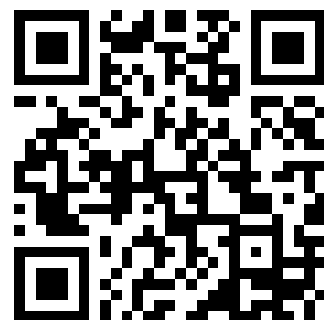
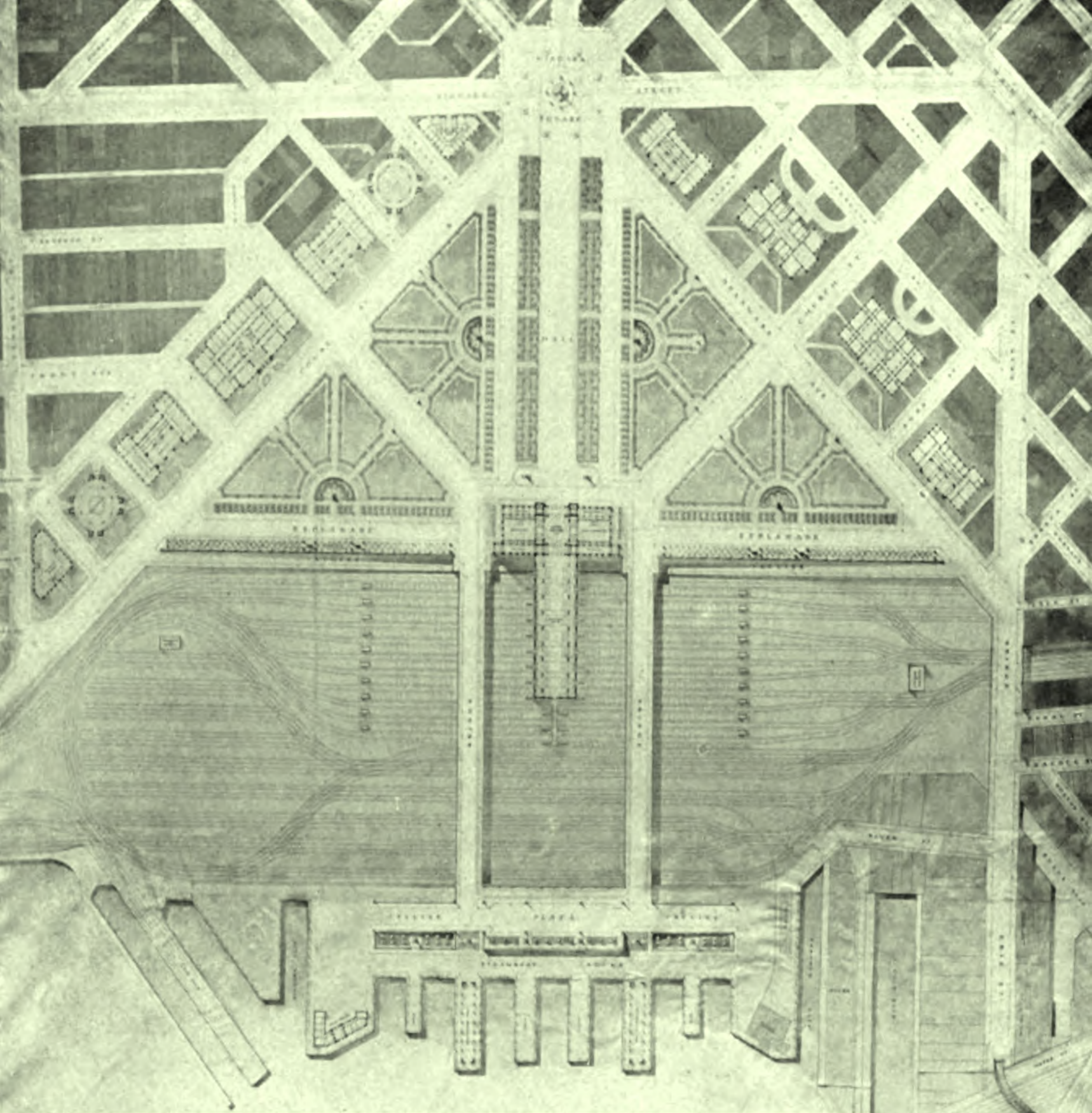

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The grouping of public buildings and gardens with adjoining ...
George Cary

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THE GROUPING OF PUBLIC BUILDINGS AND
GARDENS WITH ADJOINING WATER
FRONT, EXCURSION DOCKS AND
UNION STATION FOR THE
CITY OF BUFFALO

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MCMV
GEORGE CARY, ARCHITECT
BUFFALO, N. Y.

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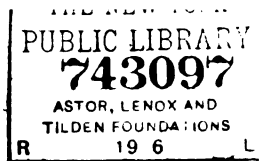
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THE GROUPING OF PUBLIC BUILDINGS
AND GARDENS WITH ADJOINING WATER
FRONT, EXCURSION DOCKS, AND UNION
STATION FOR THE CITY OF BUFFALO

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BUFFALO, N. Y.



BUFFALO is known as having the greatest number of railroads and greatest mileage of tracks within its city limits of any city in the Union, except, perhaps, Chicago.

Buffalo is likewise known as having the most inadequate and meanest stations of any city in the world.

For the past thirty years Buffalo has been trying to get a Union Station, and for this purpose the Mayor has, at different periods, appointed a Union Station Commission.

In 1898, a Boston firm designed a Station for the present Exchange Street site, which we hoped might be built for the Pan-American, but the site was not satisfactory, nor has there been any unanimity of opinion until now on the part of the railroads in regard to a number of sites suggested.

The last Union Station Commission appointed by our Mayor has succeeded in inducing thirteen railroads to sign a Union Station Report, or proposition, to the city of Buffalo.

The railroads have at last united as a whole on the Genesee Street, or the so-called Cary, site, and the city of Buffalo is now considering their proposition.

Briefly it is this: That the city of Buffalo should make adequate approaches to the Union Station with parks in front, and docks reached by viaducts across the train yard back of the station.

Further, the abandoning by the State, and appropriating by the railroads, of a section of the canal which is yearly more likely to become as bad as an open sewer.

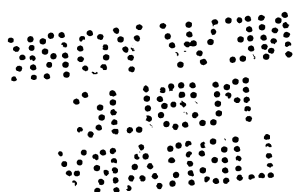
This would involve the necessary overhead crossings to a new marginal street along the water front, and along the lake to the steel plant at the south end of the city.

Now we have to travel two sides of a triangle to reach the steel plant.

This problem of reaching the steel plant, this grade-crossing question, and docks and marginal street, must be taken up as items of expense apart from the cost to the city for the Union Station, as that ought to be done wherever the station may be, or even if there should be no Union Station. The fact that the railroad would pay to the city at least an increased tax of sixty per cent. on their improvements and new acquisitions would mean over \$100,000 yearly additional income to the city.

The streets closed, and the section of the canal taken by the railroads, all become assessable property, while to-day the city gets no return whatever from this property.

Therefore, it is a business proposition for the city to negotiate with the railroads and issue bonds for an expenditure to pay for approaches which induces a corporation to make an outlay which triples the assessable value of a locality hopelessly diminishing yearly in value. As our municipality has for the last twenty years expended little on its municipal buildings, and likewise little or nothing to acquire parks on the water front or dock facilities, it is right for us to do so now, when we have the co-operation of the railroads.



“Comparisons are not odious if made in the spirit of trying to learn. They are not odious if we learn the lessons which they have to teach. The enhancement of real estate values in the neighborhood of centrally located park improvements can be depended upon to repay the cost of such improvements in a very few years. In the report of the New York Park Association for 1882, for example, the following statement occurs:”

“The amount collected (in taxes) in twenty-five years on the property of the three wards, (the wards contiguous to Central Park,) over and above the ordinary increase in the tax value of the real estate in the rest of the city, was \$65,000,000, or about \$21,000,000 more than the aggregate expense attending and following the establishment of the park up to the present year. Regarding the whole transaction in the light of a real estate speculation alone, the city has \$21,000,000 in cash over and above the outlay, and acquired in addition thereto land valued at \$200,000,000.”

