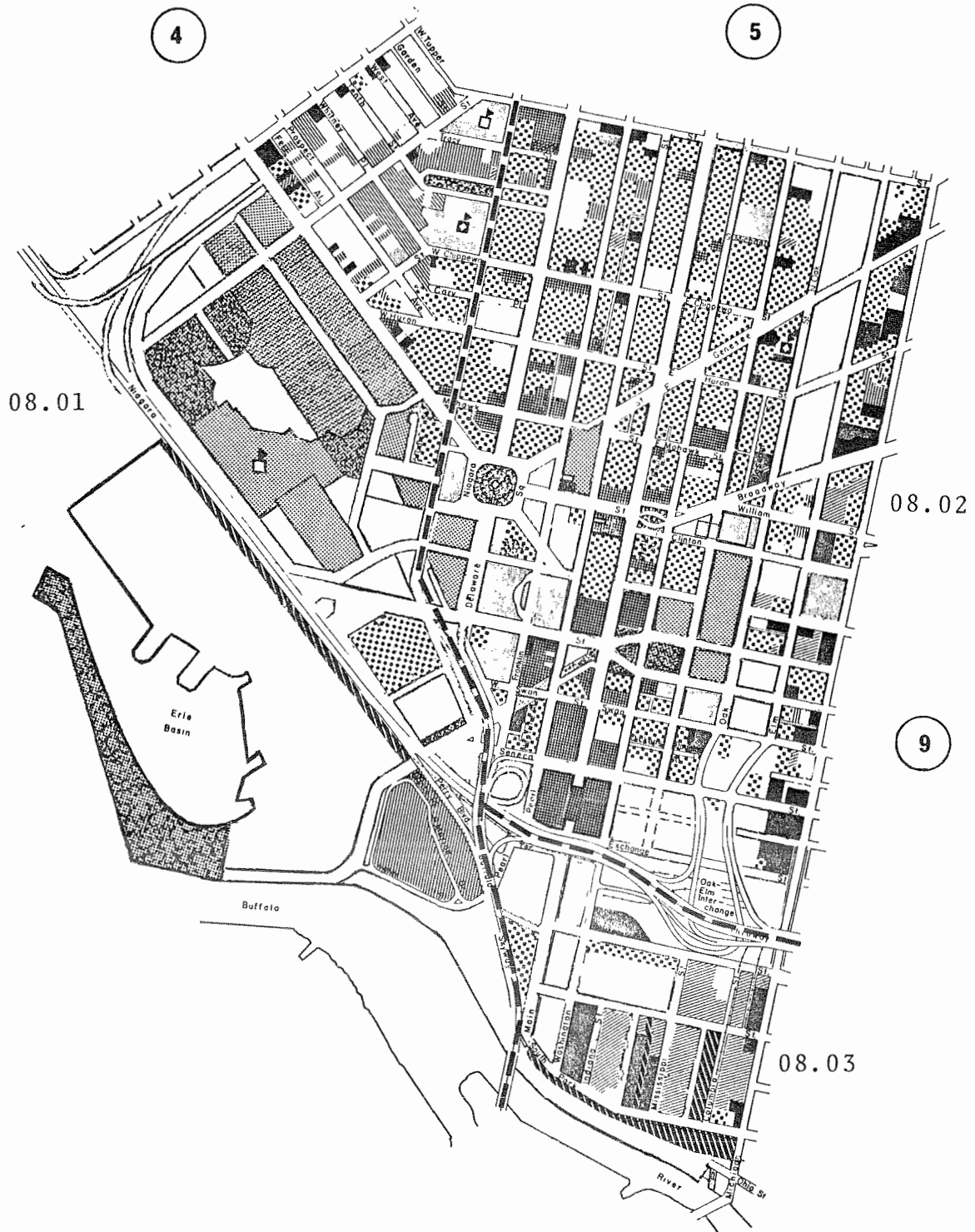


DIVISION OF PLANNING

7.0 - EAST DEIAVAN COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
07.01	225.0	24.0	10.7	28.3	130.1	35.7	89.0	--	35.8	144.6	723.2
07.02	272.7	30.5	6.2	0.9	0.4	--	22.8	--	10.8	116.5	460.8
07.03	143.2	22.0	7.0	2.3	7.4	--	11.4	--	2.6	57.6	253.5
07.04	134.3	4.0	6.6	4.6	0.8	18.0	71.0	--	25.2	51.4	315.9
07.05	150.9	12.4	10.3	19.4	8.3	13.0	6.0	--	7.3	66.4	294.0
07.06	165.1	11.6	14.7	3.8	11.4	22.4	46.1	--	4.5	80.3	359.9
07.07	189.7	15.8	16.8	9.4	58.4	1.6	71.3	--	7.0	76.8	446.8
TOTAL	1280.9	120.3	72.3	68.7	216.8	90.7	317.6	--	93.2	593.6	2854.1

8 CENTRAL COMMUNITY EXISTING LAND USE



DIVISION OF PLANNING

8.0 - CENTRAL COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
08.01	66.0	14.1	3.3	0.2	0.1	5.0	51.9	38.3	93.3	105.1	377.3
08.02	7.5	132.1	7.1	3.8	10.6	4.1	47.6	--	16.2	157.2	386.2
08.03	--	--	--	15.1	6.8	3.0	9.1	5.2	20.3	37.1	96.6
TOTAL	73.5	146.2	10.4	19.1	17.5	12.1	108.6	43.5	129.8	299.4	860.1

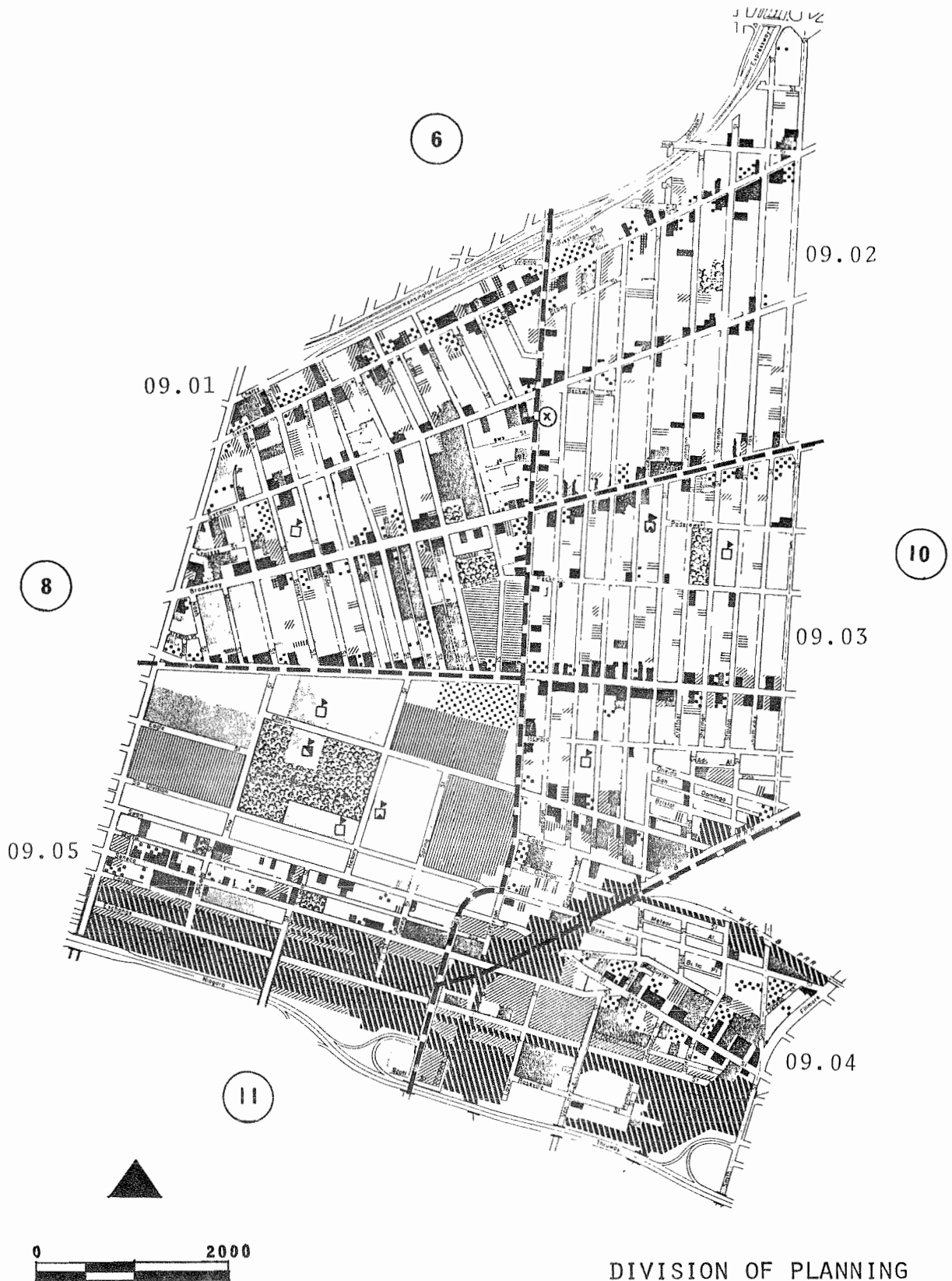
12

Sub-

08.011	27.5	7.3	3.3	0.2	0.1	--	8.4	--	2.4	23.7	72.9
Elmwood-Niagara Triangle											

Temporary parking: undeveloped parcels 7,8, 9 and 29 in redevelopment project are carried as vacant in the table. These and parcel 7A (commercial) are used for parking; 653,845 square feet (15 acres) provide 2000 automobile parking spaces on a temporary basis.
This community's land area increased by 35.2 acres; 12.4 acres by marina land fill and 22.8 acres water area, enclosed by the marina.

9 ELLICOTT COMMUNITY
EXISTING LAND USE



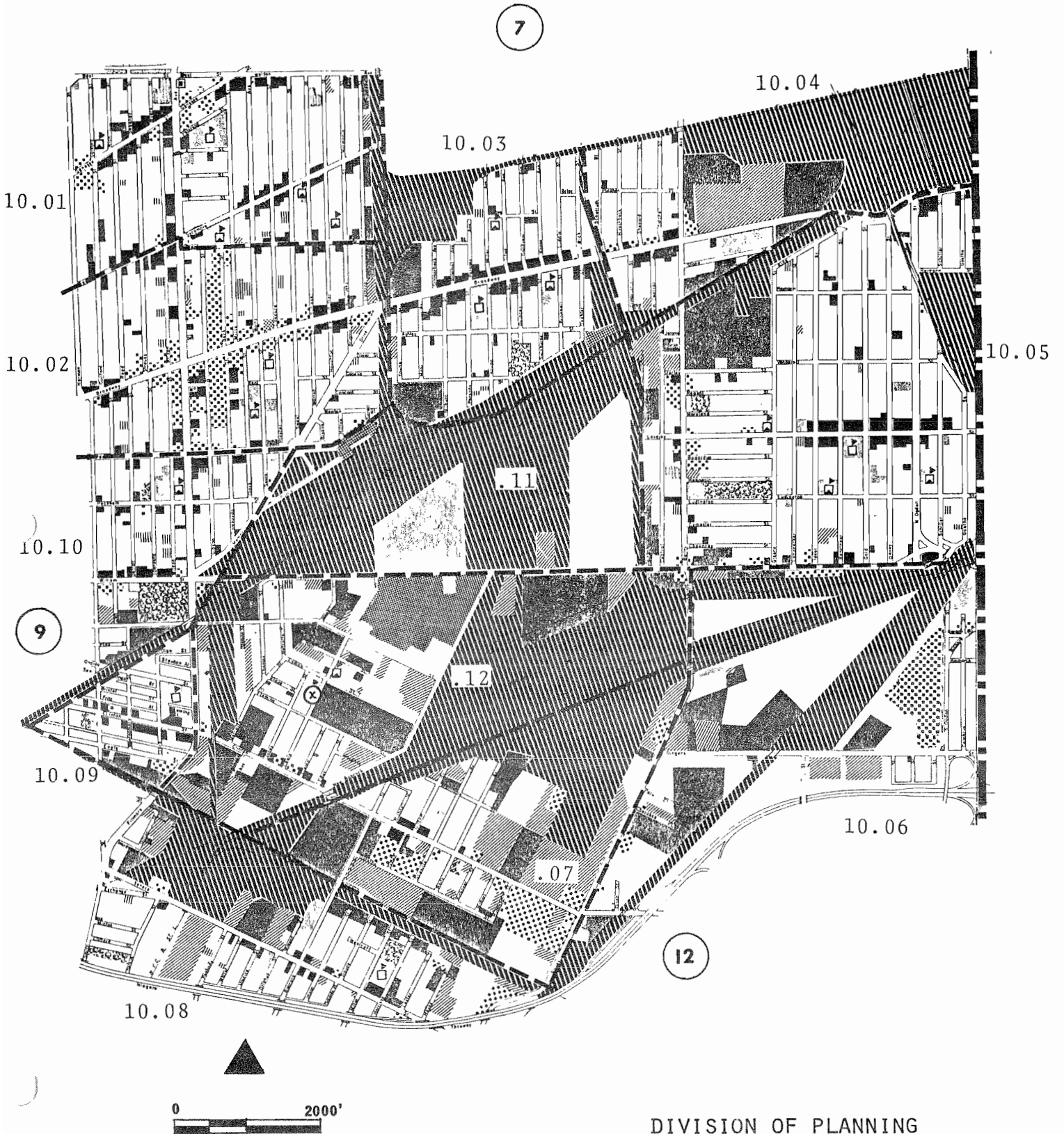
DIVISION OF PLANNING

9.0 - ELLICOTT COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
09.01	79.9	17.0	18.5	6.0	33.6	--	19.4	--	30.8	82.7	287.9
09.02	85.5	7.2	10.2	3.4	2.9	--	7.1	--	29.3	54.6	200.2
09.03	106.2	10.4	14.3	6.0	10.5	8.2	14.4	--	21.8	72.5	264.3
09.04	15.5	8.3	3.0	23.0	14.5	49.3	2.9	--	19.2	48.1	183.8
09.05	80.8	9.2	3.3	13.1	8.3	47.2	53.9	--	40.8	74.8	331.4
TOTAL	367.9	52.1	49.3	51.5	69.8	104.7	97.7	--	141.9	332.7	1267.6

Sub- 09.051 Ellicott Project plus Malls	77.2	5.1	--	--	--	--	48.6	--	24.7	30.8	186.4
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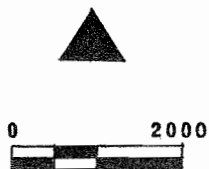
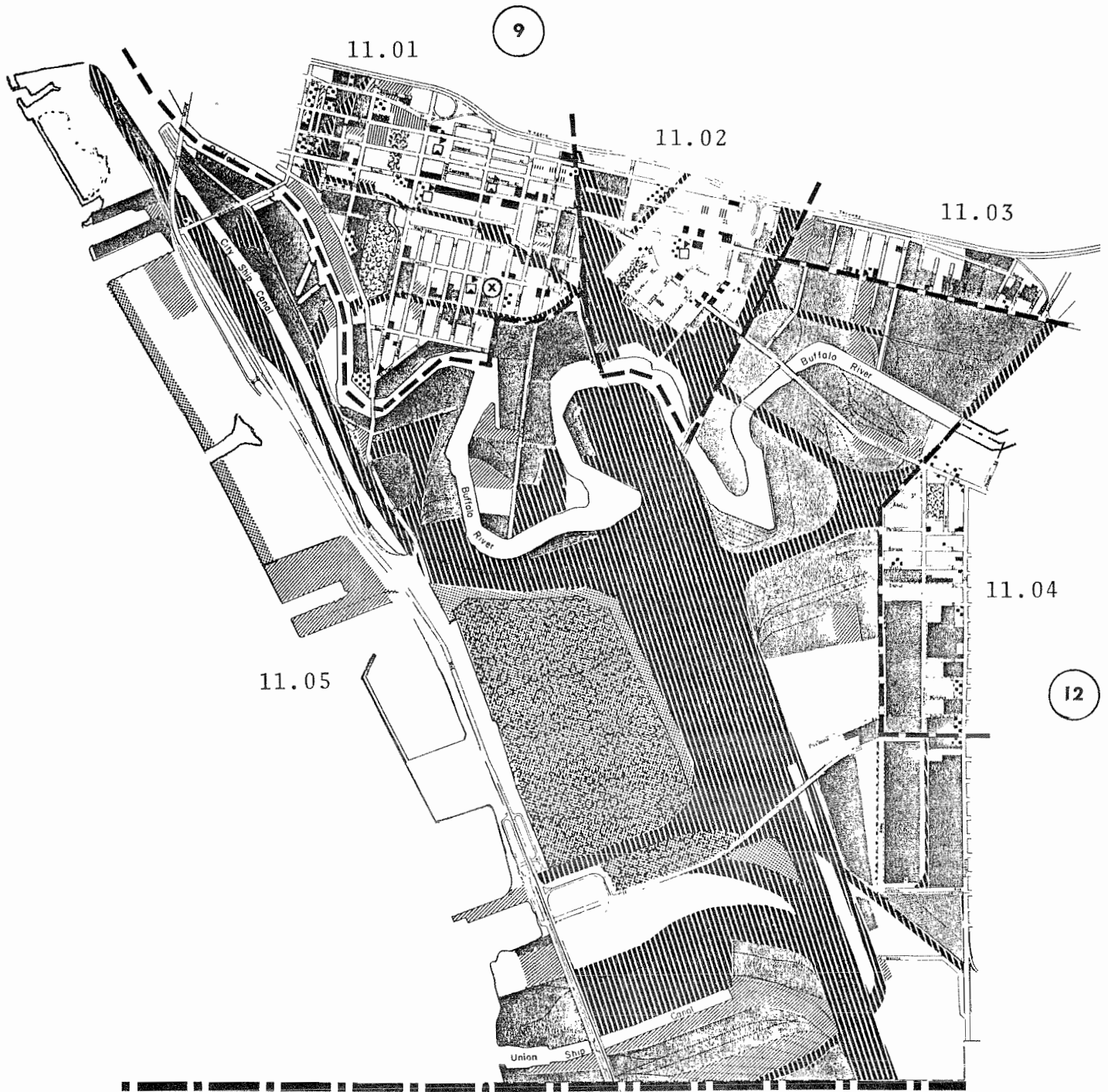
10 EAST SIDE COMMUNITY EXISTING LAND USE



10.0 - EAST SIDE COMMUNITY LAND USE. Area in Acres

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
10.01	115.0	5.4	23.0	2.2	9.8	7.1	17.3	--	1.8	60.1	241.7
10.03	113.8	28.0	16.6	0.6	1.9	2.0	9.1	--	4.7	69.1	245.8
10.03	80.6	2.2	10.9	0.7	16.4	27.0	9.0	--	4.1	41.6	192.5
10.04	32.8	5.9	3.8	8.6	35.6	118.4	4.5	--	9.4	24.6	243.6
10.05	227.8	9.8	15.4	7.1	33.8	27.7	13.7	--	10.4	110.3	456.0
10.06	20.5	25.9	.7	17.8	41.6	103.5	2.3	--	93.8	53.8	359.9
10.07	25.8	19.0	2.8	47.7	49.8	78.8	0.6	--	19.5	22.6	266.6
10.08	42.2	3.0	4.2	20.0	16.8	59.6	8.4	--	16.7	57.9	228.8
10.09	22.6	2.2	4.3	0.2	5.3	10.7	4.2	--	03.4	20.3	73.2
10.10	47.2	1.9	7.6	1.7	6.0	5.8	13.0	--	02.7	28.8	114.7
10.11	2.3	5.9	0.8	21.0	--	171.0	25.6	--	59.4	12.8	298.8
10.12	29.7	2.0	3.1	54.2	70.6	155.0	3.9	--	40.1	56.0	414.6
TOTAL	760.3	111.2	93.2	181.8	287.6	766.6	111.6	--	266.0	557.9	3136.2

11 BUFFALO RIVER COMMUNITY EXISTING LAND USE

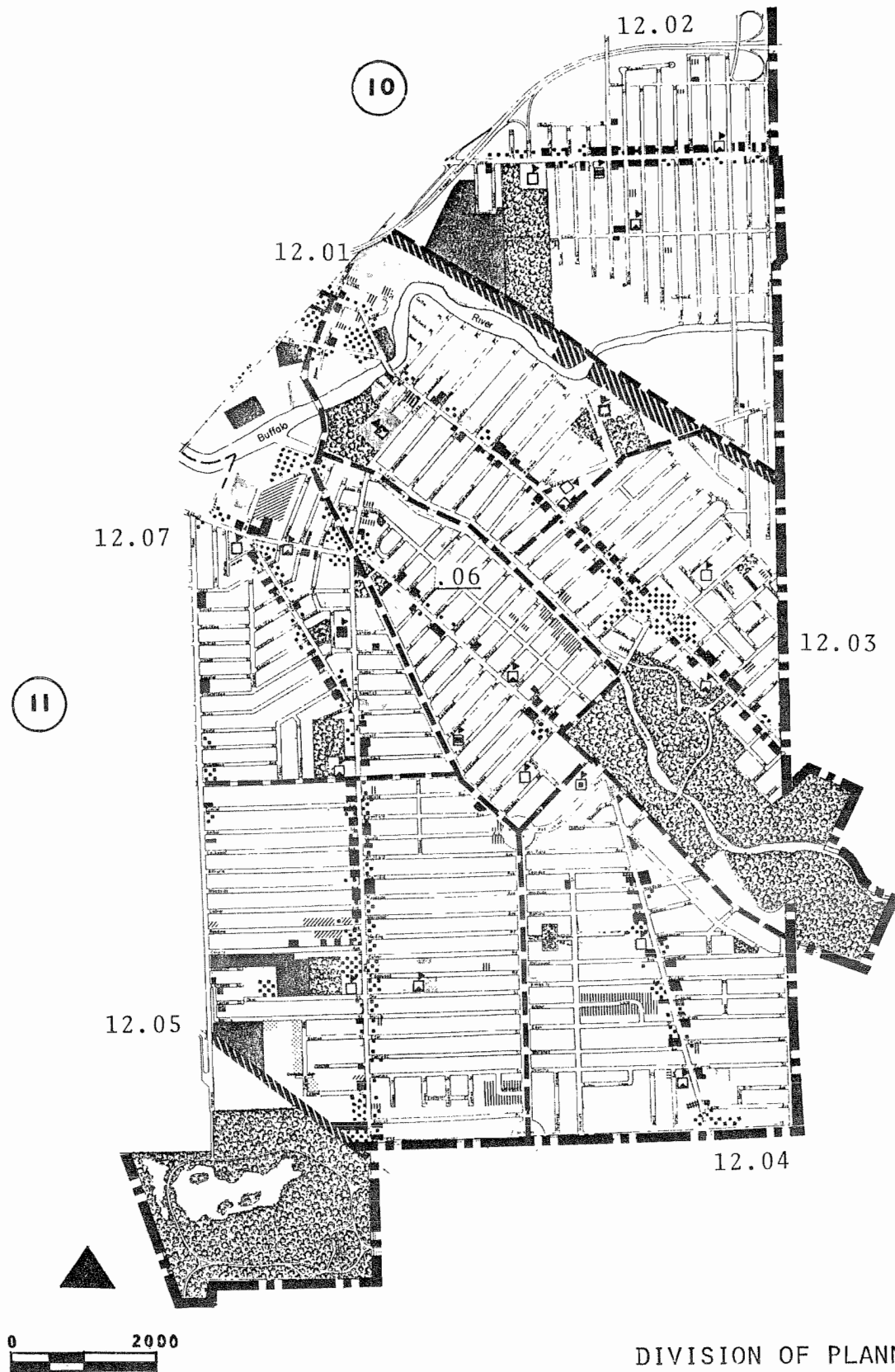


DIVISION OF PLANNING

11.0 - BUFFALO RIVER COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
11.01	90.0	14.6	7.2	6.2	39.5	27.5	29.4	--	22.0	101.6	338.0
11.02	47.8	2.7	4.2	4.1	14.7	97.5	7.8	6.9	9.3	38.0	233.0
11.03	6.7	4.5	0.9	7.2	30.6	5.5	0.6	--	10.2	37.2	103.4
11.04	25.8	8.2	1.1	0.6	40.3	2.9	3.6	2.3	31.2	31.3	147.3
11.05	0.8	6.6	--	171.6	739.2	606.1	310.7	330.6	465.9	461.4	3092.9
TOTAL	171.1	36.6	13.4	189.7	864.3	739.5	352.1	339.8	538.6	669.5	3914.6

12 SOUTH BUFFALO COMMUNITY EXISTING LAND USE



DIVISION OF PLANNING

12.0 - SOUTH BUFFALO COMMUNITY LAND USE. Area in Acres.

UNIT	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	TOTAL
12.01	114.7	13.2	6.0	0.1	4.0	20.0	64.2	24.8	35.9	72.0	354.9
12.02	174.0	5.5	10.4	--	30.6	5.4	48.9	11.7	99.2	128.4	514.1
12.03	151.5	16.6	10.4	0.1	0.4	2.7	203.3	19.4	19.7	58.8	482.9
12.04	227.0	8.0	4.0	0.1	0.2	1.0	16.1	--	9.9	122.3	388.6
12.05	325.8	20.4	7.9	3.8	39.9	6.1	177.1	--	42.9	112.0	735.9
12.06	132.6	8.6	5.0	0.1	0.4	--	25.3	11.6	3.0	68.1	254.7
12.07	147.9	21.5	6.8	7.3	11.4	--	28.2	9.7	44.6	85.8	363.2
TOTAL	1273.5	93.8	50.5	11.5	86.9	35.2	563.1	77.2	255.2	647.4	3094.3

Table IX A-3

RESIDENTIAL ACREAGE AND ESTIMATED HOUSING UNIT VACANCY RATE

<u>Community</u>	<u>1</u> 1&2 family Acreage	<u>2</u> Multi-family Acreage	<u>3</u> Total Acreage	<u>4</u> Estimated H.U. Vacancy Rate - %
1.0	490.6	52.7	543.3	4.7
2.0	1153.5	73.2	1226.7	3.4
3.0	868.5	55.6	924.1	5.1
4.0	642.7	97.6	740.3	7.7
5.0	421.0	143.9	564.9	7.5
6.0	605.5	19.8	625.3	15.0
7.0	1181.2	99.7	1280.9	7.7
8.0	22.1	51.4	73.5	17.2
9.0	278.4	89.5	367.9	21.5
10.0	723.5	36.8	760.3	8.4
11.0	135.9	35.2	171.1	10.1
12.0	1247.4	26.1	1273.5	3.6
<u>TOTAL</u>	<u>7770.3</u>	<u>781.5</u>	<u>8551.8</u>	<u>8.0</u>

SOURCES: Columns 1, 2 and 3 - Division of Planning. Column 4 derived from R.L. Polk Co. report, 1975.

Table IX A-4
CITY OF BUFFALO LAND USE. Area in Acres.

Community	Residential	Commercial	Commercial/ Residential	Warehouse/ Wholesale	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	Total
1.0	543.3	90.0	47.9	103.5	256.8	178.2	126.9	19.5	129.5	424.5	1920.1
2.0	1226.7	113.4	30.8	85.0	78.1	119.5	471.8	26.1	94.2	601.5	2847.1
3.0	924.1	103.7	26.5	32.8	56.3	22.2	402.7	--	43.2	560.6	2172.1
4.0	740.3	59.5	46.6	22.0	60.3	34.0	402.4	68.4	64.2	568.0	2065.7
5.0	564.9	88.9	50.1	5.0	6.0	--	598.7	36.1	13.6	414.0	1777.3
6.0	625.3	78.0	28.6	11.5	51.2	--	171.3	--	87.6	401.6	1455.1
7.0	1280.9	120.3	72.3	68.7	216.8	90.7	317.6	--	93.2	593.6	2854.1
8.0	73.5	146.2	10.4	19.1	17.5	12.1	108.6	43.5	129.8	299.4	860.1
9.0	367.9	52.1	49.3	51.5	69.8	104.7	97.7	--	141.9	332.7	1267.6
10.0	760.3	111.2	93.2	181.8	287.6	766.6	111.6	--	266.0	557.9	3136.2
11.0	171.1	36.6	13.4	189.7	864.3	739.5	352.1	339.8	538.6	669.5	3914.6
12.0	1273.5	93.8	50.5	11.5	86.9	35.2	563.1	77.2	255.2	647.4	3094.3
TOTAL	8551.8	1093.7	519.6	782.1	2051.6	2102.7	3724.5	610.6	1857.0	6070.7	27364.3

Table IX A-5
COMPARISON OF LAND USE COMPOSITION AND DISTRIBUTION: 1952, 1964 and 1976

Land Use	1952		1964		1976		% Change 1964-1976
	Acres	%	Acres	%	Acres	%	
RESIDENTIAL	8,307	30.4	8,726	32.0	8,552	31.3	-0.7
COMMERCIAL	1,904	7.0	1,569	5.8	1,613	5.9	+0.1
INDUSTRIAL	2,138	7.8	2,799	10.2	2,834	10.3	+0.1
RAILROADS	2,255	8.2	2,270	8.3	2,103	7.7	-0.6
COMMUNITY FACILITIES	2,972	10.9	3,069	11.2	3,724	13.6	+2.4
STREETS	4,828	17.7	6,078	22.3	6,071	22.2	-0.1
WATER	1,060	3.9	874	3.2	610	2.2	-1.0
VACANT	3,849	14.1	1,926	7.0	1,857	6.8	-0.2
TOTAL	27,311	100.0	27,311	100.0	27,364	100.0	---

Sub-categories

1 & 2 Family Residential	7,448	27.3	8,002	29.3	7,770	28.4	-0.9
Multi-Family Residential	859	3.1	724	2.7	781	2.9	+0.2
Commercial/Residential (COM.)	---	---	558	2.0	520	1.9	-0.1
Warehouse/Wholesale (IND.)	---	---	858	3.1	782	2.9	-0.2

SOURCES: 1952, City Planning Commission; 1964, City Planning Board; 1976, Division of Planning.

SUMMARY OF LAND USE CHANGES: Between 1952 and 1964 approximately 1900 acres of vacant land were developed. About one-half of this was used for street and expressway purposes, including construction of the N.Y.S. Thruway. About one-quarter of the land developed between the above years went into industrial acreage. A smaller increase occurred in the residential category, generally on the periphery of the City. An increase was made in community facilities acreage.

Between 1964 and 1976 an increase in vacant acreage occurred in the core area of the City, primarily due to cleared residential property. This was off-set, however, by increased use of land on the periphery of the City. Squaw Island development and the related Tifft Farm Preserve alone accounted for use of approximately 350 acres of land which were classified as vacant in 1964. Increases in commercial and industrial acreage do not take into account vacant structures since "vacant" in the inventory is intended to describe unimproved land. Vacancies in commercial-industrial structures are indicated in Table IX A-9.

FUTURE RECORD KEEPING

In 1972 manual updating of land use information was temporarily halted in anticipation of storing and updating land use information on computer tape. Since information was not fully available from that source, manual updating commenced in 1975. Land use information was inventoried in all planning units, for all categories.

At the present time assessment rolls for the City do exist on computer tape. The advantages of placing additional information for each parcel of land on these tapes is being studied. Such additional information might include area, land use, zoning controls, building permit activity and inspection information.

The City presently has an address coding guide on computer tape. This guide contains the address ranges for all sides or faces of blocks together with the 1970 Census Tract and Block identification numbers. Three other geographic identification codes are on this tape: Neighborhood Unit; Councilmanic District; and Police Precinct.

As additional information is incorporated onto computer tape, it would be possible to obtain computer print-outs on land use by Census Tract, Neighborhood Unit, Councilmanic District or by Police Precinct. It would then be possible to generate special studies based on geographic areas. Such studies might include the distribution of vacant land, the concentration of tax-exempt property, real estate taxes generated by units or by use, and construction activity by district.

Other listings may be generated to indicate neighborhood stability or instability. These additional listings would be dependent upon user needs, reliability and availability of sources information, experienced computer personnel and availability of computer time and related software.

It may be anticipated that in the future land use information will be placed on computer tape and that greater reliance will be placed on that source.

VACANT LAND

Table IX A-6

VACANT LAND BY COMMUNITY, 1964-1976. In Acres.

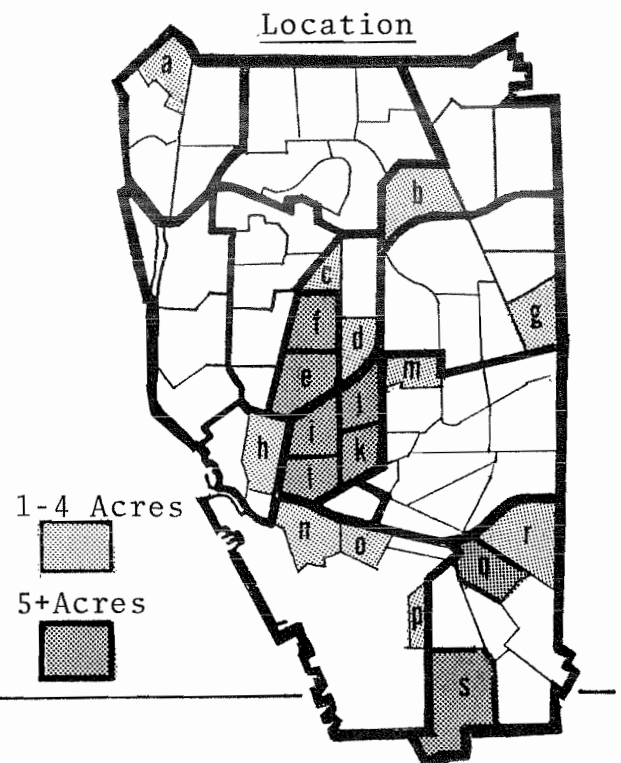
Community	1964 Total Vacant	1976 Total Vacant	1964-1976 Change	1976 City Land, Vacant*
1.0	127.2	129.5	+2.3	2.2
2.0	74.6	94.2	+19.6	0.4
3.0	104.6	43.2	-61.4	3.1
4.0	89.1	64.2	-24.9	0.8
5.0	14.8	13.6	-1.2	0.5
6.0	16.9	87.6	+70.7	15.9
7.0	110.6	93.2	-17.4	3.6
8.0	28.0	129.8	+101.8	4.1
9.0	105.4	141.9	+36.5	27.0
10.0	203.5	266.0	+62.5	6.7
11.0	738.0	538.6	-199.4	7.6
12.0	310.3	255.2	-55.1	15.1
TOTAL	1923.0	1857.0	-66.0	87.0

* City-owned vacant land not dedicated or reserved for public purposes.

Table IX A-7

STATISTICAL UNITS WITH ONE ACRE OR MORE VACANT CITY-OWNED LAND

Unit	No. of Parcels	Acres
01.02 a	4	1.4
03.04 b	4	2.1
06.01 c	43	3.1
06.03 d	23	1.5
06.04 e	86	5.2
06.05 f	59	5.1
07.04 g	2	1.4
08.02 h	54	3.7
09.01 i	116	9.4
09.02 j	91	7.5
09.03 k	115	8.0
09.05 l	36	1.8
10.01 m	10	1.1
11.01 n	18	2.0
11.02 o	15	1.4
11.04 p	28	3.2
12.01 q	17	5.0
12.02 r	6	3.1
12.05 s	66	6.1



COMMERCIAL - INDUSTRIAL VACANCIES

The vacant category of the land use inventory is used to describe unimproved land. It does not include vacant buildings. The following tables are presented to give an indication of vacant buildings or units which exist in commercial or industrial buildings.

Table IX A- 8
CITY-WIDE COMMERCIAL-INDUSTRIAL UNITS

	<u>1975 Units</u>	<u>Unit Changes</u> <u>1974-1975</u>
Commercial ¹	10,843	-391
Wholesale Trade	579	- 54
Manufacturing ²	938	- 59
Other ³	<u>1,270</u>	<u>- 27</u>
TOTAL	13,630	-531
Vacant	<u>3,280</u>	+1280
TOTAL	<u>16,910</u>	

¹ Food, general merchandise, furniture, eating and drinking places, gasoline stations, auto dealers, services.

² Durable and non-durable.

³ Contract and construction, transportation, utilities.

SOURCE: Derived from R.L.Polk and Co. reports, 1974, 1975.

Table IX A- 9
CITY-WIDE COMMERCIAL-INDUSTRIAL VACANT UNITS

<u>Vacancies</u>	<u>Units</u>	<u>% of Total</u>
1975 (new)	1280	7.6%
'74-75 (2 yr.)	2000	11.8%
TOTAL	3280	19.4%

SOURCE: R.L.Polk and Co. reports, 1974, 1975.

Table IX A-9
LAND USE BY CITIZEN ADVISORY DISTRICT. Area in Acres.

District	Residential	Commercial	Commercial Residential	Wholesale Warehouse	Industrial	Railroad	Community Facilities	Water	Vacant	Streets	Total
1	924.1	103.7	26.5	32.8	56.3	22.2	402.7	--	43.2	560.6	2172.1
2	1226.7	113.4	30.8	82.3	78.1	119.5	232.6	10.2	94.2	568.8	2556.6
3	543.3	90.0	47.9	103.5	256.8	178.2	126.9	19.5	129.5	424.5	1920.1
4	579.8	44.0	36.9	18.3	56.6	27.8	267.1	63.3	62.7	443.9	1600.4
5	564.9	88.9	50.1	7.7	6.0	--	837.9	52.0	13.6	446.7	2067.8
6	226.5	29.6	13.0	3.9	3.8	11.2	187.2	43.4	94.8	229.2	842.6
CBD	7.5	132.1	7.1	18.9	17.4	7.1	56.7	5.2	36.5	194.3	482.8
7	445.2	65.4	51.1	30.3	68.4	55.4	155.0	--	179.0	393.4	1443.2
8	722.2	72.2	40.6	19.1	96.5	1.6	182.4	--	38.3	369.6	1542.5
9	1091.2	104.5	55.5	59.3	158.4	89.1	246.3	--	86.2	516.8	2407.3
10	892.1	113.7	99.4	161.8	301.4	712.4	152.1	11.7	348.5	628.4	3421.5
11	1125.3	96.5	41.2	12.1	96.6	32.7	517.8	67.8	187.2	550.3	2727.5
12	203.0	39.7	19.5	232.1	855.3	845.5	359.8	337.5	543.3	744.2	4179.9
TOTAL	8551.8	1093.7	519.6	782.1	2051.6	2102.7	3724.5	610.6	1857.0	6070.7	27364.3

CHAPTER IX-BACKGROUND MATERIAL

B - POPULATION AND HOUSING

To a large extent the future population of Buffalo will depend upon housing available, the condition it is in and the number of people within the Buffalo Metropolitan Area who are attracted to live in the City proper. Experience over the last two decades indicates that population projections based on births and deaths or on advancing age groups bear little relationship to the population characteristics of the City from decade to decade.

The City proper is fully developed for all practical purposes. Its housing stock is old. The preservation of its housing stock and new housing construction will play a role in the future population of the City. Because of the importance of housing related to population, the housing situation will be examined first.

B-1 Past Housing Evaluations.

The 1960 Census of Housing was significant because it presented an inventory of housing conditions on a block basis. The 1970 Census of Housing did not present housing information on a block basis nor did it offer the detail of the 1960 Census.

The 1960 information was used by the Division of Planning to prepare structural conditions mapping which presented patterns of blight and substandard conditions. In the 1964 Master Plan of the City, these patterns were used for a structural condition presentation.

The 1965 Community Renewal Program, CRP, prepared as a companion piece to the Master Plan, attempted to present a plan for urban renewal action. Means to measure the extent of blight were presented and a predictive model of future distribution of blight was developed. Because of concentrated periods of development during the City's history, areas could be classified in groupings. Eligibility in 1965 for an urban renewal clearance project required only that over fifty percent of housing units in a project area were to be of substandard condition. Dilapidated structures could be a very small percentage of the project.

Different attitudes exist today than in the situation of 1965. Substandard structures could include buildings suitable for rehabilitation. An area of fifty percent or more substandard buildings could also include a sizeable number of standard structures. In both cases acceptable housing resources could be lost in order to package large tracts of land.

The CRP was required of the City by the Federal Government in order to establish a long-range renewal program. A major problem in that situation was the development of a long-range plan based on what was to be a short-term Federal program.