The testimony to the same effect from Boston and Chicago, where park improvements have been carried out on the most generous scale, is quite convincing.

Compare our expenditures with other cities.

BOSTON

Cost to the city of improving and widening the streets leading to the new South Station, given from the Auditor's Office, was \$ 2,424,009.77
In Boston the Metropolitan Park Commission has acquired over 15,000 acres of parks within eleven years, and fifteen miles of parkway actually constructed, at a cost of 11,196,840.00

BALTIMORE

Figures given by S. Swan, Chairman of Burnt District Commission, for proposed improvements, are:

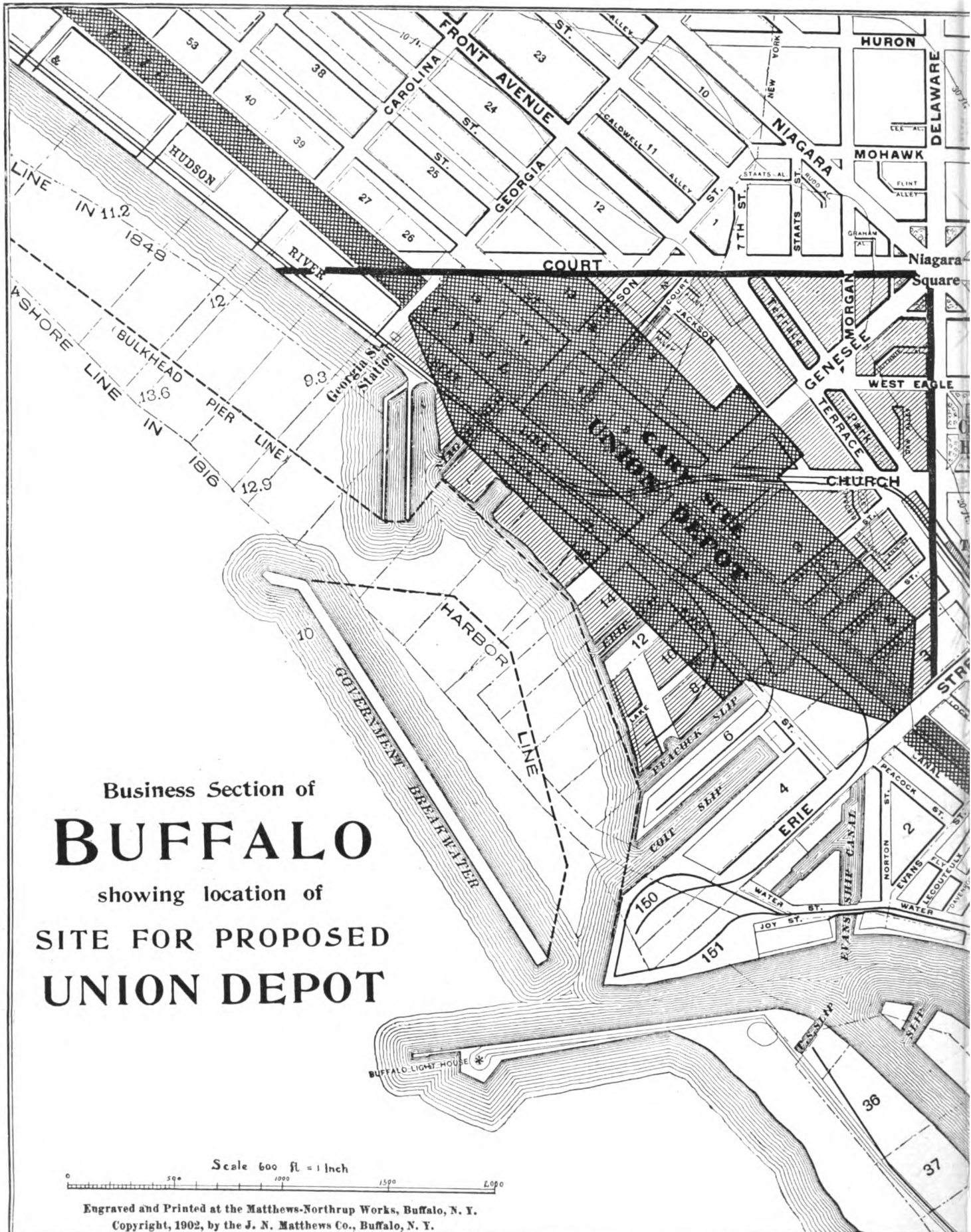
For the "Annex" (outlying districts of the city),	2,000,000.00
For park system,	1,000,000.00
Construction of sewers,	10,000,000.00
Street paving,	5,000,000.00
Construction new schools,	1,000,000.00
Construction of fire engine houses,	1,000,000.00
For improvements recommended for widening streets, and dock improvements,	10,600,000.00
Total,	\$30,600,000.00

Mr. Swan closes his letter as follows: "I would say that any city that loses, or lets pass, an opportunity for great public improvement takes a step backward in the path of progress."

NEW YORK

New York has appointed a municipal improvement committee, and by their advice the city has made an appropriation of . . . \$15,000.00 to pay for plans which, though not fully developed, call for an expenditure in the hundreds of millions.

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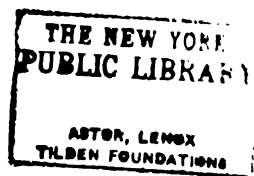


Business Section of
BUFFALO
 showing location of
**SITE FOR PROPOSED
 UNION DEPOT**

Scale 600 ft = 1 inch

Engraved and Printed at the Matthews-Northrup Works, Buffalo, N. Y.
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CLEVELAND

“This city,” E. A. Roberts, Clerk of the Board of Supervisors, writes, “has so far expended in the purchase of land for their improvement scheme in connection with the plans as laid out, . . . \$934,000.00
 The city has taken the initiative and is in control, negotiating with the railroads through their chamber of commerce. The mall or approach alone is to cost 3,500,000.00
 With the contemplated outlay on new court house and government building a footing of 15,000,000.00
 Expense is shown without counting any part of expenditure on the part of the railroads.”

SAN FRANCISCO

San Francisco has recently voted \$18,000,000.00
 for various municipal improvements.

NEW ORLEANS

New Orleans has a contemplated outlay of \$19,000,000.00

INDIANAPOLIS, SPRINGFIELD, HARTFORD, SEATTLE, TOLEDO, LOUISVILLE, ST. PAUL, MINNEAPOLIS, and PROVIDENCE are all spending enormously.

The advantage to the railroads in Buffalo in securing this new site is a straight level line parallel to the water front, adjacent to factories and works bordering on the present canal.

By introducing a loop in the wide track yard, all through trains keep head on instead of backing in and out as they do now. The present stations and yards will be used for freight depots.

The railroads contemplate spending some \$15,000,000 in the purchase of land, change of tracks, building of round-houses and Union Station, etc., while the city would have to spend from \$3,000,000 to \$5,000,000, depending on what improvements it undertakes.

Several millions of dollars would be expended by the parties locating elsewhere whose property would be purchased by the railroads, so that altogether it means an expenditure in the city of from three to five times what our Pan-American cost us.

This plan places the station in the most accessible part of the business center ; in the very midst of publishing houses, banks, office buildings, retail shops, residences, hotels, and apartments, for they all center about this locality.

The City Hall and other Municipal buildings already face the triangular site and the effort is being made to group all future Municipal buildings about the parks facing the station.

The building sites for Municipal buildings the length of Court Street from the Square should be purchased now, and controlled or leased by the city, instead of the city paying \$100,000 a year for leased property.