Fig. IX B-1 illustrates the 20 year plan established in 1965 to renew the City. Three treatment programs were involved. The first was to occur in basically sound areas where intensive enforcement of City codes and ordinances was to prevent housing blight. The second was to conserve areas by enforcement of codes and clearance activities as directed by the amount of blight existing in the area. The third category was clearance, calling for redevelopment of areas of substantial deficiencies to remove blight and prevent its spread. The 1965-1985 plan did not cover all deficient areas. It presented a strategy to check blight.

While this program was developed to meet Federal requirements for a long-range guide, it was criticized by Federal representatives several years later because it indicated specific areas earmarked for clearance up to 20 years in the future. It was held that residents living in such areas would be reluctant to invest in their properties and to maintain them because of the clearance designation. Also sound housing resources at a scale to meet the needs of relocated families were felt to be inadequate. In 1971 a Community Renewal Program Extension was prepared for the Department of Urban Renewal. The thrust of this report was to provide housing resources on selected underutilized sites throughout the City before undertaking any large scale clearance projects.

The 1965 CRP did provide a source of information even though its proposed action programs did not materialize. Figure IX B-2 adapts a 1965 CRP model to matters of present concern and indicates the condition of classified sections by the year 2000. These sections are indicated in Figure IX B-3.

In 1965 the age and value model assumed substandard conditions would appear at given points. In adapting the model and extending its scope to the year 2000, no assumption of automatic substandard classification is intended. The curve in Figure IX B-2 represents a combination of type of construction and age considerations. Three diagonal lines separate the structure into four categories. Areas above line a can be regarded as sound while those below line c and, particularly, curve X are under severe hazard. A pessimistic evaluation might place average housing existing in the City in 1970 as providing unsuitable living quarters by 2000. This was the indication in 1965.

The revised model indicates a total of 20,300 1970 housing units below line c and curve X. The indication would be that these would be unlikely to remain by the year 2000 or, if remaining, would provide unsuitable living quarters. The total number of housing units below line c number 35,800. Using the latter figure, an indication that 22% of the City's 1970 housing unit inventory would provide unsatisfactory living quarters by the year 2000 results. Assuming that little or no action is undertaken to improve the existing housing inventory, the housing units lost as unsuitable living quarters would leave 130,300 housing units. If a figure of 2.55 persons per housing unit is used, reflecting birth rate and vacancy factors, a

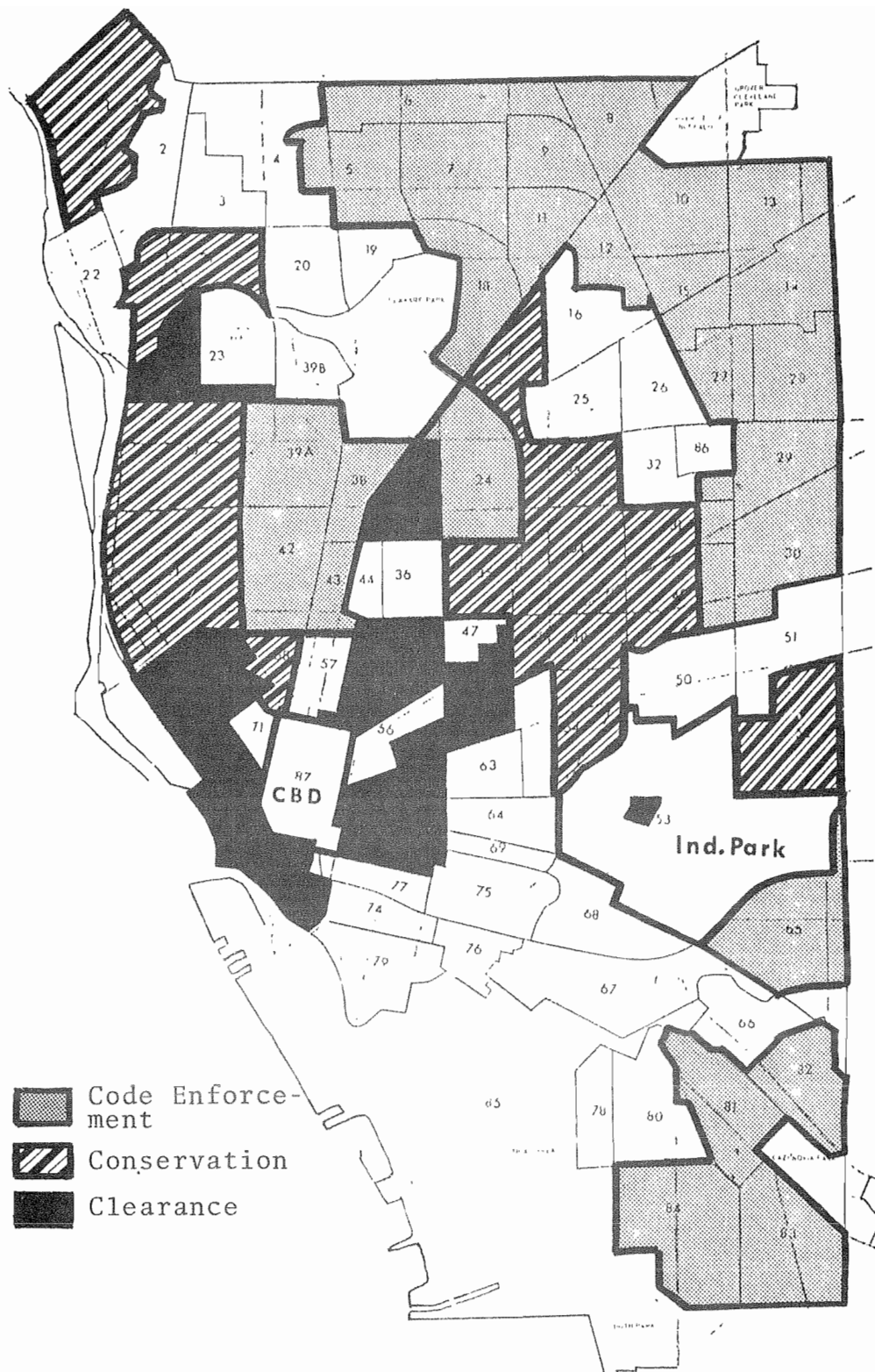


Fig. IX B-1. 1965-1985 Community Renewal Program.

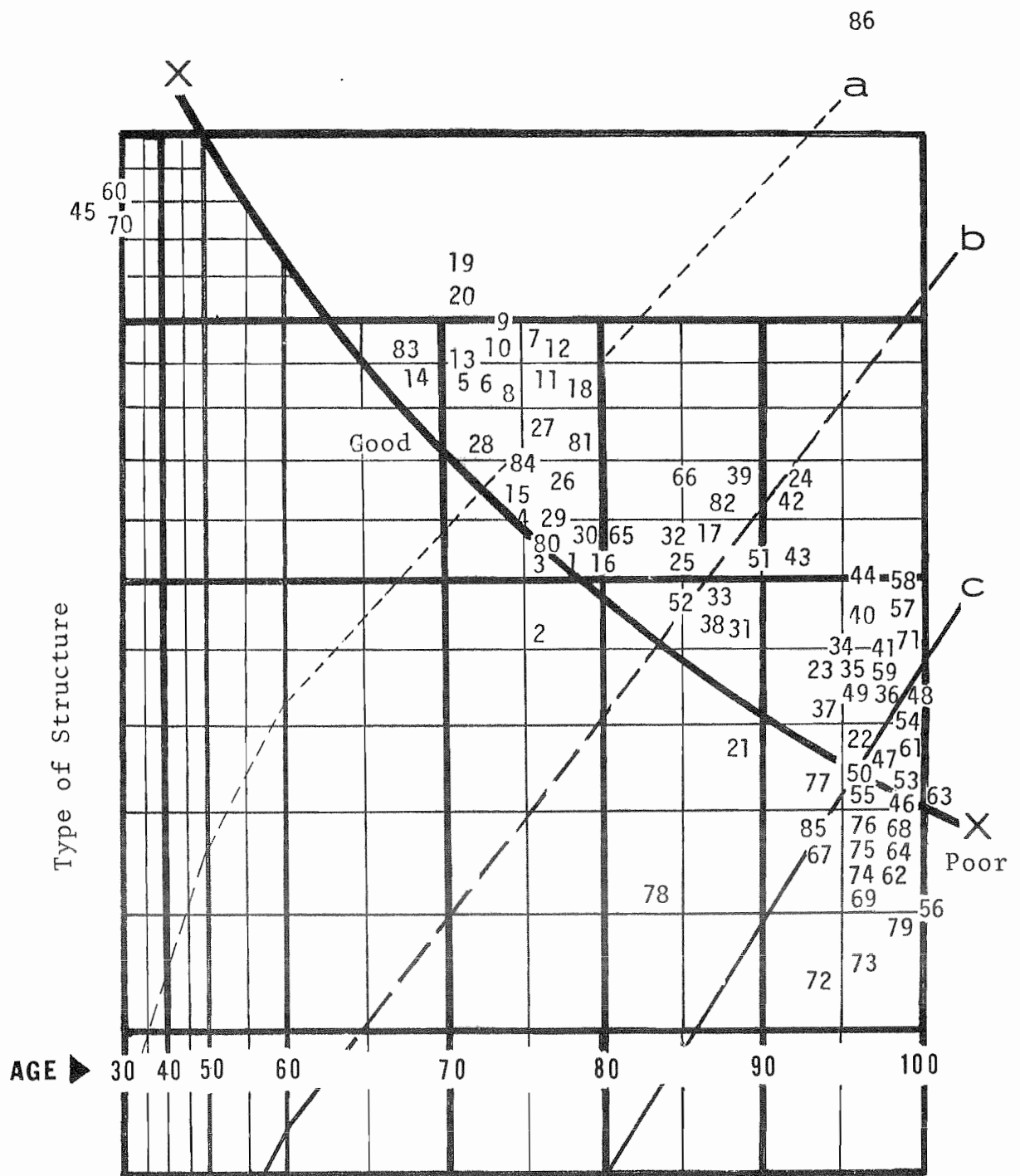


Fig. 1X B-2. Projected Housing Conditions by Sections of the City in the year 2000.

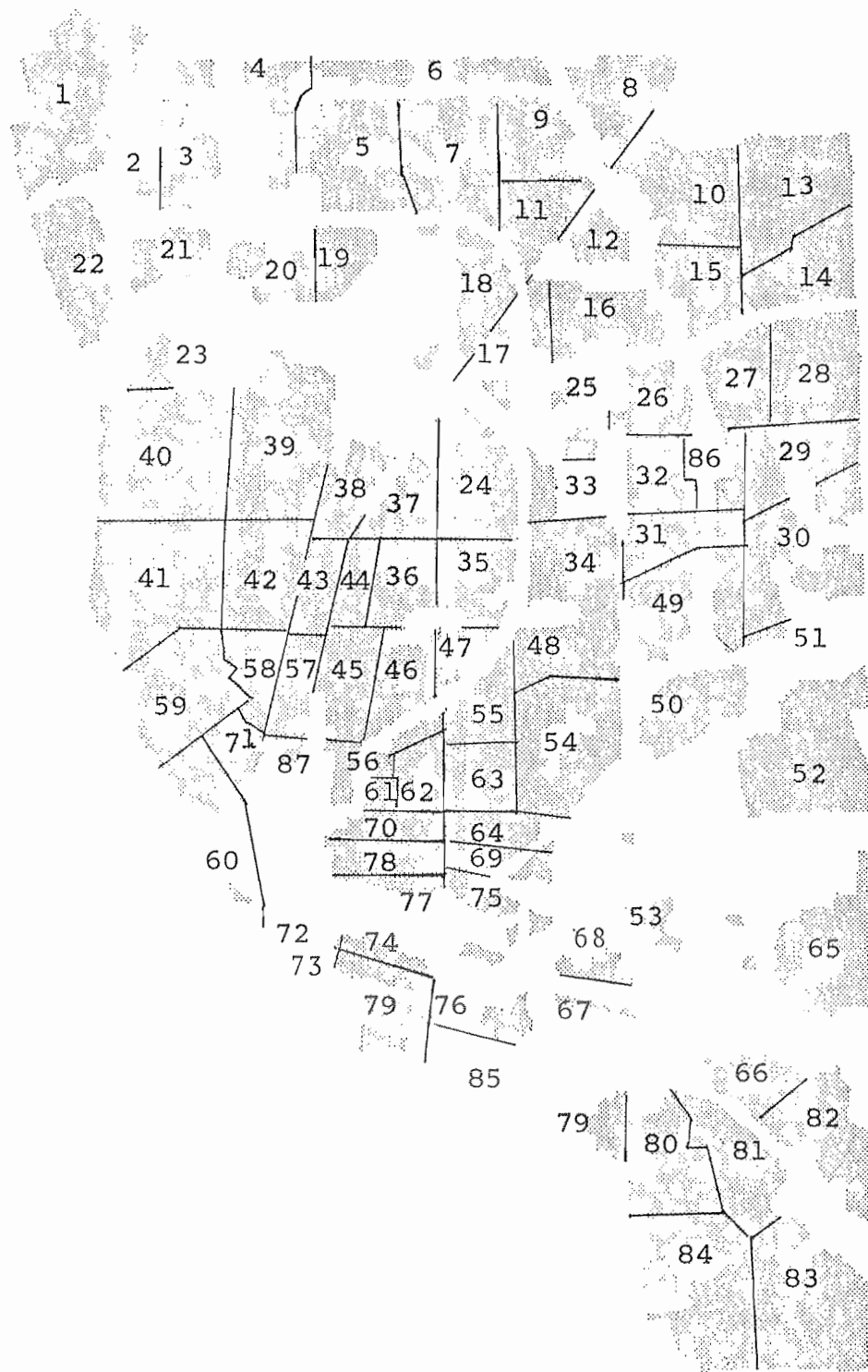


Fig. IX B-3. City Sections Used in Model.

City population of 332,265 would be projected for the year 2000.

The size or number of persons residing in housing units directly effects population when basing projections on housing units. There has been a continual decline in the size of housing units in the last several decades as indicated in Table IX B-1. While definitions have varied slightly over the decades as to what constitutes a dwelling or housing unit, they are comparable. For the purpose of this study the housing unit size is a division of total population by total housing units. This figure includes changing family size, group quarters population and vacancy rates. Projections are made on the same basis.

Between 1940 and 1970 the housing unit size declined by 0.86 persons per unit. The change in housing unit size between 1960 and 1970 would alone have resulted in a population decline of 39,000 persons in the City without any other consideration. It is anticipated that between 1970 and 2000 the housing unit size will continue to decrease, although not at the same rate which occurred between 1940 and 1970. The 2000 housing unit size used in this section is 2.55, a decline of 0.23 from the 1970 size. The Erie and Niagara Counties Regional Planning Board has estimated Buffalo's household size at 2.5 for the year 2000.

Buffalo's housing stock is particularly old. In large measure this is due to Buffalo's very small area and the lack of room for substantial building since the 1930's. Table IX B-2 compares Buffalo's inventory of housing as it existed in 1970 with other areas. With 85.7 percent of its housing inventory built in 1939 or earlier, Buffalo has the oldest inventory listed. With only 1.8 percent of its inventory built between 1960 and 1970, Buffalo has the smallest such percentage. Even the Buffalo Metropolitan Area, SMSA, does not fare particularly well in the latter category. Age of its housing inventory must be of concern in considering the City's future housing stock and its future population.

In 1970 the City of Buffalo was listed as the 28th largest central city in the United States. The Buffalo Urbanized Area ranked 23rd among urbanized areas. Many of Buffalo's problems are revealed by comparing the City of Buffalo to the central cities of the ten larger and the ten smaller urbanized areas, Table IX B-3. The average area of the twenty cities, excluding Buffalo, is 168 square miles. Only one city of the twenty involved is smaller than Buffalo, Miami, Florida, and that city is part of Metropolitan Dade County.

The average area of the twenty central cities is slightly over four times the area of Buffalo. The average percentage of the central cities when compared to their urbanized areas is 43.9%. Buffalo is a very small central city in terms of its percentage of its urbanized area, 19.3%. Poverty and other urban problems focus on the central city. The scale of such problems are related to the size of the urbanized area. The City of Buffalo is left

Table IX B-1
HOUSING UNITS, HOUSING UNIT SIZE AND POPULATION
1940, 1950, 1960 and 1970

<u>Year</u>	<u>City Population</u>	<u>Number of Housing Units</u>	<u>Housing Unit Size (Persons)</u>
1940	575,901	157,780	3.65
1950	580,132	166,743	3.48
1960	532,759	177,224	3.01
1970	462,768	166,107	2.79

Table IX B-2

1970 HOUSING UNITS BY YEAR BUILT

	<u>% Built 1939 or Earlier</u>	<u>% Built 1960 to March, 1970</u>
United States	40.6%	25.0%
U.S. Excluding N.Y.S.	39.1	25.9
New York State	55.6	16.8
Six Selected Industrial States		
California	23.7	31.3
Illinois	50.6	20.4
Massachusetts	61.0	16.3
Ohio	47.3	21.3
Pennsylvania	58.8	15.4
Texas	23.9	30.5
∞ BUFFALO SMSA	55.6	13.4
City of Yonkers	51.4	18.5
New York City	62.1	13.5
City of Syracuse	70.8	11.0
City of Albany	74.7	7.3
City of Rochester	79.5	5.3
CITY OF BUFFALO	85.7	1.8

Table IX B-3

RANKING OF U.S. URBANIZED AREAS, 1970

Rank or Size	Urbanized Area	Urban. Area Population- In 000's	Urbanized Area - Sq. Miles	Central City- Sq. Miles	Central City Area as % of Urban Area
13	Houston	1678	538.6	433.9	73.7
14	Baltimore	1580	309.6	78.3	25.3
15	Dallas	1339	674.2	265.6	39.4
16	Milwaukee	1253	456.5	95.0	20.8
17	Seattle-Everett	1238	413.1	112.9	27.3
18	Miami	1220	258.7	34.3	13.3
19	San Diego	1198	380.7	316.9	55.9
20	Atlanta	1173	435.0	131.9	24.6
21	Cincinnati	1111	335.1	78.1	23.3
22	Kansas City	1102	493.2	238.9	48.4
23	BUFFALO	1087	213.7	41.3	19.3
24	Denver	1047	292.6	95.2	32.5
25	San Jose	1025	277.2	136.2	42.0
26	New Orleans	962	184.0	197.1	47.0
27	Phoenix	863	387.5	247.9	64.0
28	Portland	825	266.8	89.1	33.4
29	Indianapolis	820	381.2	379.7	92.5
30	Providence-				
	Pawtucket-Warwick	795	244.1	62.6	25.6
31	Columbus	790	234.5	134.6	57.4
32	San Antonio	773	222.9	184.0	82.5
33	Louisville	739	210.4	60.0	28.5

with limited resources taxwise and an aged inventory of housing. Its resources to combat urban problems, including the provision of standard housing facilities, is limited to a degree unlike other central cities of its urbanized size category.

In 1974 the U.S. Census Bureau released a report entitled "Components of Inventory Change", (CINCH). This compared changes in the City's housing stock between 1960 and 1970. Table IX B-4 is derived from that source and presents a city-wide picture of housing unit changes. The primary interest here is an assessment of substandard units and changes in that category. The figures on this table were obtained through CINCH estimates for the periods between 1950-1960 and 1960-1970.

In 1960 10,300 units were carried as lacking plumbing facilities; 4,000 of these were removed by 1970. Also in 1960 5,000 units were classified as dilapidated; by 1970 2,100 of these were removed. Net results of activities resulted in a 12,813 decline of total housing units; 1,800 of the total lacked plumbing facilities and 5,900 were labeled dilapidated. Since 2,100 dilapidated units were removed between 1960 and 1970, 3,000 housing units had joined the dilapidated category during that decade.

Table IX B-5 compares CINCH estimates with Census enumeration. The figures in parenthesis are listed as CINCH's margins of error. The most important aspect of this table is the changing inventory of dilapidated units, information not available from the 1970 Census. The figure presented by the 1970 Census for units lacking plumbing facilities would include both dilapidated and non-dilapidated housing units. The CINCH estimate, as mentioned above, indicates the worst end of the housing stock, dilapidated units, increased by 900 units between 1960 and 1970 even though 2,100 dilapidated units were removed in that period. At a constant rate of increase between the year 1970 and the year 2000 an additional 9,000 dilapidated units could be projected. However, the rate of units joining the dilapidated category is apt to increase its pace as Buffalo's old housing inventory continues to age.

The previously mentioned model projection indicated 35,800 potentially substandard housing units by 2000. Substandard units are not the same as dilapidated units. The latter represents structures which cannot be considered satisfactory living quarters and should be the subject of clearance on the part of the City. Substandard units would include dilapidated units as well as other units, some of which could provide acceptable living quarters through rehabilitation. It should be noted that reference to CINCH beyond 1970 is based on straight line projections of the 1960-1970 CINCH figures and are not produced by the U.S. Census Bureau. This adapted projection amounts to 9000 dilapidated units which when added to the 1970 inventory of 5,900 dilapidated units totals 14,900 by 2000. The model's figure of 35,800 substandard units by the year 2000 leaves a difference of 20,900 housing units which may fall into varying degrees of substandard and dilapidated conditions.

Table IX B-4
CHARACTERISTICS OF HOUSING UNIT CHANGE, 1960-1970

	<u>Number</u>	<u>Lacking Some or All Plumbing Facilities (Excluding Dilapidated)</u>	<u>Dilapidated (With or Without Plumbing Dificiencies)</u>
Year-round Units, 1960	177,216	10,300	5,000
<u>1960 Units Lost</u>	<u>17,230</u>	<u>4,000</u>	<u>2,100</u>
Merger	3,374	1,700	200
Demolition	10,842	1,600	1,500
Other Means	3,014	700	400
<u>Units Added, 1960-1970</u>	<u>3,726</u>	<u>100</u>	<u>-</u>
New Construction	2,943	-	-
Other Sources	783	100	-
<u>Same Units, 1960-1970</u>	<u>156,400</u>	<u>1,600</u>	<u>5,500</u>
<u>Units changed 1960-1970</u>	<u>4,277</u>	<u>-</u>	<u>300</u>
Conversion	1,373	-	100
Merger	2,904	-	200
Year-round Units, 1970	164,403	1,800	5,900

Table IX B-5
CINCH ESTIMATES COMPARED WITH CENSUS ENUMERATION, 1960 & 1970

	<u>Year-Round Housing Units</u>	<u>Lacking Some or All Plumbing Facilities³</u>	<u>Dilapidated Housing Units⁴</u>
1960 CINCH ¹	177,216 (1100)	10,300 (600)	5,000 (600)
1960 Census ²	177,224	10,945	6,415
1970 CINCH ¹	164,403 (1100)	1,800 (600)	5,900 (600)
1970 Census ²	166,107	5,479 ⁵	NA

Figures in parenthesis indicate standard error for the component as presented by Census Bureau

1. "Components of Inventory Change"(1960 or 1970)
2. U.S. Census of Population and Housing (1960 or 1970)
3. Excluding dilapidated units
4. With or without plumbing deficiencies
5. Census figure 5,679 - minus 1970 CINCH estimate of 200 dilapidated units lacking plumbing facilities

B-2 Current Housing Evaluations

The R.L. Polk Company has supplied the City with population and household counts for 1968, 1973, 1975 and 1976. As noted by that company, their counts are made on a different basis from that of the U.S. Census. They do not count group quarters and they do not have the legal authority of the U.S. Census Bureau.

In 1968 the Polk Co. presented population and household counts which may be compared to Census counts held before and after the year involved. On a pro-rated basis, Polk figures for 1968 represented undercounts of persons in household by 6.30% and of households by 6.43%. Total population, including group quarters population, would have been understated by 9.14% and total housing units would have been 10.98% higher than the Polk household figure.

Figure IX B-4 presents converted Polk figures for population and housing units to show recent occurrences. By 1976 the City's population declined to approximately 400,000. Housing units, declining at a lesser pace, amounted to approximately 154,800 units by 1976. Polk figures indicated an 800 housing unit increase between 1975 and 1976.

In order to project future conditions, a blight index figure was developed for each statistical unit of the City. This index was determined from material contained in the past studies mentioned. It attempts to establish blight potential of the 1970 housing unit inventory and is presented in Table IX B-6. Related to this study, projected housing unit sizes for 2000 were considered and compared to 1970 figures on a statistical unit basis.

The index figure considers age and type of structure existing in each unit and produces a total figure for the City between the CINCH straight line projection and the results of the model.

Application of the index figure to 1970 housing units results in a loss of some 30,700 housing units by the year 2000. Approximately 135,400 units, or about 80%, of the 1970 housing inventory would remain by 2000. Since most of this stock is already old, major programs of rehabilitation and conservation would be necessary.

A housing construction program is essential if the City is to be an attractive place in which to live and to offer a wider variety of living quarters. New construction should also encourage the upkeep of existing residences and remove the dismal atmosphere of a dying neighborhood. Such a program of construction would occur on underutilized sites as well as on property from which dilapidated housing has been cleared.

The construction proposal calls for 21,700 housing units to be added to the City's housing inventory in the period between 1970 and 2000. The bulk of these would be provided between 1980 and 2000. The re-

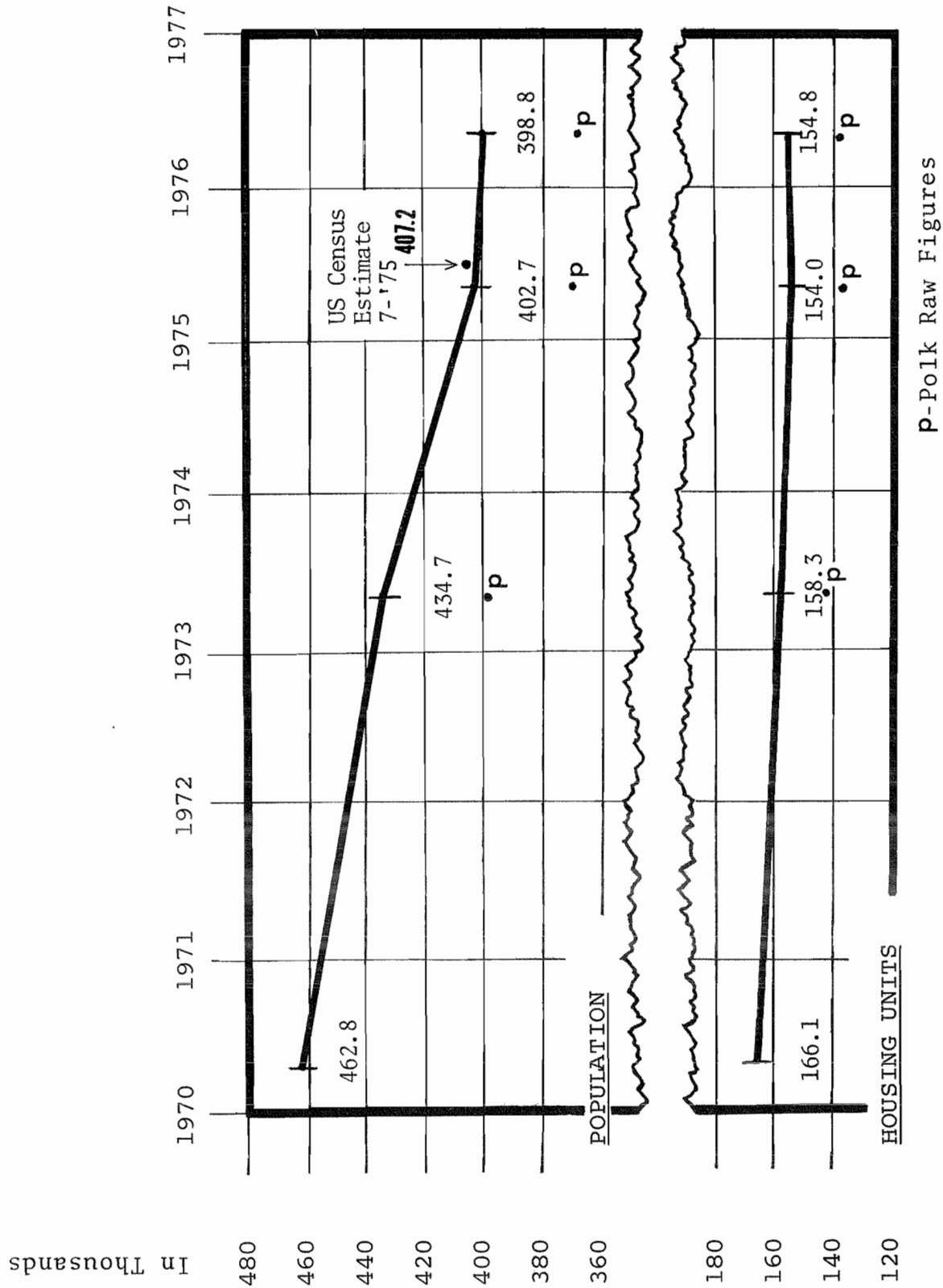


Fig. IX B-4. Recent Population and Housing Trends.

Table IX B-6

EVALUATION OF HOUSING UNITS (HU) AND UNIT SIZE, 1970-2000

	<u>A</u>	<u>B</u> <u>HU Lost by 2000-in 000's</u>		<u>C</u>	<u>D</u>
<u>Statistical Unit</u>	<u>Blight Index</u>	<u>Blighted HU</u>	<u>HU Lost, Other Reasons*</u>	<u>1970 HU Size</u>	<u>2000 HU Size</u>
1.0	.165	1.8	0.1	2.81	2.60
2.0	.045	0.7	0.2	2.77	2.55
3.0	.118	1.6	0.3	2.88	2.69
4.0	.227	4.4	0.2	2.77	2.70
5.0	.141	1.9	0.2	2.34	2.16
6.0	.342	5.3	0.2	3.04	2.72
7.0	.068	1.6	0.3	2.81	2.52
8.0	.406	1.3	0.3	1.67	1.75
9.0	.466	5.4	0.4	2.67	2.39
10.0	.296	5.3	0.2	2.61	2.51
11.0	.326	1.3	0.1	3.00	2.67
12.0	.046	0.8	0.1	3.25	2.89
TOTAL	.189	31.4	2.6	2.79	2.55

*Housing Units lost due to commercial expansion, irreparable fire damage outside of blight index areas, parking etc.

Table IX B-7
HOUSING UNITS (HU) DISTRIBUTION, 1970 2000
In Thousands

Unit	1970 HU	New HU Construction		Total	1970 HU Remaining ¹	2000- Total HU	Planning ² Population
		1970-1980	1980-2000				
1.0	10.9	0.3	0.7	1.0	9.0	10.0	26.0
2.0	15.6	0.1	0.9	1.0	14.7	15.7	40.0
3.0	13.6	0.1	1.2	1.3	11.7	13.0	35.0
4.0	19.4	0.3	1.6	1.9	14.8	16.7	45.0
5.0	13.6	1.0	2.4	3.4	11.4	14.8	32.0
6.0	15.5	0.3	2.2	2.5	10.0	12.5	34.0
7.0	23.4	0.1	1.4	1.5	21.5	23.0	58.0
8.0	3.2	1.0	3.1	4.1	1.6	5.7	10.0
9.0	11.6	0.5	2.9	3.4	5.8	9.2	22.0
10.0	17.9	0.2	2.9	3.1	12.4	15.5	39.0
11.0	4.0	0.0	0.4	0.4	2.6	3.0	8.0
12.0	17.4	0.1	1.4	1.5	16.5	18.0	52.0
TOTAL	166.1	4.0	21.1	25.1	132.0	157.1	400.0

¹Total column B, Table IX B-6, subtracted from "1970 HU" column above.

²Column D, Table IX B-6, multiplied by figure in "2000-Total HU" column above.

sults of such a program are indicated in Table IX B-7 and, with the application of figures from Table IX B-6, planning populations are established for the planning statistical units of the City. Table IX B-8 presents low population projection figures established by the Erie and Niagara Counties Regional Planning Board for its projection areas in the City. These are compared with comparable planning statistical units. The high projection figure of the Regional Board coincides with the total of the planning statistical units but the former is not broken into this detail. In the low projection breakdown, area 101, the Central Community, is shown with a continued decline in population. If this is to be true, the Waterfront Redevelopment Project would have been a failure.

In order to establish the scale and type of housing program necessary to accomplish objectives sought, Tables IX B-9 and 10 review housing unit and population distribution of 1950, 1960 and 1970. Among the significant changes which have occurred in the City is the growth of one and two person housing units. By 1970 these accounted for over half of the total units in the City and nearly 30% of the population. Housing units containing 3 to 5 persons declined significantly although they still housed nearly 50% of the population in 1970. The number of units with 6 or more persons remained relatively stable in the period covered.

The changing composition of age groups, as will be presented, reflect the birth rate of groups involved. For example the size of the over 64 age group should hit its peak between 1990 and 1995. The fewer children born during the depression years will be reflected in the number of those over 64 by the year 2000. It would be the year 2020 before the over 64 age group would begin to rise again in numbers. The large number of children born after World War II and the decline in the birth rate of recent years will be indicated as those age groups advance.

In order to relate housing proposals to population needs, Table IX B-11 presents factors used by the Division of Planning to estimate population generated by housing developments locally.

Table IX B-12 presents the housing construction program that would be necessary for the City to meet its objectives.

Even with the new housing construction program, approximately 357,600 persons in the year 2000 would reside in some 135,400 housing units which existed in 1970. This older housing stock would represent 80% of the City's housing inventory in 2000. Interim programs to conserve and rehabilitate this housing stock will be of the utmost importance. Home improvement loans and mortgages will have to be available and the City may have to assist homeowners in obtaining them. The City will have to make judicial investment of limited public funds to improve residential neighborhoods. It should encourage and support neighborhood improvement groups in accomplishing their goals. Private efforts and private-public joint ventures will have to join strictly public activity to accomplish the housing objectives of the City.

Table IX B-8
COMPARISON OF POPULATION PROJECTIONS, 1970-2000

E-N Regional Projection Area	Bd. Low Projection*		Division of Planning		
	Population Change	Change In Percent	Comparable Unit	Population Change	Change In Percent
93	-1,953	-21%	11.0	-4,079	-34%
94	-9,589	-21%	12.0	-4,511	-8%
95	-8,349	-21%	10.0	-8,763	-19%
96	-17,211	-21%	7.0	-7,635	-12%
97	-7,331	-21%	3.0	-4,234	-11%
98	-10,828	-21%	2.0	-3,302	-8%
99	-6,635	-21%	1.0	-4,477	-15%
100	-18,229	-21%	4.0;5.0	-8,585	-10%
101	-1,157	-21%	8.0	+4,657	+87%
102	-17,413	-21%	6.0;9.0	-21,839	-28%
TOTAL	-98,695	-21%	TOTAL	-62,768	-14%*

*E-N high projection is equal to a -14% change.

Table IX B-9
HOUSING UNIT DISTRIBUTION BY UNIT SIZE

<u>No. of Persons in Housing Unit</u>	<u>Percent of Housing Units</u>		
	<u>1950</u>	<u>1960</u>	<u>1970</u>
1	8.1%	18.0%	25.6%
2	27.4	28.8	29.1
<u>Total 1 & 2</u>	<u>35.5</u>	<u>46.8</u>	<u>54.7</u>
3	24.3	18.7	16.2
4	19.6	15.5	12.1
5	10.9	9.7	7.7
<u>Total 3 to 5</u>	<u>54.8</u>	<u>43.9</u>	<u>36.0</u>
6 Plus	9.7	9.3	9.3

Table IX B-10
POPULATION DISTRIBUTION BY TYPE OF UNITS

<u>No. of Persons in Housing Unit</u>	<u>% of Population Accomodated</u>		
	<u>1950</u>	<u>1960</u>	<u>1970</u>
1	2.4%	5.9%	9.0%
2	16.3	18.8	20.4
<u>Total 1 & 2</u>	<u>18.7</u>	<u>24.7</u>	<u>29.4</u>
3	21.6	18.3	17.1
4	23.4	20.3	17.1
5	16.7	15.8	13.5
<u>Total 1 to 5</u>	<u>61.7</u>	<u>54.4</u>	<u>47.7</u>
6 Plus	19.6	21.0	22.9

Table IX B-11
POPULATION ESTIMATION, PROPOSED HOUSING DEVELOPMENTS

Unit Type	No. of Bedrooms	No. of Persons	Age 5-18	Age 5-13
1. Comb. Living-Sleeping Rm., Dining space, Kitchen	-	1 to 1.2	-	-
2. Living Rm. with sleeping Alcove, Dining space, Kitchen	-	1 to 1.2	-	-
3. Elderly Apt. (Restricted for use by Elderly)	1	1.2	-	-
4. Living Rm., Dining space, Kitchen	1	(1 to 2) 1.5; 1.7*	-	-
5. Living Rm., Dining space, Kitchen	2	(2 to 4) 3.5	1.16	0.80
6. Living Rm., Dining space, Kitchen	3	(4 to 6) 5.5	2.70	1.90
7. Living Rm., Dining space, Kitchen	4	(6 to 8) 7.5	4.24	2.92

*When bedroom is over 150 sq. ft.

Table IX B-12
HOUSING UNIT CONSTRUCTION PROGRAM

1980-1990

<u>Unit Type (Bedrooms)</u>	<u>Number Of Units</u>	<u>Population Served</u>
Efficiency	1,000	1,200
1 (Elderly)	1,500	1,800
1	1,600	2,400
2	2,500	8,750
3	1,500	8,250
4	400	3,000
TOTAL	8,500	25,400

1990-2000

<u>Unit Type (Bedrooms)</u>	<u>Number of Units</u>	<u>Population Served</u>
Efficiency	2,000	2,400
1	3,400	5,100
2	3,600	12,600
3	2,500	13,750
4	1,100	8,250
TOTAL	12,600	42,100

B-3 Population

Table IX B-13 presents population by sex and age distribution in the City. The figures for future decades incorporate the assumption that an effective program will occur to rehabilitate the existing inventory of housing and to provide new housing at a significantly increased pace over that of the last two decades. This is followed by Table IX B-14 which summarizes the detailed population distribution table and compares it with projections based on a continuation of recent trends and on an assumption that no significant programs to rehabilitate or build new housing will materialize. Continuing the low projection from 1960 into the more distant future, it would be indicated that no one would be living in the City proper by the year 2040. This is seen as an improbable situation.

The City population figures presented are equal to the high projection for the City by the Regional Planning Board. The Regional Board's low projection for the City represents some 39,900 fewer persons living in the City. These would reside elsewhere in the Buffalo Metropolitan Area. Meanwhile the Regional Board forecasts an increase of 54,538 persons commuting into the City for employment purposes by the year 2000. This would result in a total of 117,794 commuters entering the City for employment. Besides running counter to general objectives of relating places of residence and employment, such commuting would represent a significant waste of time and energy. The difference between the Regional Board's low and high projections for City would require decisions by as few as 16,000 households to live in the City rather than commute. Besides anticipated housing assistance, agencies of the Federal government may be expected to encourage the incorporation of energy saving elements into local planning and to assist in providing residential developments along transit corridors. Insofar as sewer and water lines are concerned, policy decisions should place emphasis on improving existing facilities and to develop underutilized land already serviced before considering extensions outside of the present urbanized area.

Future emphasis on energy saving, development along transit corridors and use of underutilized land serviced by utilities are factors which would encourage more intensive use of land. Such measures are in contrast to the factors which caused the dispersed development of the last three decades which resulted in a waste of resources and energy. To project population based on past trends, an assumption must be made that those trends will continue. There are adequate reasons to believe that those trends will change.

The distribution of population in the City by statistical units is presented in Table IX B-15. Also in this table are presented other population figures, as identified, and a capacity population figure. The capacity figure was calculated to indicate the highest level of intense residential development that could be supported. This is not a planning population figure. The 1973 column presents raw figures of the Polk Company for the year 1973. Table IX B-16 presents the 2000 planning population on a citizen advisory district basis.