Instead of having the provincial plan of one congested Main Street lead to the Station, as is the case now, this scheme opens up all the important thoroughfares with their trolley lines converging to the hub, and about this triangle, bisected by Genesee Street, radiate twenty-eight principal streets.

One of these, Genesee Street, is the center of population, and the old coach road to Rochester, Syracuse, Utica, Albany, and New York; it runs from the water front due east five miles within city limits, dividing the city into two equal north and south sections.

L'Enfant laid out the city of Buffalo, and this triangular site west of Niagara Square is in the very heart of the city. It is to-day dilapidated, and yearly has decreased in assessed value.

The 120 acres within the triangle are assessed at but \$2,000,000 and some of the property within a stone's throw of City Hall can be bought at forty cents a square foot.

This site has the advantage over all others as regards the suburbs or Greater Buffalo, for, with the opening up of the northwest, and the increased trade with Canada, which is bound to come, and the increasing population of Grand Island and Fort Erie in Canada, Greater Buffalo may see future factory sites, with Niagara Falls power, on both sides of Grand Island.

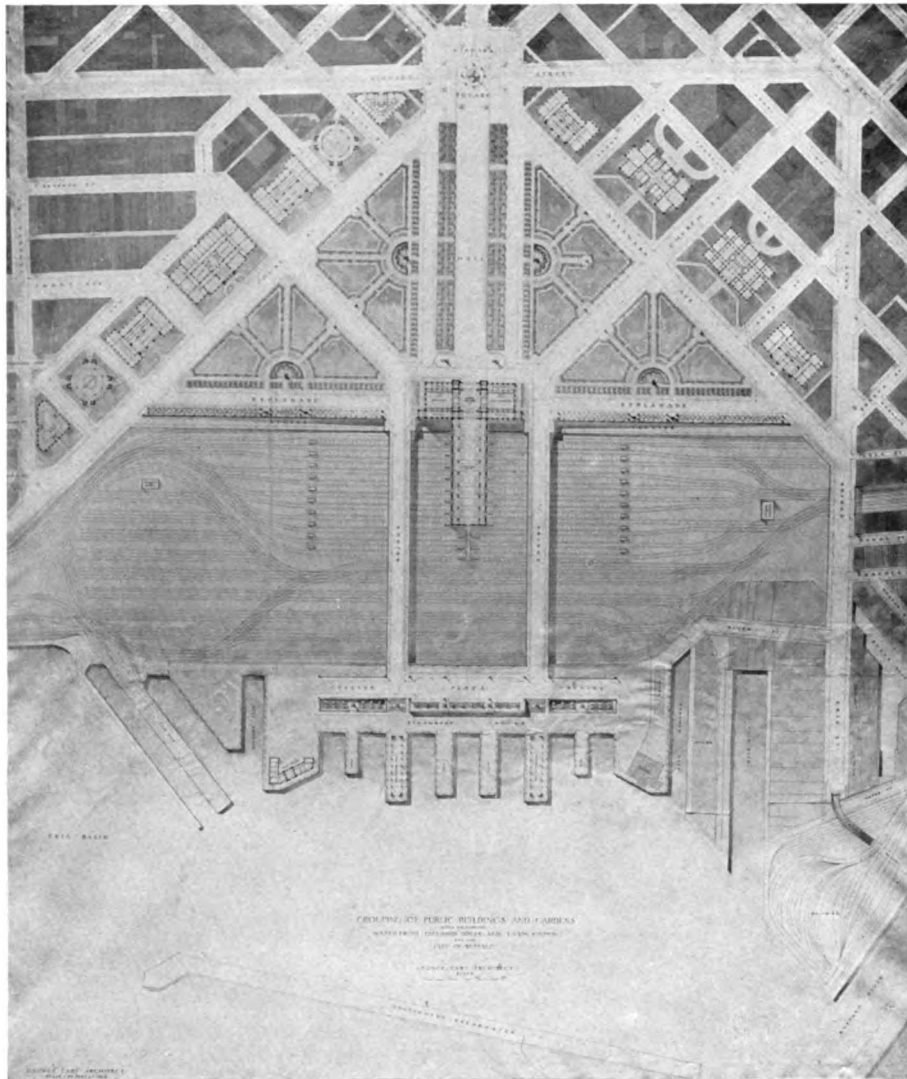
A word about the water front, which is an important factor in this plan.

Within the city limits are ten miles of water front on Lake Erie and the river. The river is now cut off from the city by the railroads and the canal with its tow paths and shanties, and the lake is separated from the city by Buffalo River and the railroads, so that no portion of the water front is accessible to-day without crossing the tracks at grade, and, except for the so-called Front at Fort Porter, no view is obtained of the river and lake.

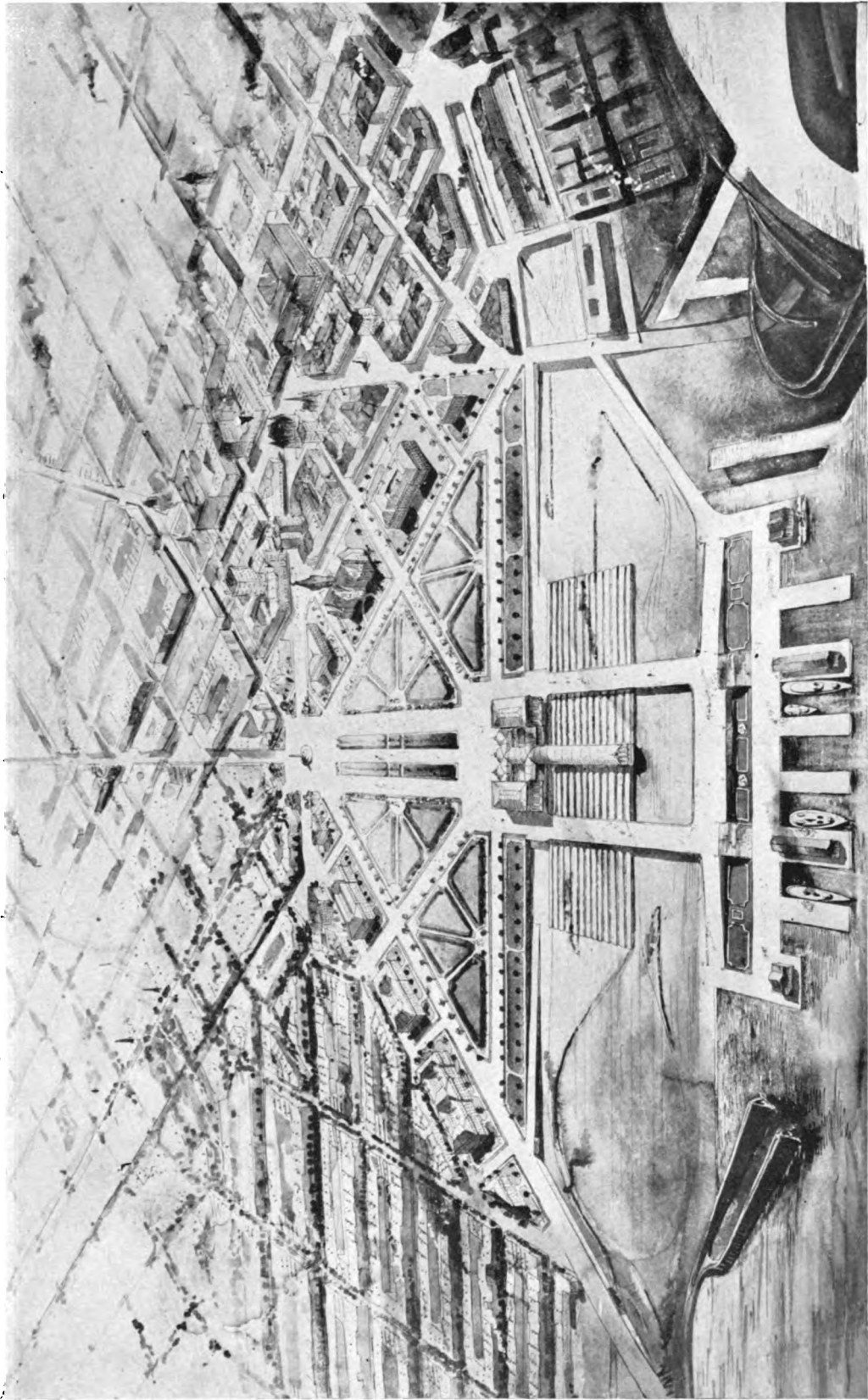
We have there no facilities or highways for firemen, police, traffic, and people. Such a water front, aside from its value from a commercial point of view, should be, at least in part, an important factor in the beautifying of a city and in providing pleasurable recreation for its citizens.