Table IX B-13
CITY OF BUFFALO POPULATION, SEX AND AGE DISTRIBUTION

	1980	1985	1990	1995	2000
MALES					
Under 5	1 4 9 0 1	1 5.4 5 1	1 4.4 9 7	1 3.4 2 7	1 4.7 1 3
5-9	1 1.8 2 8	1 2.4 8 5	1 3.9 3 7	1 3.0 2 5	1 5.1 0 2
10-14	1 4.2 1 4	1 0.2 5 5	1 1.7 9 0	1 3.0 1 9	1 4.6 5 6
15-19	1 6.3 6 6	1 3.4 5 7	1 0.1 8 4	1 1.5 4 4	1 3.8 4 2
20-24	1 9.4 7 2	1 6.2 6 6	1 5.2 9 3	1 1.7 7 5	1 4.3 0 2
25-29	1 8.8 5 3	1 9.4 5 7	1 6.9 4 0	1 5.3 0 6	1 3.4 9 5
30-34	1 5.6 9 7	1 7.4 2 5	1 8.7 7 1	1 6.2 0 4	1 5.0 9 7
35-39	9.9 5 5	1 3.9 7 3	1 6.3 3 5	1 7.5 4 9	1 5.7 5 8
40-44	6.8 1 9	9.1 1 7	1 3.6 8 9	1 5.9 3 3	1 6.5 6 9
45-49	6.9 7 1	5.2 8 3	8.3 5 7	1 2.7 2 3	1 4.9 4 8
50-54	8.6 3 6	6.2 8 9	5.1 6 3	8.0 0 9	1 1.6 2 8
55-59	9.7 0 2	7.5 9 3	5.8 1 0	4.8 7 4	7.5 0 9
60-64	9.7 0 4	8.6 5 5	7.2 9 5	5.8 3 2	5.3 4 8
65-69	8.5 9 6	8.1 1 1	7.6 1 2	6.5 8 8	5.6 9 8
70-74	5.8 8 5	6.4 2 3	6.3 4 0	6.1 6 0	5.4 3 7
Over 74	9.1 4 0	9.4 9 8	1 0.7 6 5	1 1.5 9 0	1 0.3 5 6
Sub-Total	1 8 6 7 3 9	1 7 9.7 3 8	1 8 2.7 7 8	1 8 3.5 5 8	1 9 4.4 5 8
FEMALES					
Under 5	1 3.8 9 0	1 4.4 5 4	1 3.5 0 3	1 2.3 3 2	1 4.2 9 7
5-9	1 0.4 3 1	1 1.2 0 4	1 2.5 6 3	1 1.7 5 8	1 4.0 0 3
10-14	1 2.7 9 9	8.5 9 8	9.8 1 0	1 1.1 4 7	1 2.8 1 7
15-19	1 7.8 2 0	1 4.2 0 3	1 0.5 1 6	1 2.0 3 9	1 2.3 9 3
20-24	2 2.0 7 8	1 8.5 6 5	1 6.7 0 7	1 3.0 3 8	1 5.2 5 1
25-29	1 8.9 1 3	1 9.2 3 2	1 6.3 6 9	1 3.9 9 7	1 4.4 4 7
30-34	1 7.1 2 8	1 7.2 7 7	1 8.3 2 0	1 5.4 8 2	1 4.2 2 9
35-39	9.8 4 6	1 5.4 5 3	1 6.2 6 6	1 7.2 7 1	1 5.4 7 6
40-44	7.2 2 8	8.5 7 0	1 4.8 1 0	1 5.5 9 6	1 6.4 0 0
45-49	7.5 2 1	5.6 1 8	7.7 1 2	1 3.8 1 0	1 4.9 8 6
50-54	9.6 8 9	6.5 3 7	5.1 6 8	7.2 0 6	1 2.9 0 6
55-59	1 1.6 3 1	8.8 0 8	6.2 1 9	5.0 5 0	7.5 6 6
60-64	1 2.8 4 3	1 1.3 6 0	9.3 7 6	7.0 4 9	6.7 9 6
65-69	1 2.2 9 9	1 1.7 9 1	1 1.0 4 5	9.2 4 6	7.3 7 2
70-74	9.4 7 5	1 0.3 4 4	1 0.4 4 8	9.9 0 0	8.2 3 2
Over 74	1 7.4 7 9	1 8.3 1 3	2 0.3 8 5	2 1.7 1 0	1 8.0 4 4
Sub-Total	2 1 1.0 6 1	2 0 0.3 2 7	1 9 9.2 1 7	1 9 6.6 3 1	2 0 5.2 1 5
TOTAL	397,800	380,065	381,995	380,189	399,673

Table IX B-14
POPULATION BY AGE GROUPS WITH AND WITHOUT HOUSING PROGRAM
In Thousands

Age Groups Rounded	1980 Base	1990		2000	
		With Program	Without Program	With Program	Without Program
Under 5	28.8	28.0	27.1	29.0	26.7
5-19	83.5	68.8	64.1	82.8	70.4
20-24	41.6	32.0	28.2	29.6	21.6
25-64	181.2	186.6	174.9	203.2	169.1
Over 64	62.9	66.6	62.3	55.1	44.4
TOTAL Rounded	397.8	382.0	356.6	399.7	332.2

Table IX B-15
POPULATION DISTRIBUTION

	In Thousands		In Thousands		
	Capacity Population	1967 Plan Population	1960 Census	1970 Census	1973 Polk
1.0 RIVERSIDE	42.8	30.0	33,208	30,477	27,623
01.01 Riverside Park S.	8.9	8.0	8,106	7,870	7,083
01.02 Riverside Park N.	8.0	7.1	7,492	6,699	6,183
01.03 Military	9.2	6.1	6,512	5,789	5,014
01.04 Upper Black Rock	4.0	3.6	5,272	4,916	4,518
01.05 Black Rock	12.7	5.2	5,826	5,203	4,825
2.0 NORTH BUFFALO	48.5	45.0	46,844	43,302	40,443
02.01 North Delaware	6.8	6.7	7,617	6,438	6,133
02.02 North Park	13.8	13.0	14,323	13,923	12,347
02.03 Starin	6.2	6.0	5,857	5,574	5,797
02.04 Central Park	8.9	7.0	6,693	6,225	5,703
02.05 Parkside	6.8	6.8	6,229	6,435	5,944
02.06 Delaware Park	--	--	--	2	3
02.07 Park Meadow	6.0	5.5	6,125	4,706	4,516
3.0 NORTH EAST	48.1	40.0	41,821	39,234	33,387
03.01 University	10.3	7.7	6,924	7,802	4,477
03.02 Kensington	14.6	10.5	13,256	12,413	11,778
03.03 LaSalle	12.3	12.3	11,647	10,256	9,660
03.04 Leroy	10.9	9.5	9,994	8,763	7,472
					26.0
					6.6
					6.2
					5.0
					3.5
					4.7
					40.0
					6.1
					12.2
					5.7
					5.6
					5.8
					--
					4.6
					35.0
					5.8
					11.8
					9.8
					7.6

Table IX B-15(Cont.)

	In Thousands		1960 Census	1970 Census	1973 Polk	In Thousands	
	Capacity	1967 Plan				2000 Planning Population	
4.00 WEST SIDE							
04.01 Forest	74.7	55.0	61,900	53,751	45,612	45.0	
04.02 Grant-Ferry	6.0	6.0	7,704	6,899	5,880	5.9	
04.03 Front Park	19.9	15.5	16,714	14,501	12,974	12.7	
04.04 Lakeview	25.5	18.5	21,398	18,921	15,769	15.8	
04.05 Squaw Island	23.3	15.0	16,051	13,430	10,989	10.6	
	--	--	33	--	--	--	
5.00 ELMWOOD							
05.01 Albright	42.0	35.0	35,927	31,834	23,435	32.0	
05.02 Lincoln	5.0	5.0	4,968	4,008	491	5.0	
05.03 Cleveland	7.0	6.5	6,772	6,211	5,606	5.9	
05.04 Bryant	11.9	9.0	8,942	8,853	7,389	8.6	
05.05 Allen	11.8	9.3	9,247	8,257	6,596	8.0	
	6.3	5.2	5,998	4,505	3,353	4.5	
6.00 MASTEN							
06.01 Cold Spring	61.3	50.0	54,102	46,934	35,957	34.0	
06.02 Hamlin Park	7.2	6.0	4,498	2,918	2,423	2.2	
06.03 Kingsley	16.4	14.6	14,560	14,320	11,596	11.3	
06.04 Fruit Belt	11.0	8.0	7,962	7,651	5,969	5.6	
06.05 Masten Park	9.2	9.0	13,216	10,425	5,916	5.4	
	17.5	12.4	13,866	11,620	10,033	9.5	

Table IX B-15(Cont.)

	In Thousands		In Thousands			
	Capacity Population	1967 Plan Population	1960 Census	1970 Census	1973 Polk	2000 Planning Population
7.00 EAST DELAVAN						
07.01 Meyer	79.0	70.0	72,754	65,635	59,741	58.0
07.02 Kenfield	14.3	12.3	12,699	11,314	10,194	10.0
07.03 Lang	14.9	13.5	14,080	11,707	10,922	10.4
07.04 Schiller Park	6.3	6.3	6,917	6,266	5,852	5.5
07.05 Walden-Bailey	6.7	6.2	6,334	5,820	5,415	5.4
07.06 Moselle	10.6	8.7	9,075	8,115	7,457	7.3
07.07 Humboldt Park	12.9	11.0	12,537	10,776	9,658	9.4
	13.3	12.0	11,112	11,637	10,243	10.0
8.00 CENTRAL						
08.01 Waterfront	19.9	15.0	14,876	5,343	3,660	10.0
08.02 Central Business	15.8	11.5	10,511	3,515	2,988	9.0
08.03 Auditorium	4.1	3.5	4,063	1,807	635	1.0
	--	--	302	21	37	--
9.00 ELLICOTT						
09.01 Willert Park	89.1	45.0	41,762	30,905	23,323	22.0
09.02 Johnson	25.2	11.0	13,028	7,592	5,631	5.0
09.03 Emslie	14.5	10.0	8,146	6,742	5,290	4.9
09.04 Larkin	17.8	9.0	12,384	8,919	4,642	4.0
09.05 Ellicott Park	--	--	2,167	1,484	1,325	1.0
	31.6	15.0	6,037	6,168	6,435	7.1

Table IX B-15(Cont.)

	In Thousands		In Thousands			
	Capacity Population	1967 Plan Population	1960 Census	1970 Census	1973 Polk	2000 Planning Population
10.0 EAST SIDE	58.9	45.0	56,030	46,763	41,697	38.0
10.01 Mills	11.5	9.0	9,496	8,242	7,040	7.0
10.02 Broadway-Fillmore	14.6	10.0	10,367	8,397	7,424	7.9
10.03 Person	9.3	7.0	6,584	5,734	5,136	4.8
10.04 Pullman	2.7	2.0	2,821	1,850	1,647	1.5
10.05 Lovejoy	11.0	10.0	10,993	9,993	9,257	9.0
10.06 Dingsen	0.7	0.7	915	779	713	0.5
10.07 Baitz	--	--	1,387	1,135	1,025	0.8
10.08 Babcock	--	--	3,764	3,072	2,774	1.5
10.09 Onieda	2.8	2.0	1,932	1,701	1,326	1.0
10.10 Peckham	6.3	4.3	4,863	3,674	3,363	3.0
10.11 East Ind. Park-1	--	--	183	--	--	--
10.12 East Ind. Park-2	--	--	2,725	2,186	1,992	1.0
11.0 BUFFALO RIVER	11.5	10.0	14,281	12,079	10,586	8.0
11.01 Perry	11.5	10.0	9,059	7,826	6,966	5.8
11.02 Hydraulics	--	--	3,223	2,474	2,273	1.5
11.03 Elk	--	--	533	454	392	0.2
11.04 West Hopkins	--	--	1,262	1,133	930	0.5
11.05 South Industrial	--	--	204	192	25	--

Table IX B-15(Cont.)

	In Thousands		In Thousands		1960	1970	1973	2000	
	Capacity	Population	1967 Plan	Population	Census	Census	Polk	Planning	Population
12.0 SOUTH BUFFALO	74.7		60.0		58,230	56,511	52,802		52.0
12.01 Seneca	5.5		5.5		5,903	5,647	5,288		5.4
12.02 Houghton Park	13.3		10.0		8,842	8,209	7,607		8.1
12.03 Cazenovia Park	9.0		8.5		8,129	8,278	7,819		8.0
12.04 South Abbott	11.8		8.0		8,037	7,790	7,360		7.4
12.05 South Park	20.1		13.2		12,471	12,191	11,537		9.5
12.06 Cumberland	7.2		7.0		6,622	6,612	6,146		6.4
12.07 Triangle	7.8		7.8		8,226	7,784	7,045		7.2
CITY TOTALS	650.5		500.0		532,759	462,768	398,266		400.0

Table IX B-16
POPULATION PROJECTIONS BY CITIZENS
ADVISORY DISTRICTS, 2000
In Thousands

<u>District</u>	<u>Population</u>
1	35.0
2	40.0
3	26.0
4	34.4
5	32.0
6	19.6
CBD	1.0
7	26.4
8	38.6
9	48.0
10	44.6
11	44.4
12	10.0

On the Metropolitan Area Level, the figures of the Regional Board are used. At this level the future population will depend on employment opportunities offered in the area. Efforts will have to be expended to insure such opportunities exist. The Great Lakes setting of the Buffalo Metropolitan Area is a significant factor to consider. There are some 20,000,000 people living in the counties surrounding the Great Lakes, 4,500,000 of whom live in counties adjacent to Lake Erie. The fresh water supply of the Lakes is a matter of significance when considering future population. Such a resource for drinking purposes, for industrial use and for water shipment of goods will remain and will affect future decisions.

Table IX B-17
BUFFALO AREA POPULATION PROJECTIONS
In Thousands

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Buffalo SMSA	1,385.7	1,421.7	1,455.1	1,477.8	1,493.2
Erie County	1,147.2	1,181.5	1,214.5	1,238.9	1,257.0
City of Buffalo	397.8	380.1	382.0	380.2	399.7

CHAPTER IX - BACKGROUND MATERIAL

C - ECONOMY

This section was prepared in conjunction with the various studies made in the development of the City Plan. Its purpose is to present basic economic considerations not presented elsewhere in the Plan. Chapters VI and VII contain more detailed considerations of the City's economy. In attempting to assess the economic future of the City of Buffalo two facts must be considered.

First, the Buffalo SMSA is often viewed as either a stable or declining economic unit. Efforts will have to be expended to recognize the factors which have drawn industry from the area. This will call for measures to reinforce the area's economic base and insure employment for residents of the area.

Second, the City of Buffalo is physically developed. In order for the City to encourage industrial growth and stability, space for new and expanded development must be provided. In many cases this will call for site preparation activities and offering sites at a write-down cost after such preparation. Continuing efforts on the part of the City, Erie County and the State of New York to stimulate economic development and to compete with other states in attracting industries should assist the City of Buffalo. Many of the factors which have led to the attraction of industries from the Buffalo area are those over which the City has little or no control. This includes the effect of competing transportation facilities and rates established elsewhere, the awarding of Federal contracts and past State policies, or lack of policies, to attract and retain industries.

The economic situation of Buffalo SMSA will have a direct bearing on the future population that the area will be able to support. It is assumed here industrial employment will stabilize and make modest gains in the future. Both State and Federal policy changes should work in that direction.

On a Buffalo Metropolitan Area basis, employment stability or gains are anticipated from the present to the year 2000 in most industrial groups except manufacturing. While a recovery in manufacturing from its mid-1970's low point is expected, reaching of the high levels of past decades is not expected. In manufacturing it is likely that the durable goods sector will decrease while the non-durable sector may increase. Increases in retail trade, personal and business services, professional services and public administration should continue. However, manufacturing will remain the largest single sector of employment. Construction, transportation, communications and utilities would be expected to remain fairly constant.

The City of Buffalo will retain its position of the largest regional center of employment. The trend of retail trade locating in the Buffalo Urbanized Area outside the City proper may continue unless the City takes significant actions to lessen the pace of decentralization. The trends for professional services and public adminis-

TABLE IX C-1 PROJECTED LABOR FORCE BY PLACE OF RESIDENCE In Thousands	PROJECTED EMPLOYMENT BY PLACE OF RESIDENCE			
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u> <u>2000</u>
Buffalo SMSA	559.1	575.3	590.1	600.4 607.9
City of Buffalo	151.6	145.0	145.7	145.1 152.8

Table IX C-2 PROJECTED EMPLOYMENT BY PLACE OF RESIDENCE In Thousands	PROJECTED EMPLOYMENT BY PLACE OF RESIDENCE			
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u> <u>2000</u>
Buffalo SMSA	520.5	535.5	549.2	558.9 565.8
City of Buffalo	136.4	132.0	134.0	135.1 142.3

TABLE IX C-1 PROJECTED LABOR FORCE BY PLACE OF RESIDENCE In Thousands					
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Buffalo SMSA	559.1	575.3	590.1	600.4	607.9
City of Buffalo	151.6	145.0	145.7	145.1	152.8

Table IX C-2 PROJECTED EMPLOYMENT BY PLACE OF RESIDENCE In Thousands					
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Buffalo SMSA	520.5	535.5	549.2	558.9	565.8
City of Buffalo	136.4	132.0	134.0	135.1	142.3

tration to concentrate in the City are apt to continue.

The potential for the City of Buffalo to increase warehousing activities in connection with growth as a Canadian distribution center and with warehousing and assembly activities in connection with its Free Trade Zone designation are indicated as being modest in the projections. Should these two activities increase in volume, reevaluation of the situation would be necessary. The City does offer existing facilities for increased warehousing-wholesaling activities in some industrial locations which are well served by rails and highways.

Port activities are apt to emphasize bulk shipments for the immediate future but containerized cargoes may become more important in the future. Should a Lake Erie-Lake Ontario canal be built toward the end of the century, potential for Buffalo would rest in its outer harbor since the inner harbor would not provide adequate facilities.

Table IX C-1 presents the projected labor force for the Buffalo Standard Metropolitan Statistical Area and for the City of Buffalo projected to the year 2000 by place of residence. Table IX C-2 presents projected employment on the same basis as the preceding table.

Table IX C-3 presents projected employment by various industries for the Buffalo SMSA for the years 1980, 1990 and 2000. This is followed by Table IX C-4 which presents projected employment, by place of employment, for the City of Buffalo. Table IX C-5 presents distribution of commercial land use on a statistical unit basis, by percent. This information was not presented elsewhere in the City Plan.

The economic assumptions contained in this section, and in Chapters VI and VII, are based on available information. The results are intended to provide estimates of land needed for various uses. Confidential information, not usually available, would be necessary to anticipate breaking of trends by individual firms. There are relationships between industries. Efforts should be undertaken to lessen the impact of decisions which have negative effects on the local economy and to capitalize on decisions which could expand local opportunities.

Over the last two decades the number of nonmanufacturing jobs increased over the decline of manufacturing employment. The rate of nonmanufacturing jobs has slowed, however, and has not compensated for more recent losses in manufacturing employment. Activities which distribute existing local wealth will not provide solutions. Manufacturing employment and employment in fields which generate new wealth would provide more basic solutions for the Buffalo Area economy. Losses in this local economy therefore will have to be made up through the stimulation of new wealth generators.

Table IX C-3
PROJECTED EMPLOYMENT BY INDUSTRY - BUFFALO SMSA
In Thousands

	<u>1980</u>	<u>1990</u>	<u>2000</u>
Agriculture, Mining, Construction	25.5	27.1	28.1
Manufacturing	154.8	147.3	139.5
Transport., Communications, Utilities	37.1	39.8	41.8
Wholesale Trade	29.3	29.1	28.0
Retail Trade	94.7	106.6	114.9
Personal, Business Services	37.5	42.4	46.0
Professional Services	109.9	123.0	132.0
Public Administration	31.9	34.1	35.8
TOTAL	520.5	549.2	565.8

Table IX C-4
PROJECTED EMPLOYMENT BY INDUSTRY - CITY OF BUFFALO
In Thousands

	<u>1980</u>	<u>1990</u>	<u>2000</u>
Agriculture, Mining, Construction	9.2	9.9	10.4
Manufacturing	49.1	45.8	42.5
Transport., Communications, Utilities	17.8	19.2	20.3
Wholesale Trade	16.4	16.2	15.9
Retail Trade	31.1	35.5	38.9
Personal, Business Services	23.9	27.3	30.0
Professional Services	49.2	56.3	61.6
Public Administration	19.8	21.4	22.6
TOTAL	216.4	231.6	242.2

Figures rounded.

Table IX C-5
DISTRIBUTION OF COMMERCIAL LAND USE BY STATISTICAL UNITS, 1976
By Percent

Statistical Unit	Neighbrhd. Shopping*	Community Retail*	Regional Business	Office Space	Parking Area
1.0	53%	22%	10%	1%	14%
2.0	31	22	20	6	21
3.0	30	32	12	2	24
4.0	46	34	7	4	9
5.0	35	21	15	12	17
6.0	41	29	12	3	15
7.0	53	23	9	2	13
8.0	6	8	48	10	28
9.0	42	37	6	2	13
10.0	54	23	12	3	8
11.0	45	22	17	1	15
12.0	50	28	10	2	10
CITY TOTALS	40%	24%	16%	4%	16%

*Includes commercial-residential mixed-use.

Chapter IX - Background Material

D - MISCELLANEOUS

Table IX D-1 presents population for a Buffalo Urban District which includes the City of Buffalo, seven first ring towns, 8 villages and 2 other cities, all located in Erie County, as derived from the 1970 Census and as projected to the year 2000 by the Erie and Niagara Counties Regional Planning Board. The Board's projection would indicate a shift of population in self-incorporated units from 61% in 1970 to 45% by the year 2000. The City unemployed labor force in the year 2000 is indicated as 11 percent and the rest of the Buffalo SMSA was listed at 7 percent. Some concern should be expressed over these projections.

Table IX D-2 presents some miscellaneous 1970 Census Information not used elsewhere.

Figure IX D-1 illustrates the statistical units and zones of the City which are used for statistical purposes throughout the City Plan. Figure IX D-2 presents Citizen Advisory Districts.

Table IX D-1

POPULATION AND EMPLOYMENT CONSIDERATIONS, 1970 AND 2000

	1970 CENSUS		2000 E-N REG. BD. ²	
	In 000's	%	In 000's	%
Urban District ¹ Population	979.5	100	1,086.4	100
Incorporated Units	599.7	61	490.0	45
Non-incorporated Units	379.8	39	596.4	55
SMSA Employment Commuting, Net effect in Buffalo	+51.0	(25) ³	+117.8	(49) ³
City Unemployed Labor Force	11.0 ⁴	6 ⁴	15.1	11 ⁵

¹City of Buffalo, 7 first ring towns, 8 villages and 2 other cities; Erie County only.

²Erie and Niagara Counties Regional Planning Board figures.

³Percent of non-residents employed in City of total City employment.

⁴Census count apt to be understated.

⁵Note:

The Regional Board projections indicate the unemployment rate for the SMSA, excluding Buffalo, would be 7% while that for the City would be 11%, 4% higher than the rest of the SMSA.

Table IX D-2

MISCELLANEOUS 1970 CENSUS INFORMATION

	City of Buffalo	Erie County	Buffalo SMSA
Area - Sq. Mi.	41.3	1058	1590
Total Population	462,768	1,113,491	1,349,211
Race, by Percent			
White	78.7%	90.4%	91.2%
Black	20.4%	8.9%	8.1%
Other	0.9%	0.7%	0.7%
Labor Force	182,868	442,867	535,514
Employed	171,880	442,179	509,789
Median Income	\$3,821	\$4,574	\$4,601
Population in Group Quarters	14,004	23,339	26,704
Housing Units (HU)	166,142	360,893	435,588
% HU With All Plumbing	96.6%	97.6%	97.5%
% HU With Central Heating	76.7%	85.5%	86.7%
% HU Built 1939 or earlier	85.7%	55.8%	55.6%
% HU, No Auto Available	34%	20%	19%

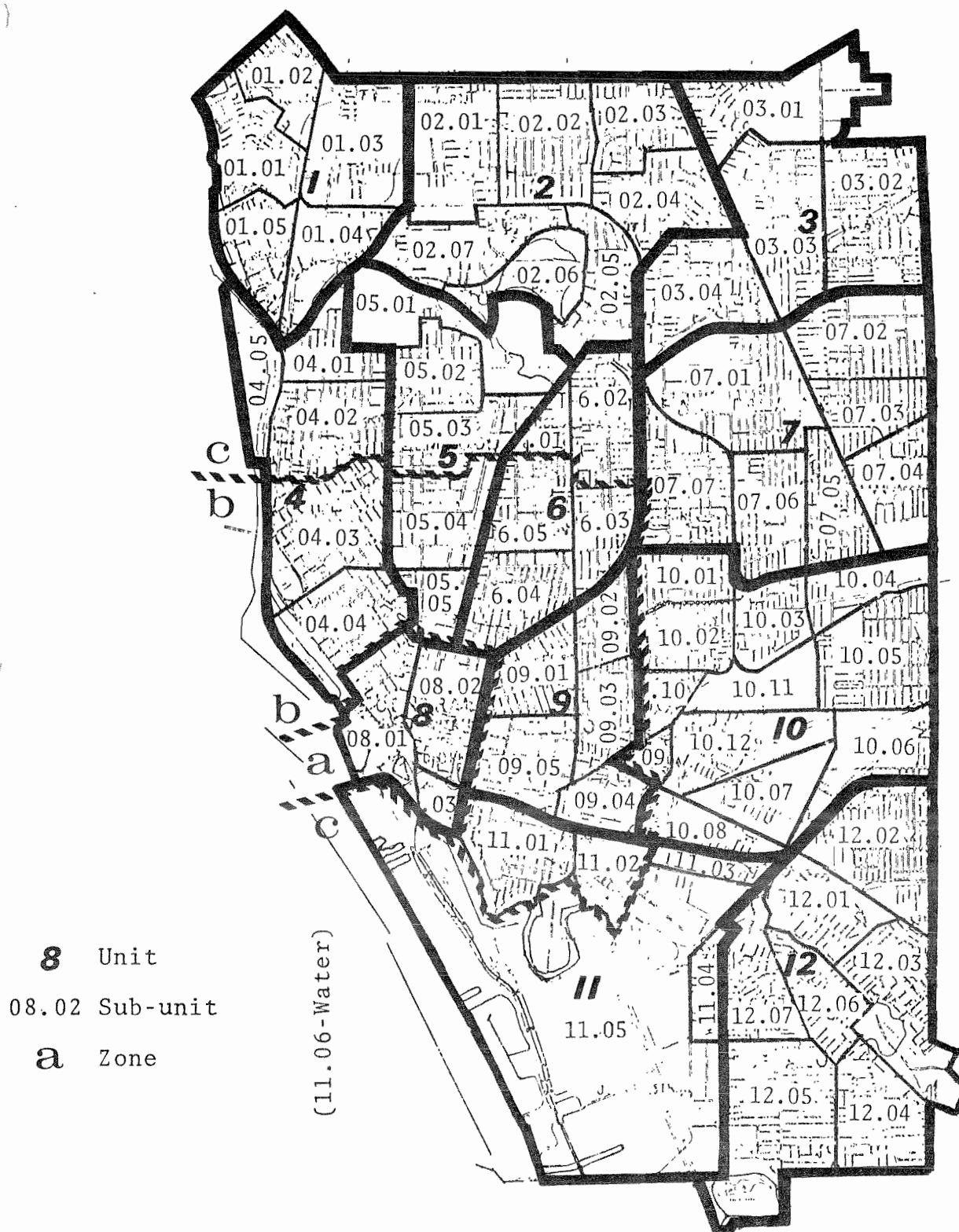


Fig. IX D-1. Statistical Units, Sub-units and Zones.

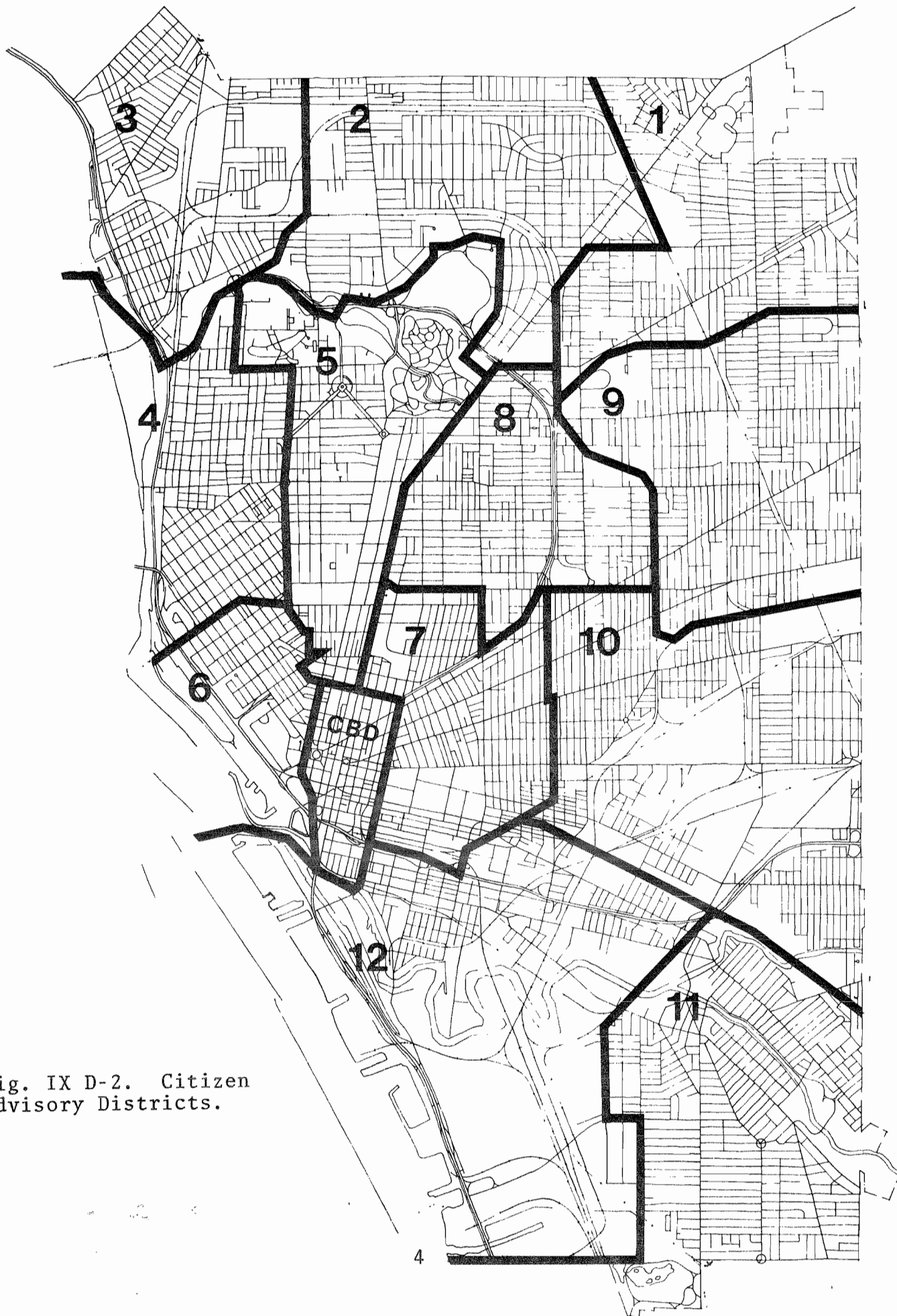


Fig. IX D-2. Citizen
Advisory Districts.

BUFFALO CITY PLAN

Chapter X

DISTRICT PRESENTATIONS

Division of Planning

Chapter X - District Presentations

CITIZEN ADVISORY DISTRICT PLANNING ACTIVITIES

Neighborhood improvement projects are located in designated Citizen Advisory Districts. Determinations of how funds are to be spent are made by residents of the Districts. Improvements emphasize public housekeeping types of projects such as: sidewalk improvements; benches and trash receptacles in street rights-of-way; tree planting, trimming or removal; provision of off-street parking facilities, including acquisition of land; street name signs; and active and passive recreation facilities. The vast majority of first year projects have been completed. The second year program, current, finds most of the projects underway. The third year program is awaiting Federal approval. The activities of the Districts generally concentrate on immediate development proposals. Longer-range planning usually receives less attention.

Mapping of the Districts follow. Material dealing with pre-development planning and pre-programming activities will be added at a future date with the assistance of the District Coordinators.

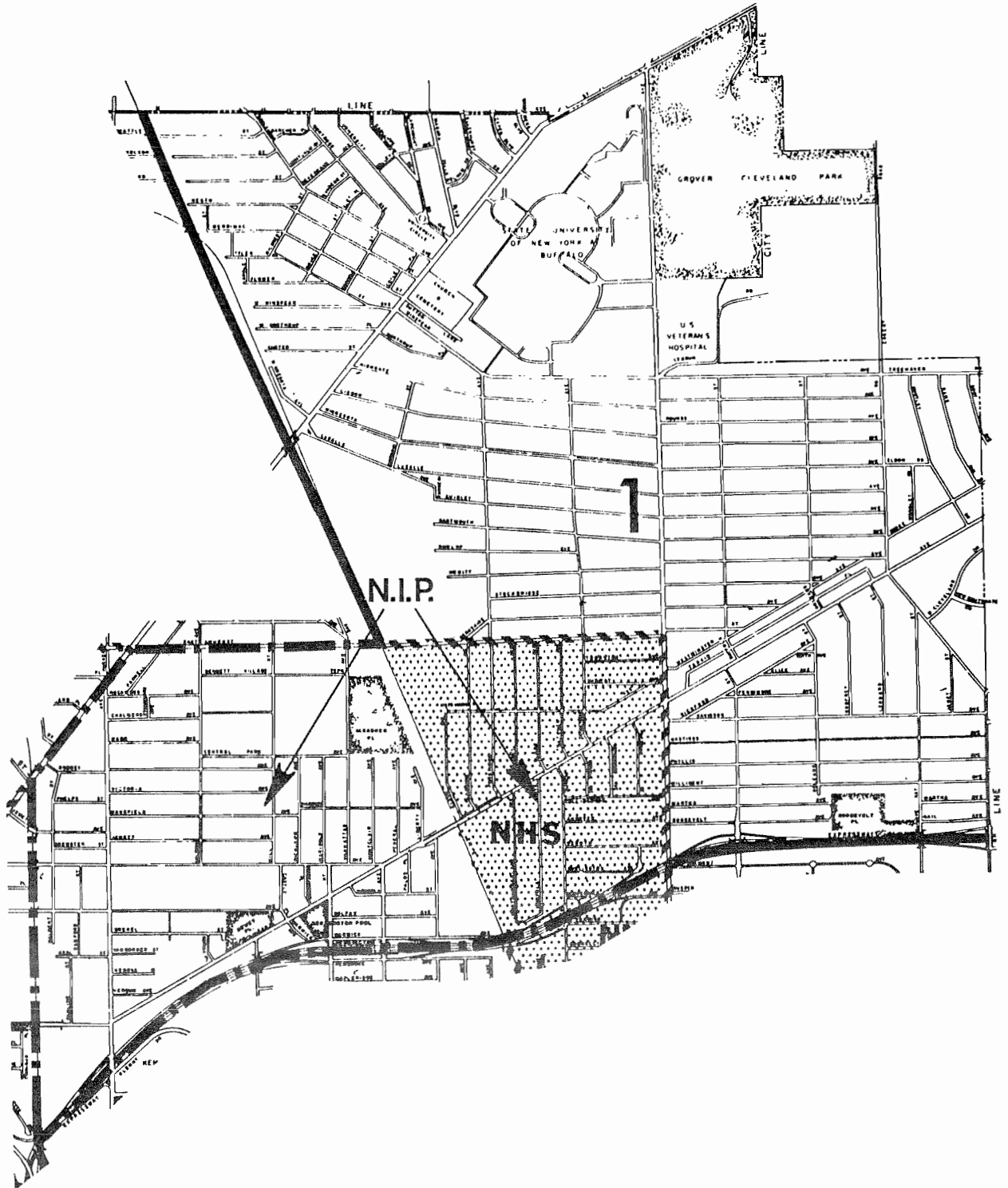
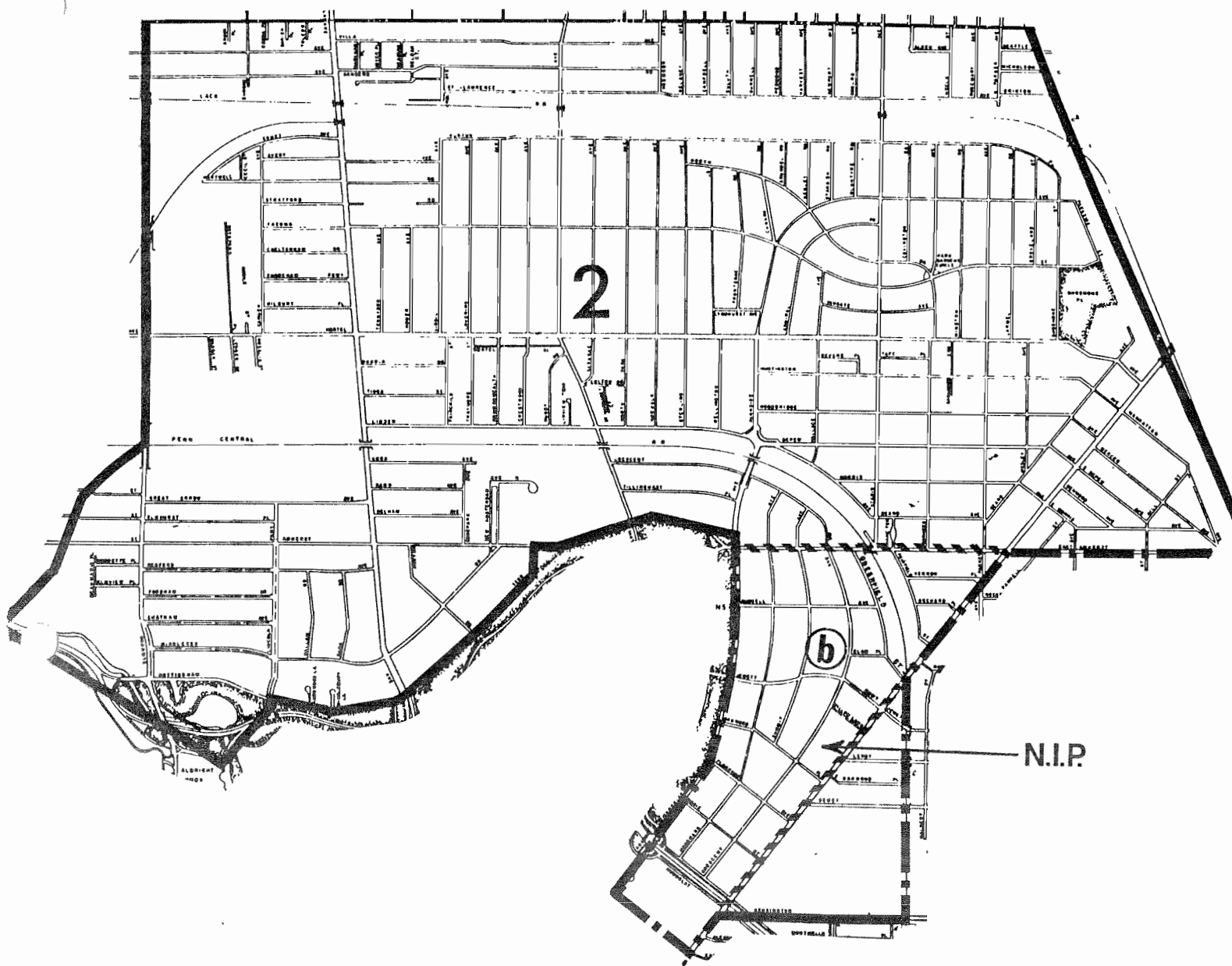


Fig. X-1. Citizens Advisory District 1.