With this plan carried out, anyone, coming by water or rail, must get an impression of the importance of the city by taking in at a glance the situation, for, from the plaza, the viaducts across the tracks, and the pergolas on each side of the station, would be obtained a view of the lake, river, and Canada, the parks, public buildings (in front of the station around the parks), and Niagara Square, with the McKinley monument at the apex of the triangle.

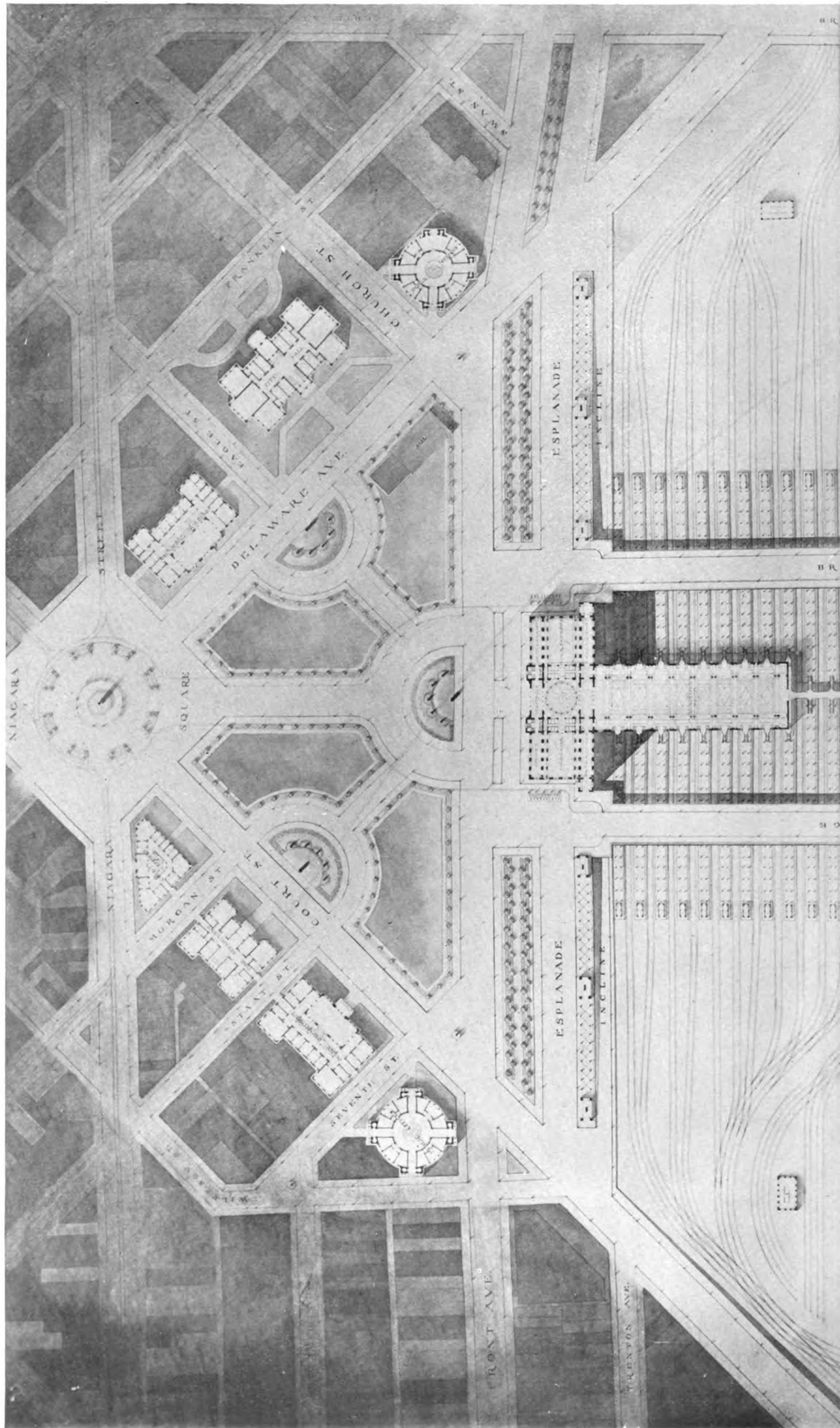
We had, and lost, an opportunity of redeeming our water front at the time of the Pan-American. Now we have another chance. Should the city avail itself of this it would render Buffalo, through its added beauty, dignity, and power, in very truth, the "Queen City of the Lakes."