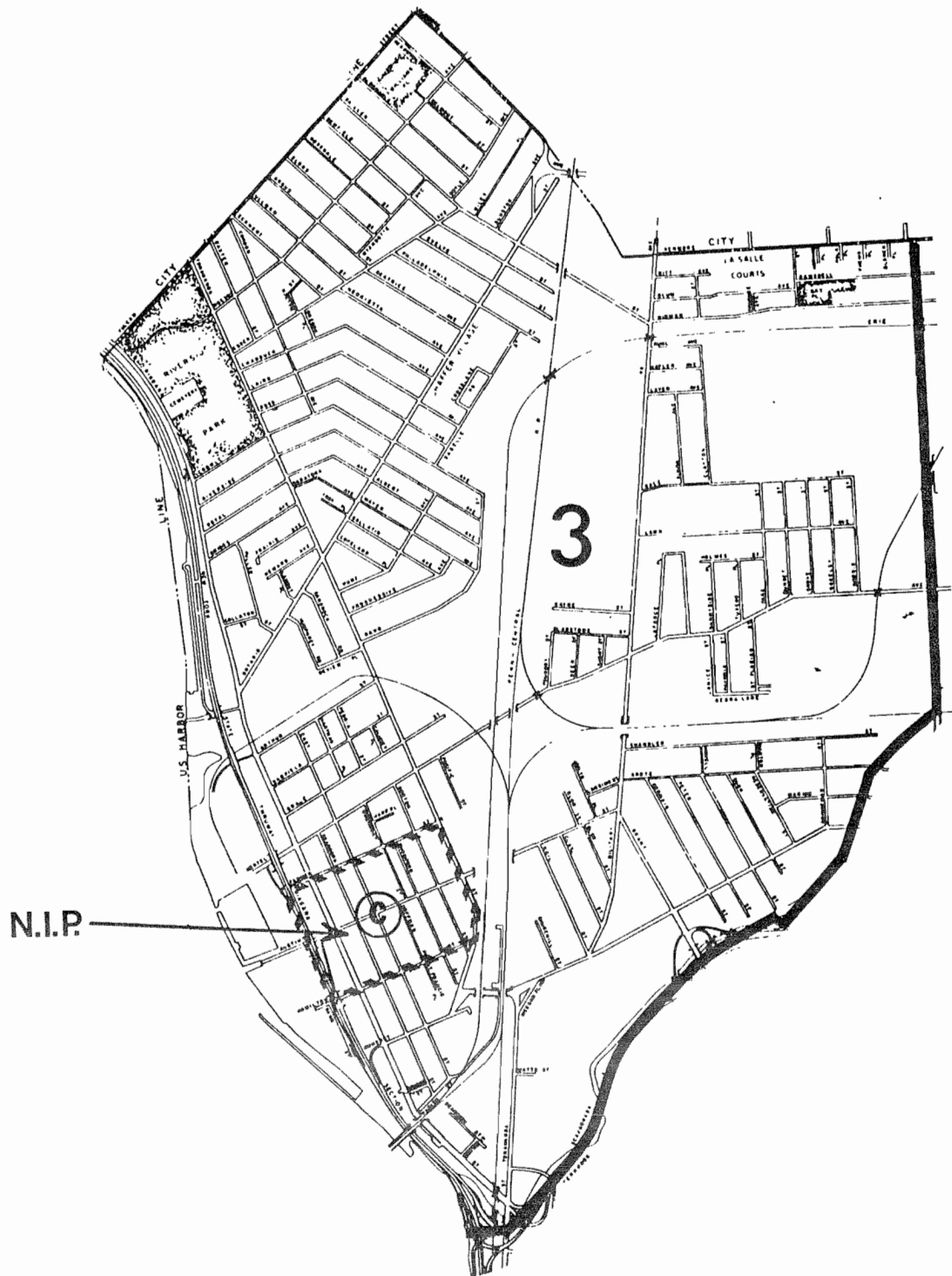


Fig. X-3. Citizens Advisory District 3.

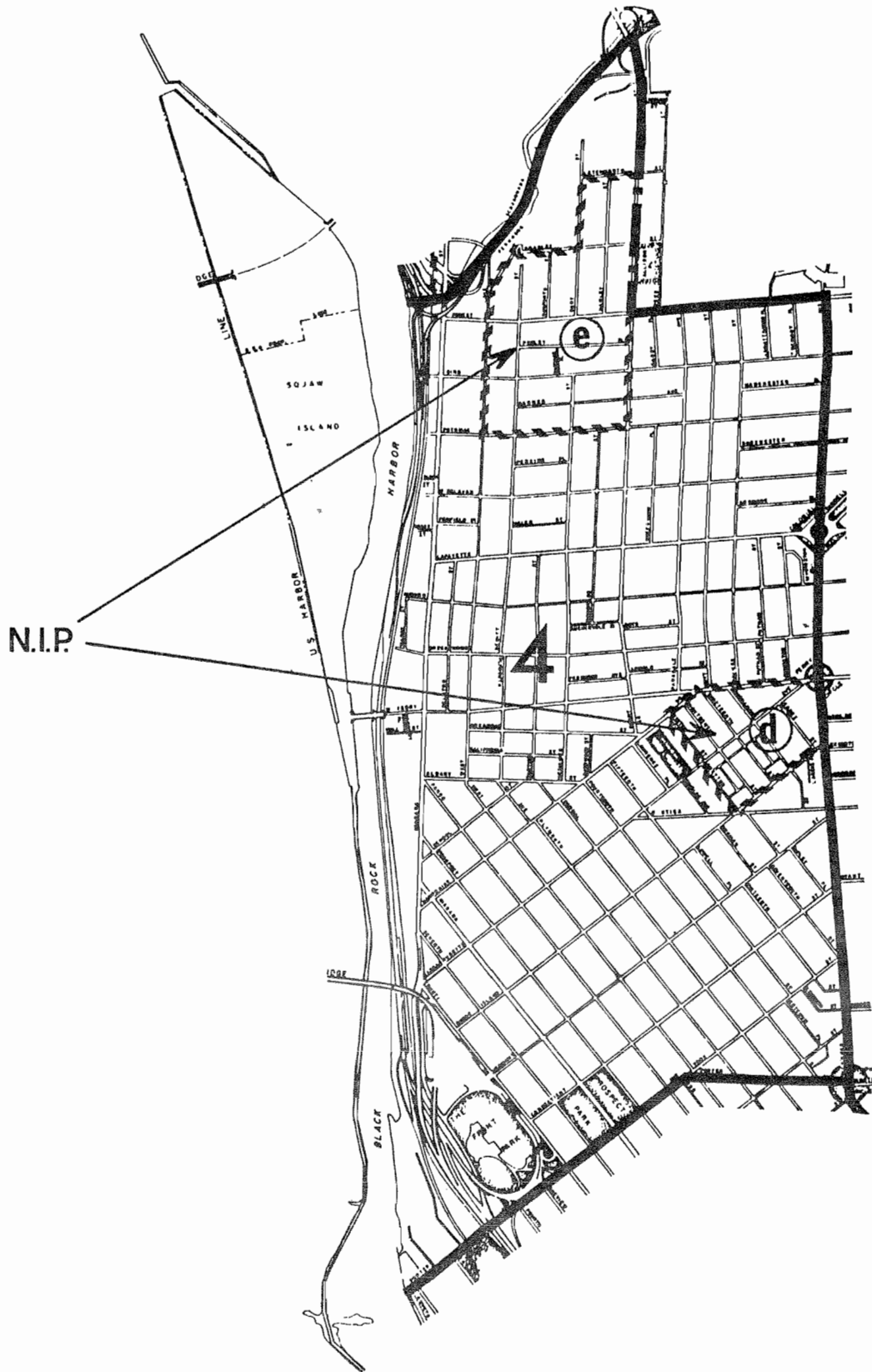


Fig. X-4. Citizens Advisory District 4.

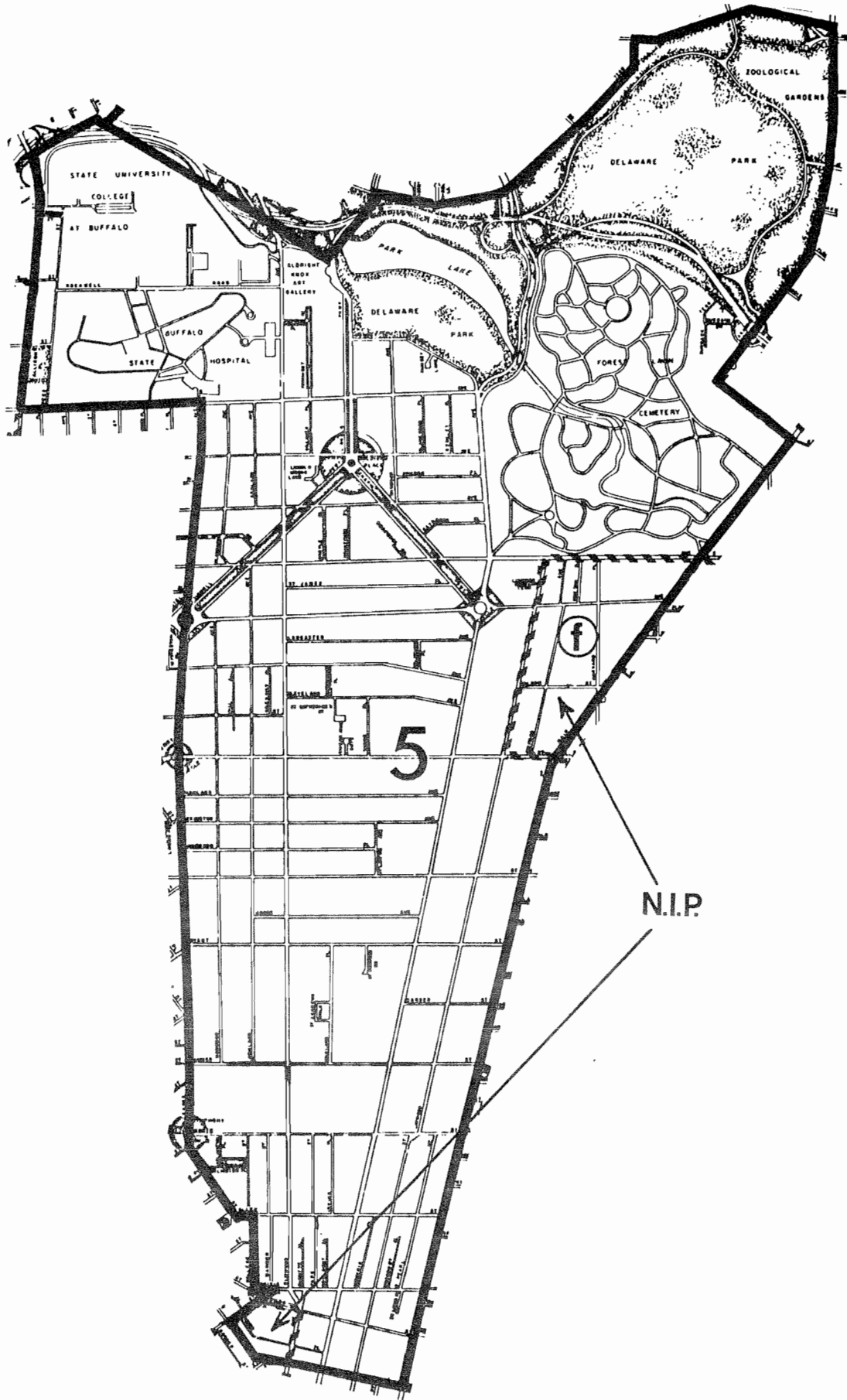


Fig. X-5. Citizens Advisory District 5.

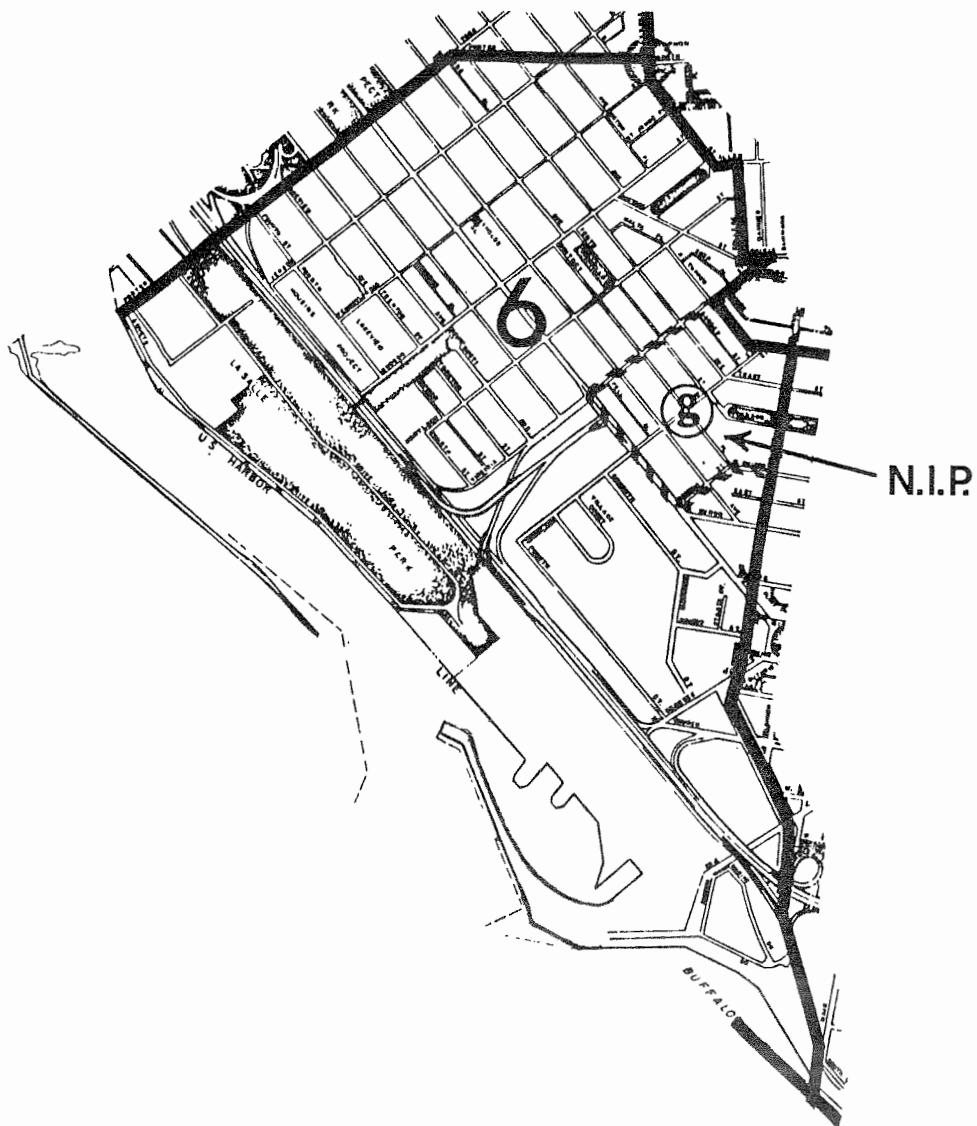


Fig. X-6. Citizens Advisory District 6.

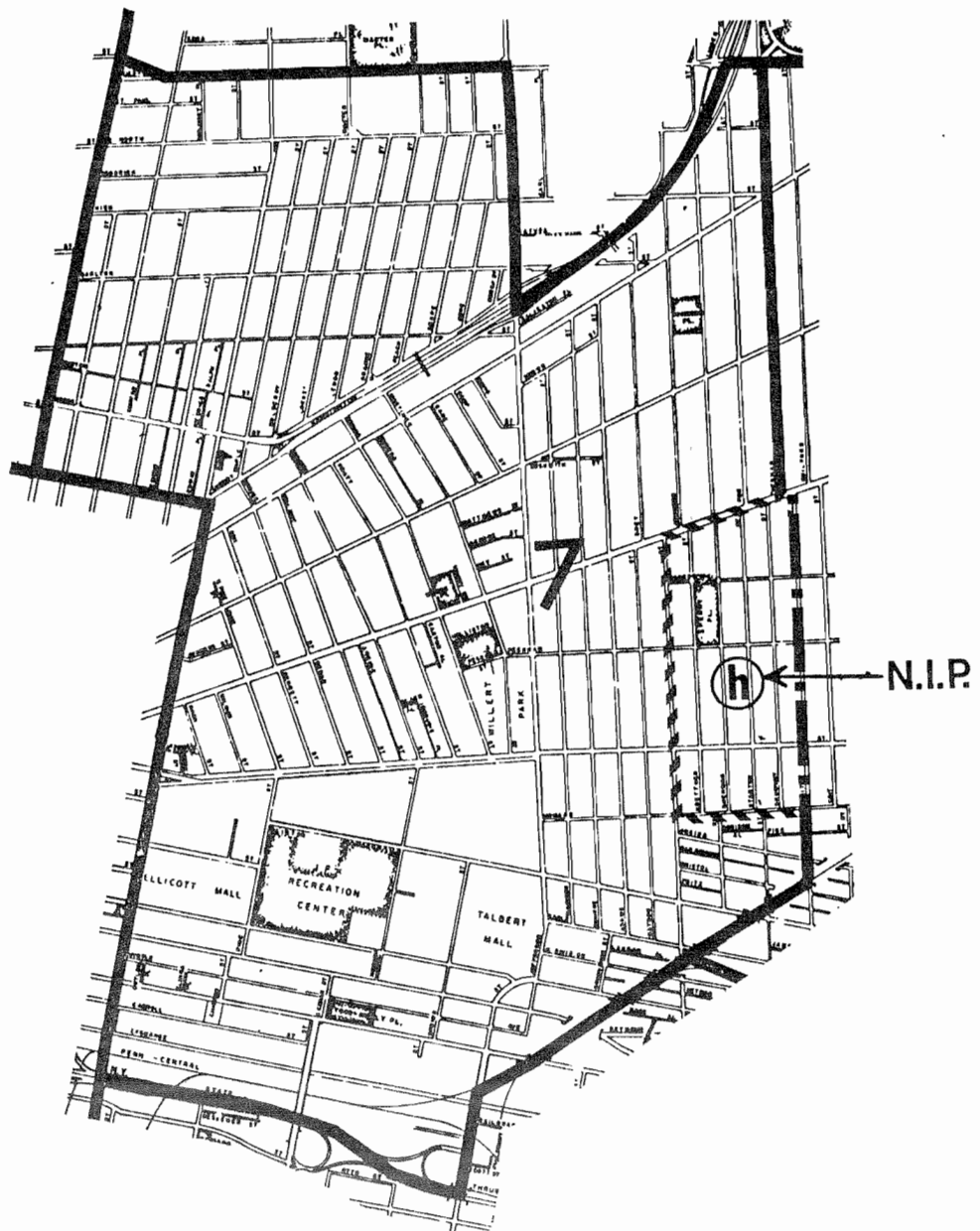


Fig. X-7. Citizens Advisory District 7.

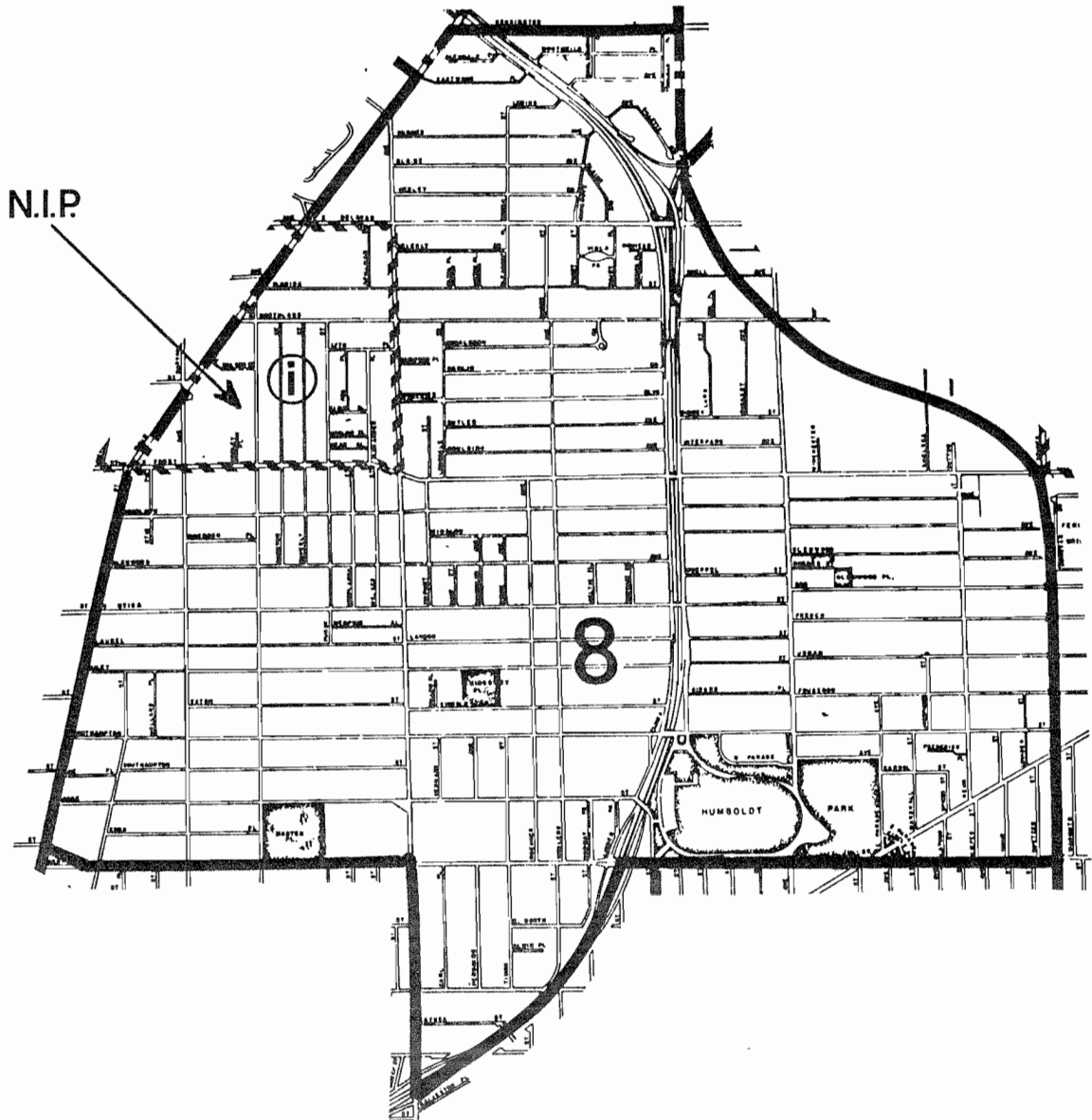


Fig. X-8. Citizens Advisory District 8.