GROUP PLAN I — BUFFALO



BIRD'S-EYE VIEW OF PLAN I — BUFFALO



GROUPING OF PUBLIC BUILDINGS A

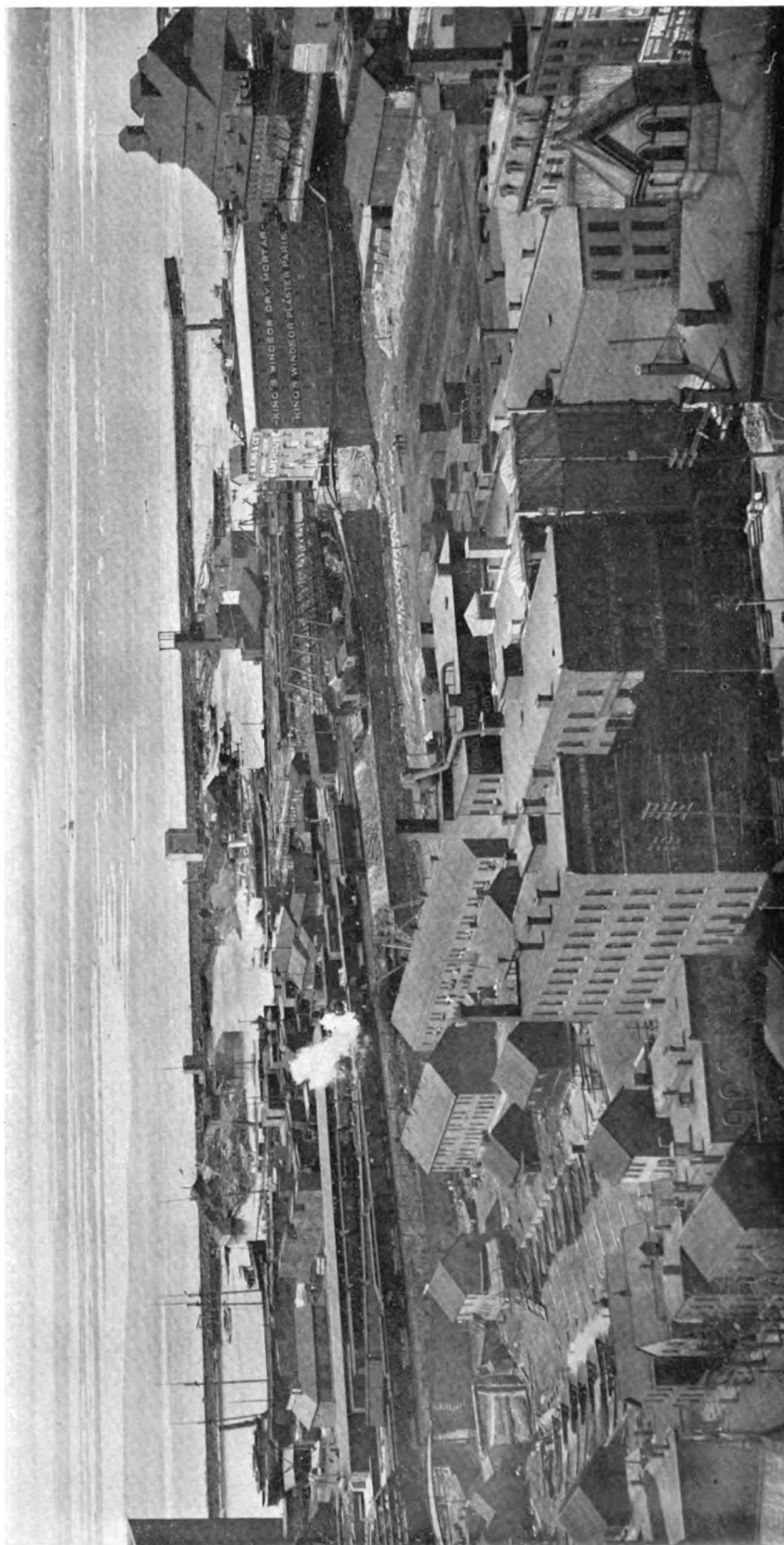


PLACE DE LA CONCORDE — PARIS



TUILLERIES GARDENS

(Showing formal gardening, lined with formal domestic architecture,
treated with great similarity for many blocks.)

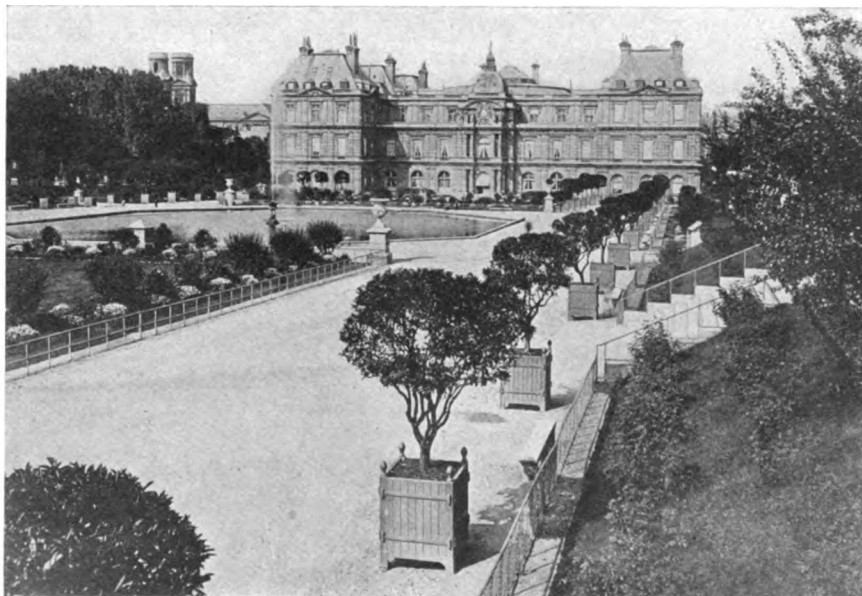


PRESENT VIEW OF SITE — LOOKING WEST



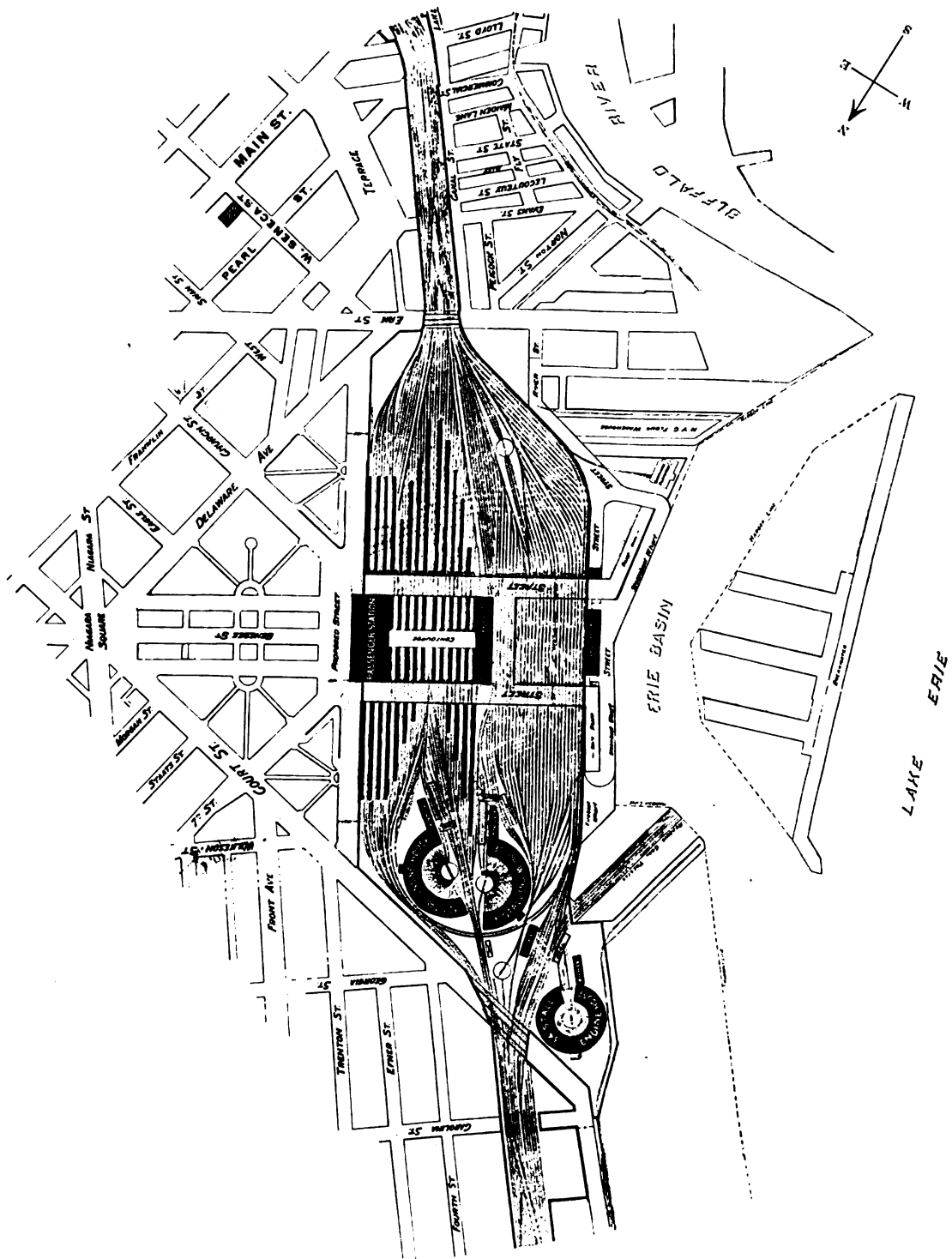
ZWINGERHOF — DRESDEN

(Showing formal park surrounded by formal architecture.)