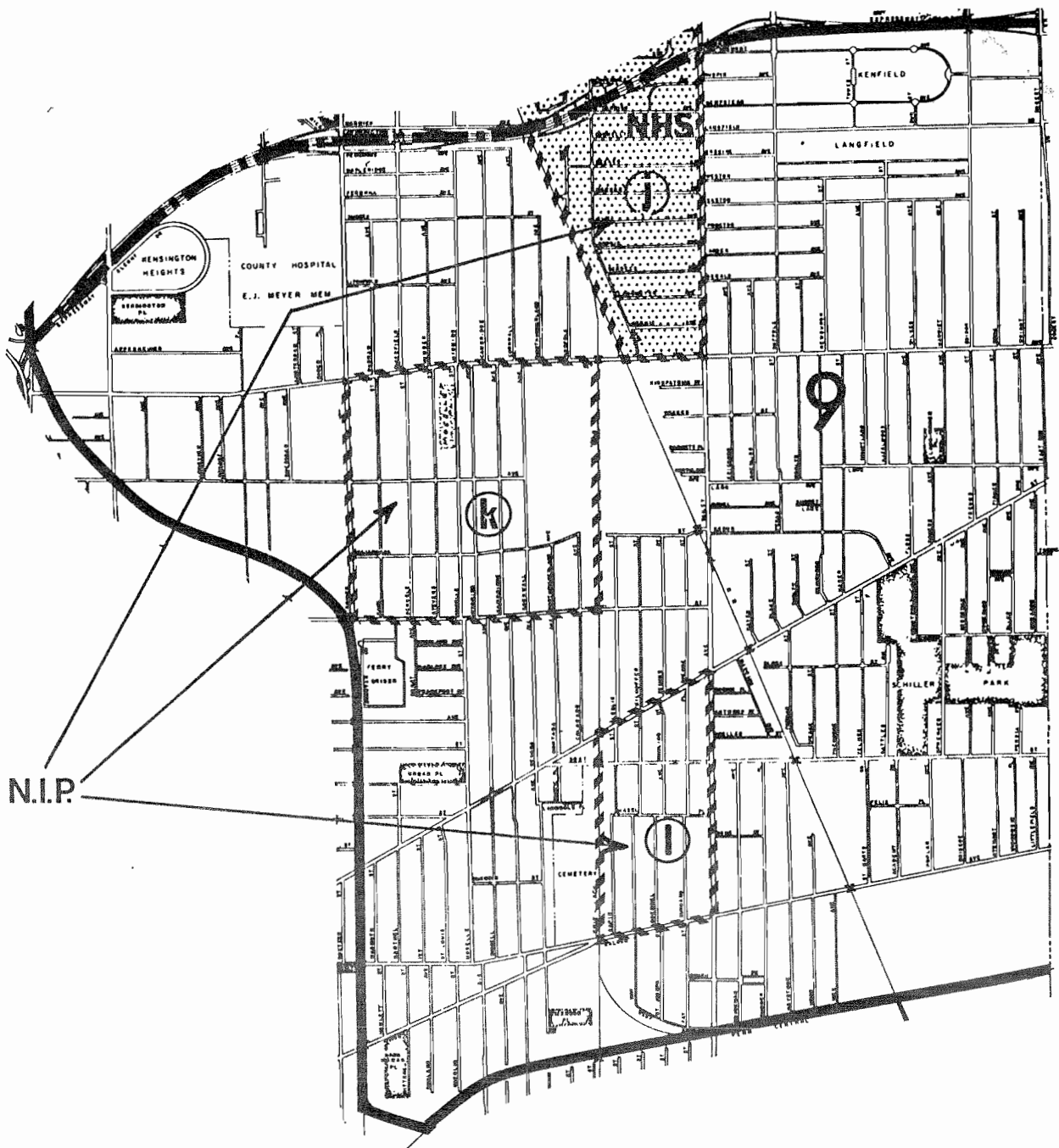


Fig. X-9. Citizens Advisory District 9.

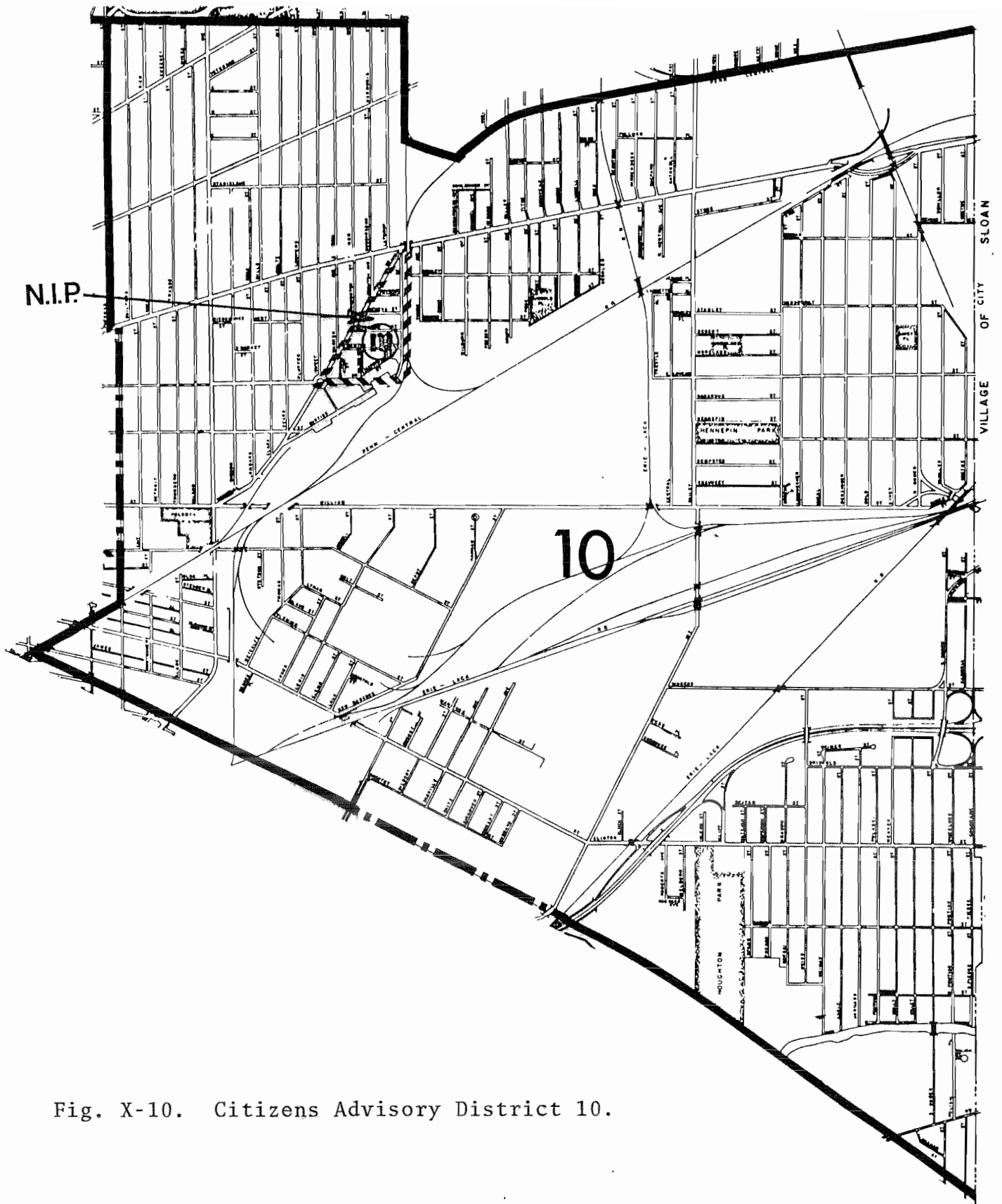


Fig. X-10. Citizens Advisory District 10.

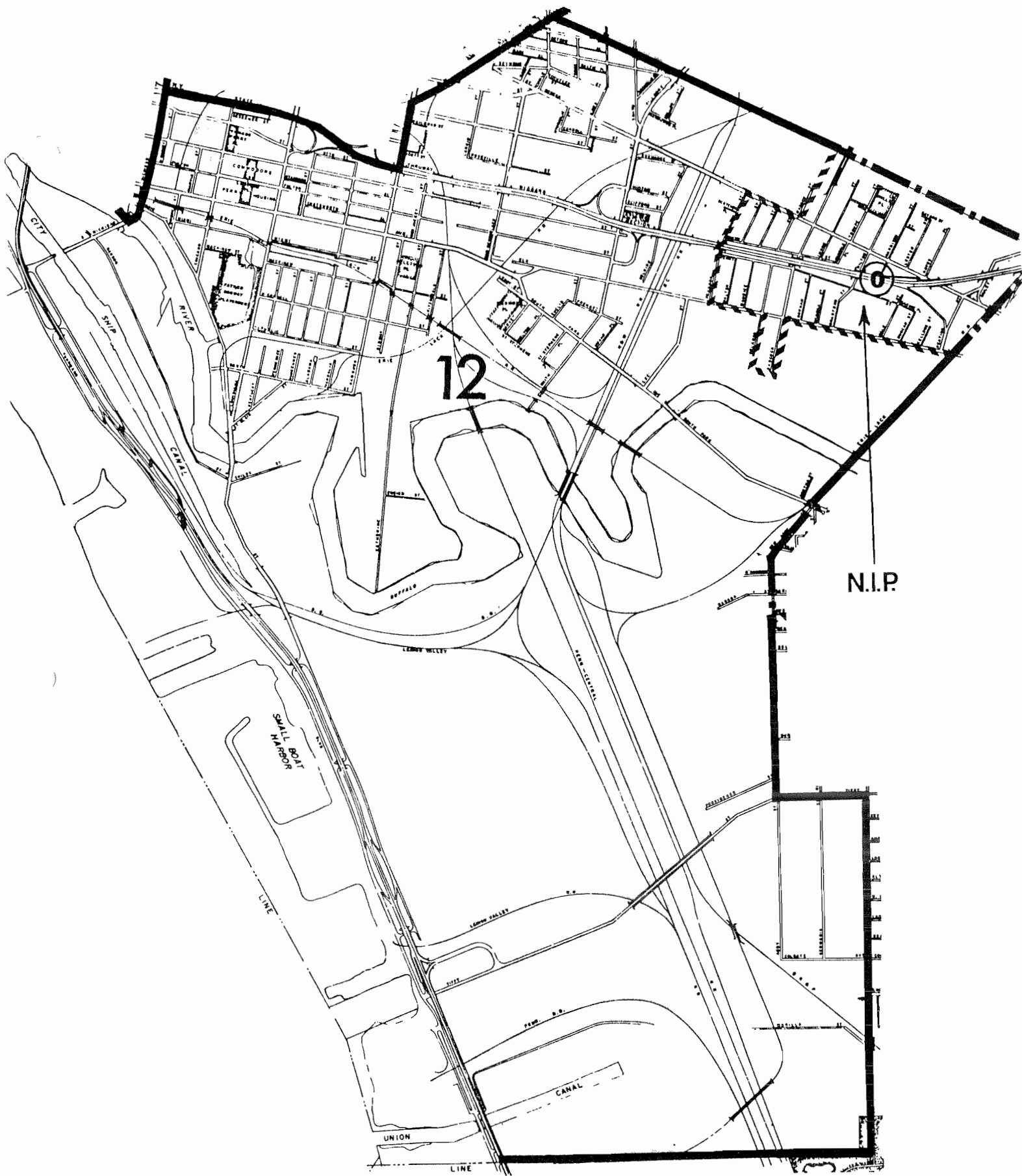


Fig. X-12 (a) Citizens Advisory District 12.

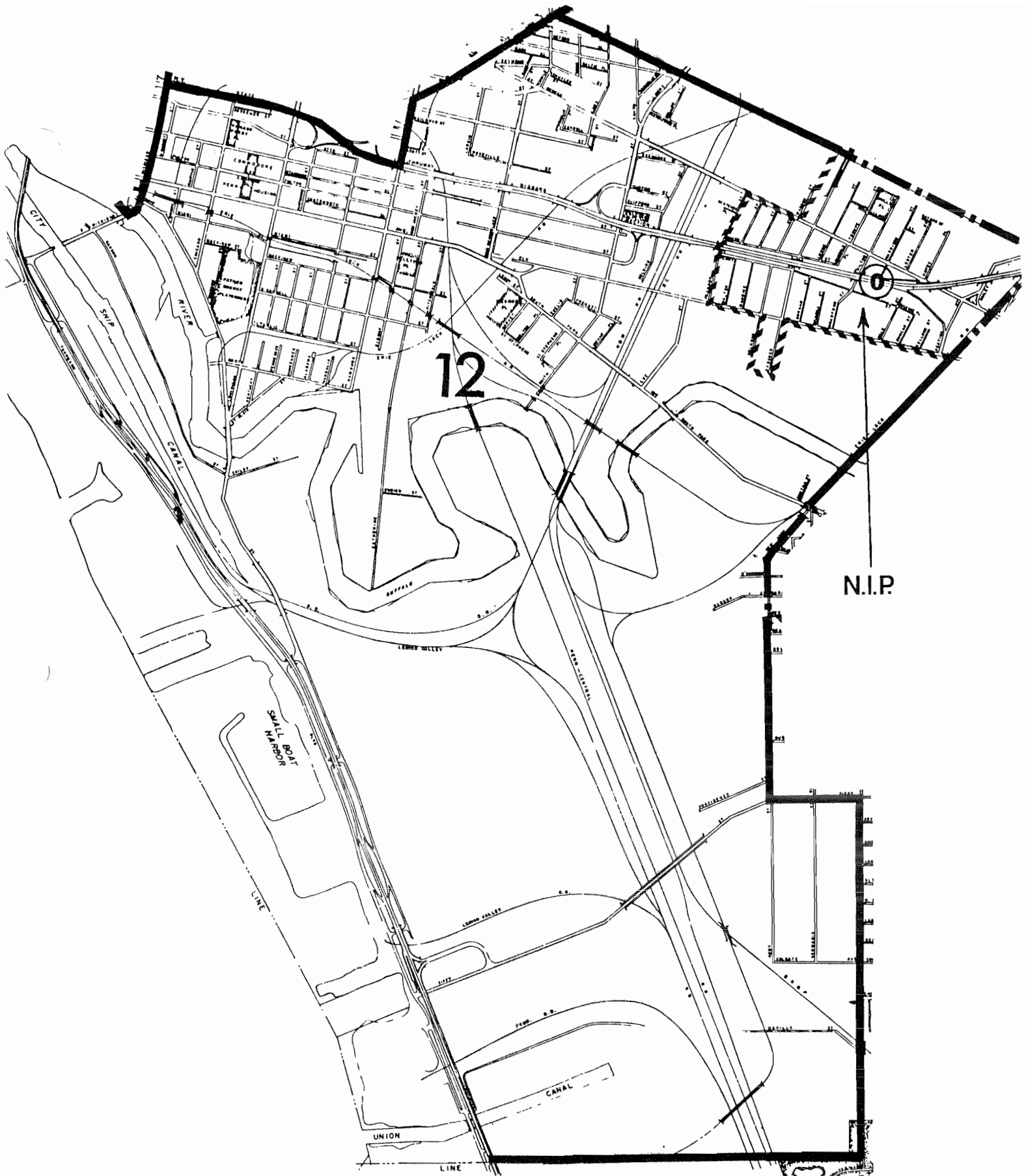


Fig. X-12 (a) Citizens Advisory District 12.

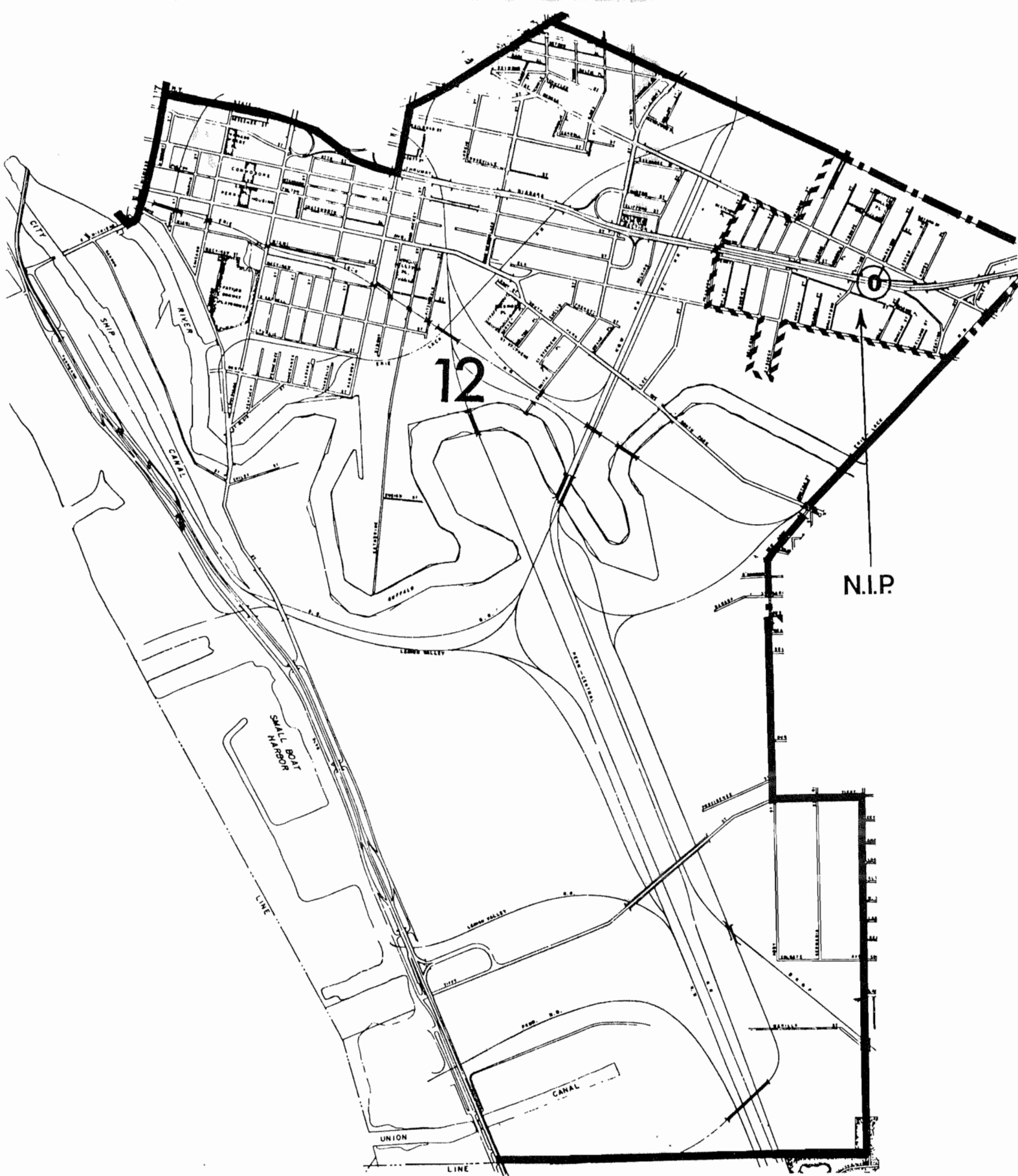


Fig. X-12 (a) Citizens Advisory District 12.