LUXEMBOURG GARDENS — PARIS

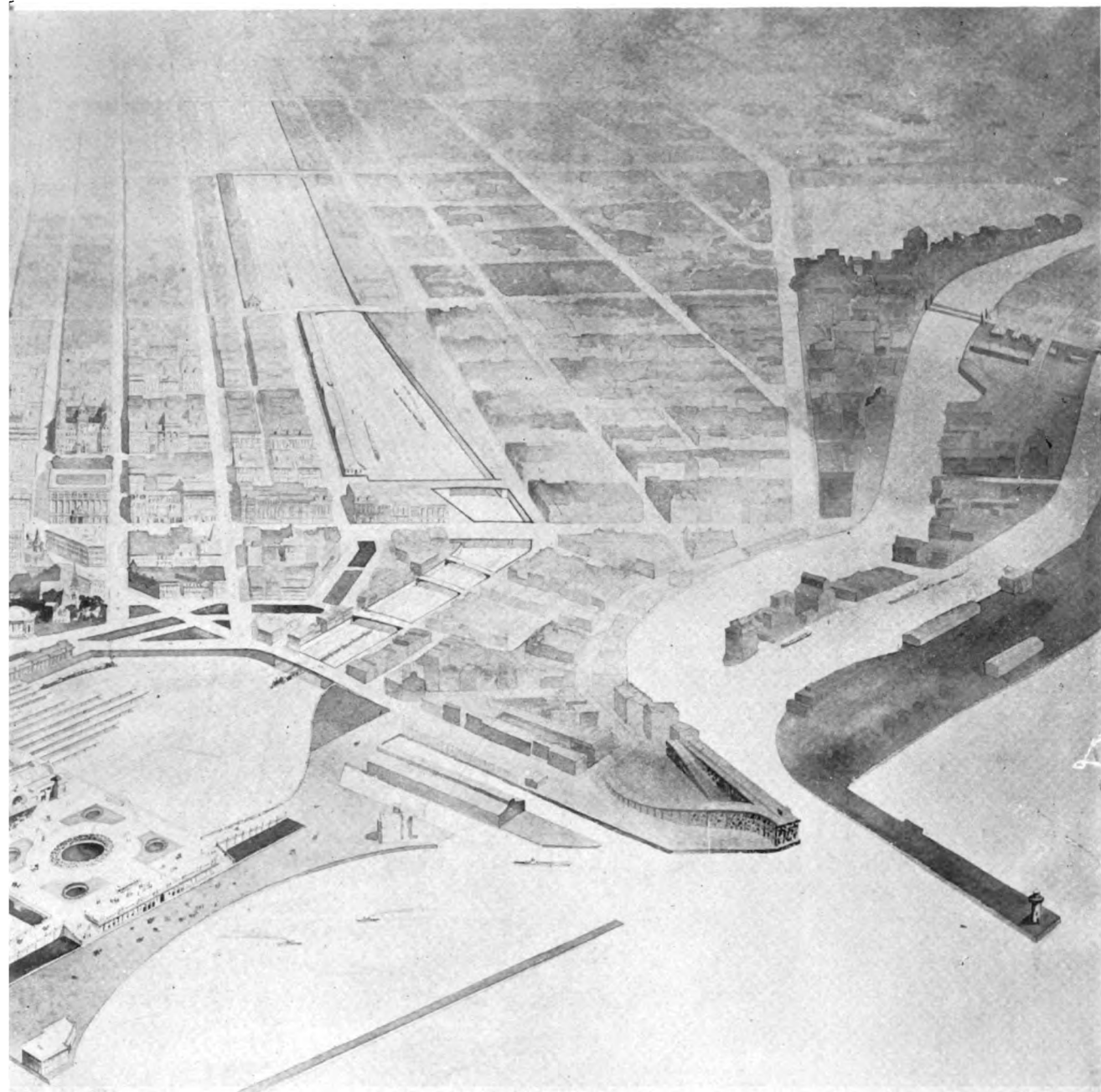
(Showing formal treatment of sunken garden and rose-planted embankment.)



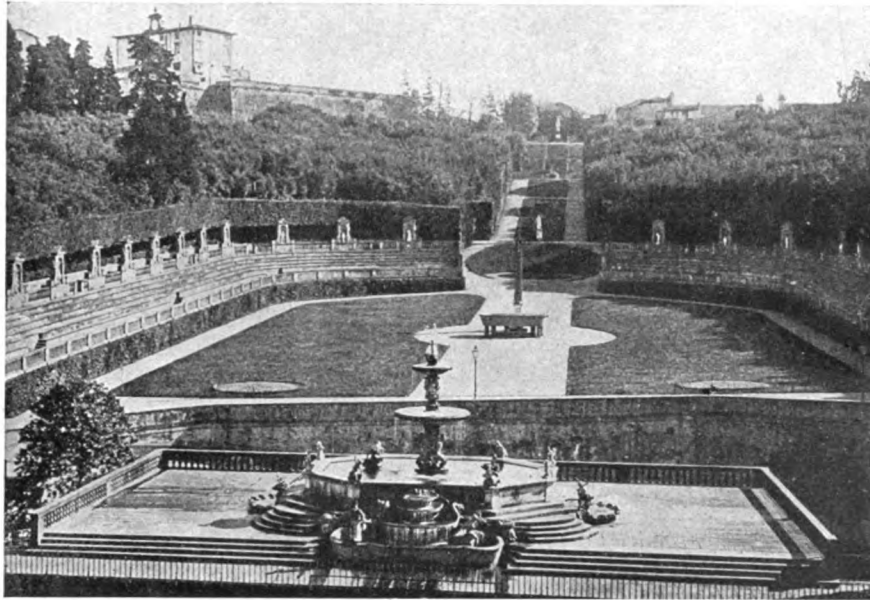
RAILROAD PLAN — BUFFALO



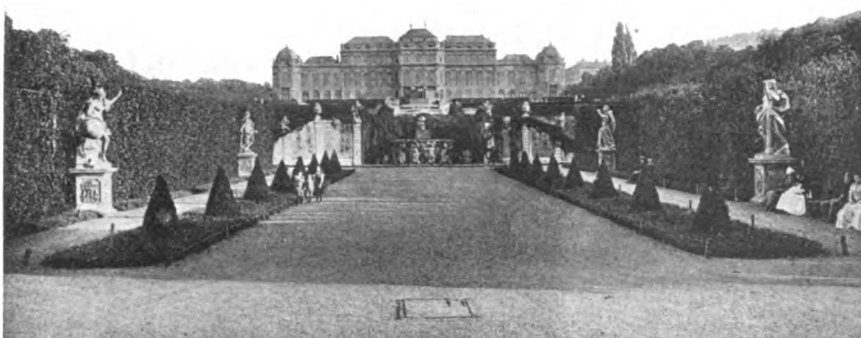
BIRD'S-EYE VIEW OF PLAN



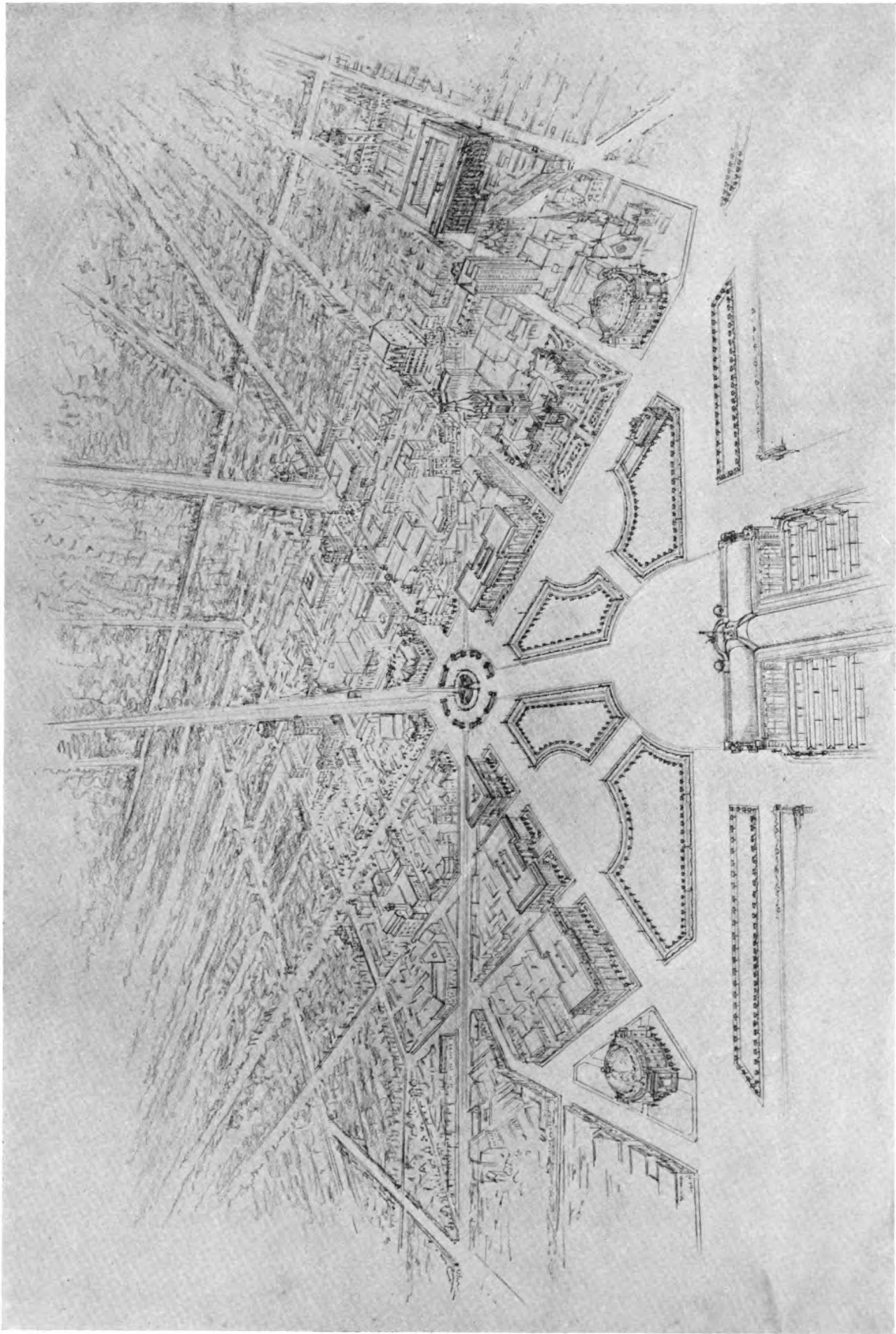
II — LOOKING SOUTHEAST



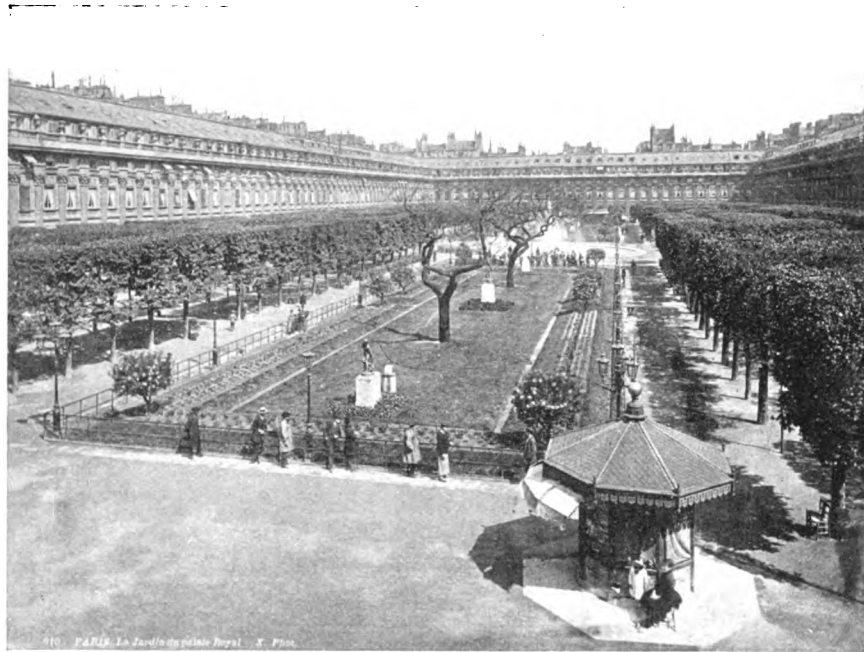
BOBOLI GARDENS — FLORENCE, ITALY
(Showing formal treatment of architecture and nature.)



ROYAL PALACE BELVEDERE — VIENNA
(View from the garden toward the palace.)



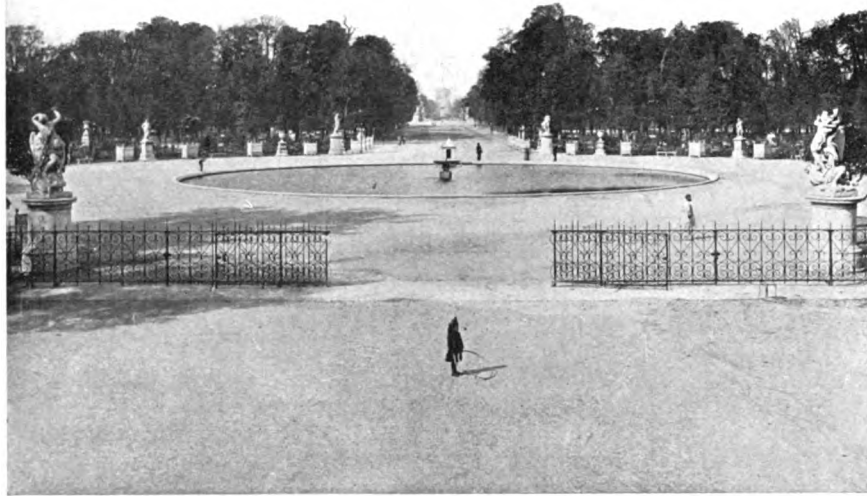
BIRD'S-EYE VIEW OF PLAN II — LOOKING EAST



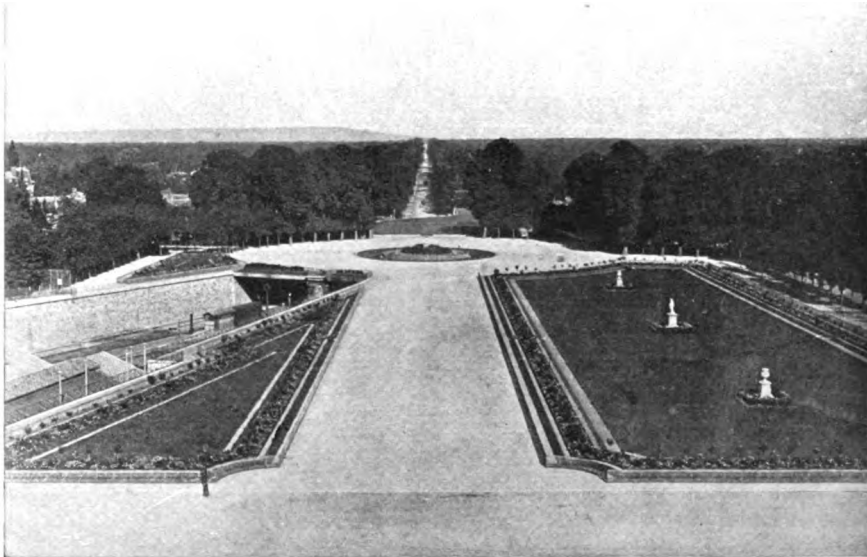
PALAIS ROYAL — PARIS
(Showing sunken garden and formal tree planting
and formal architectural background.)



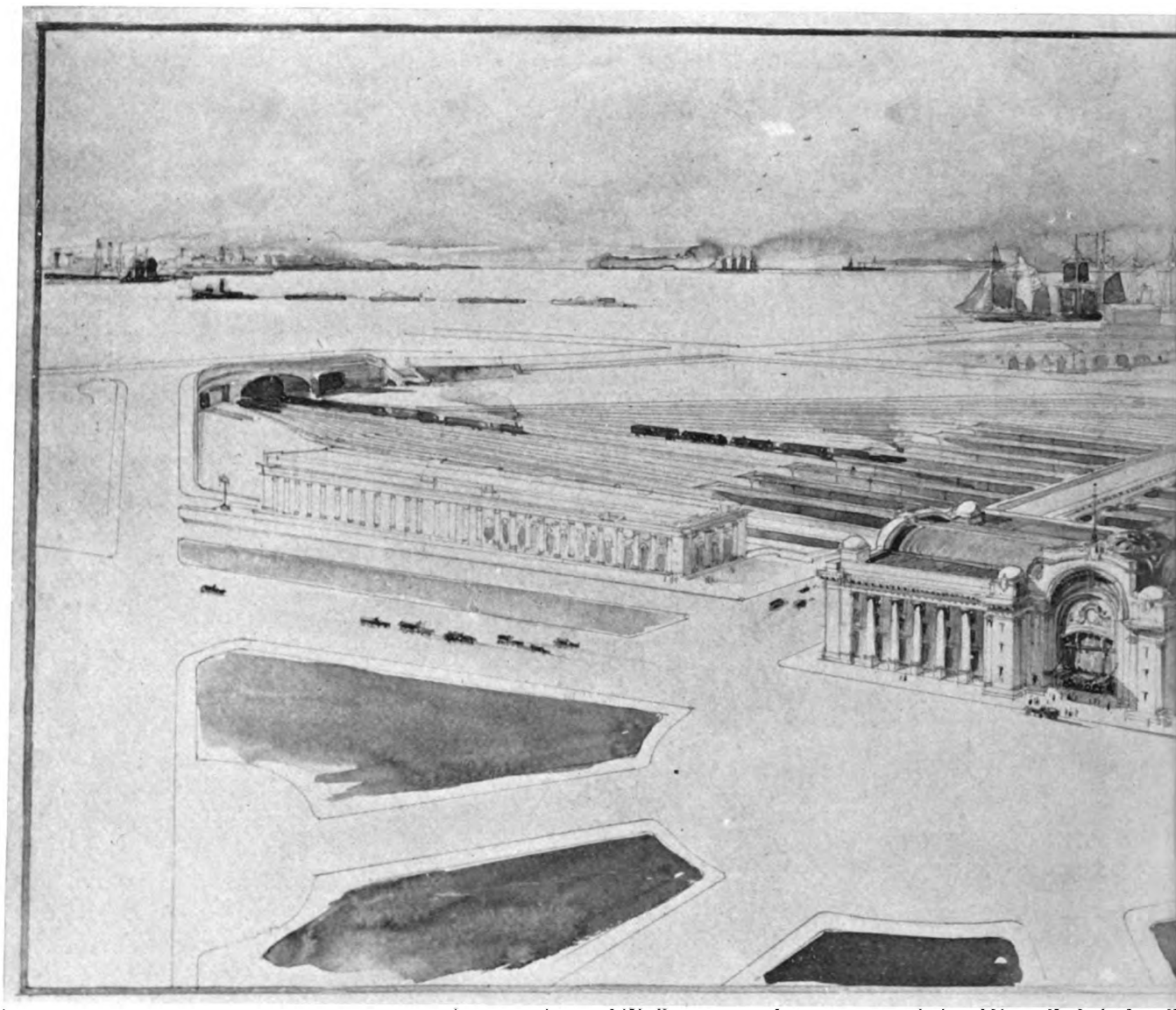
PUBLIC SQUARE AND FOUNTAIN — DIJON, FRANCE



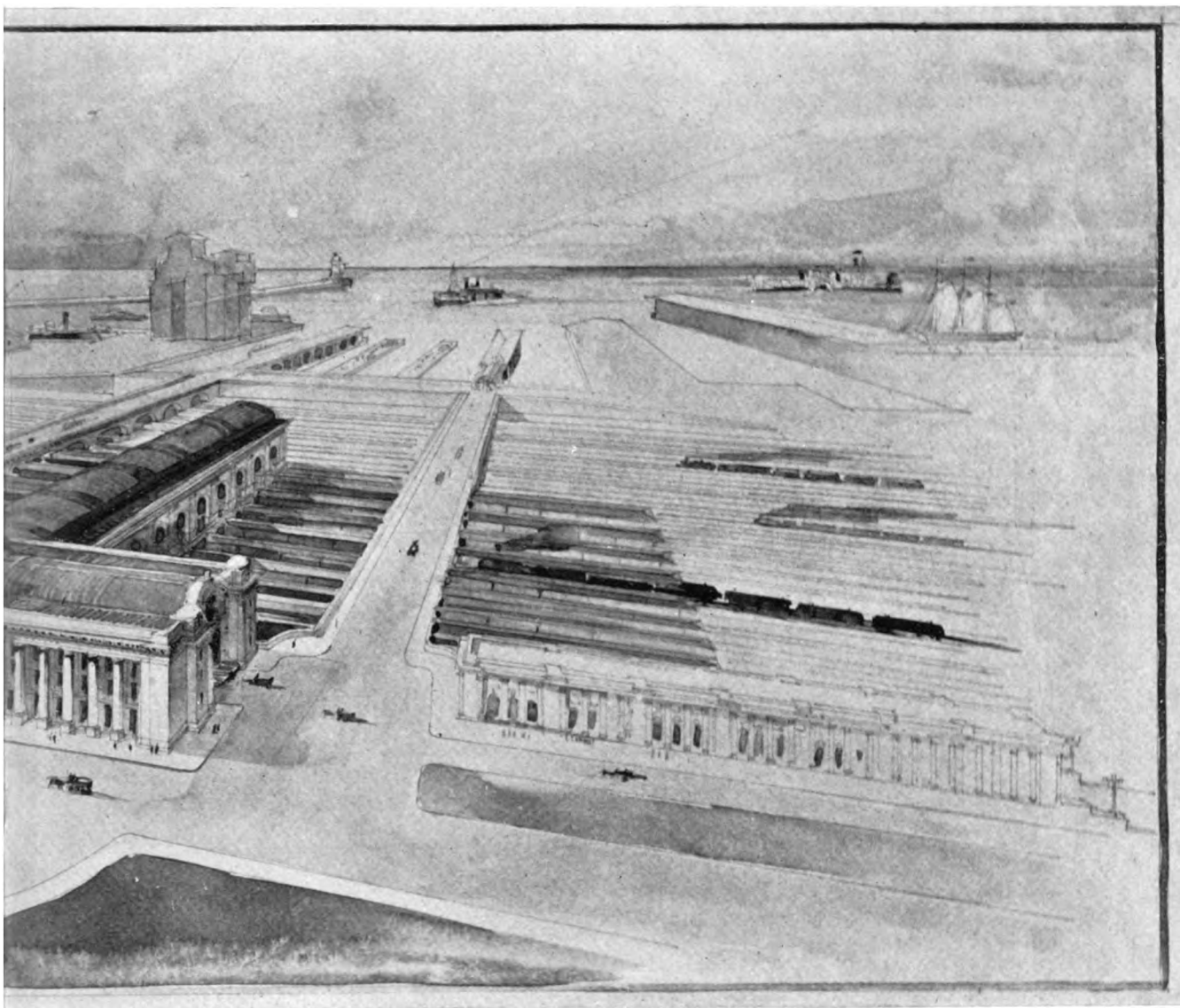
CHAMPS ELYSÉES — PARIS
(Showing Tuilleries Gardens in foreground with treatment of statues, vases, and garden-seats.)



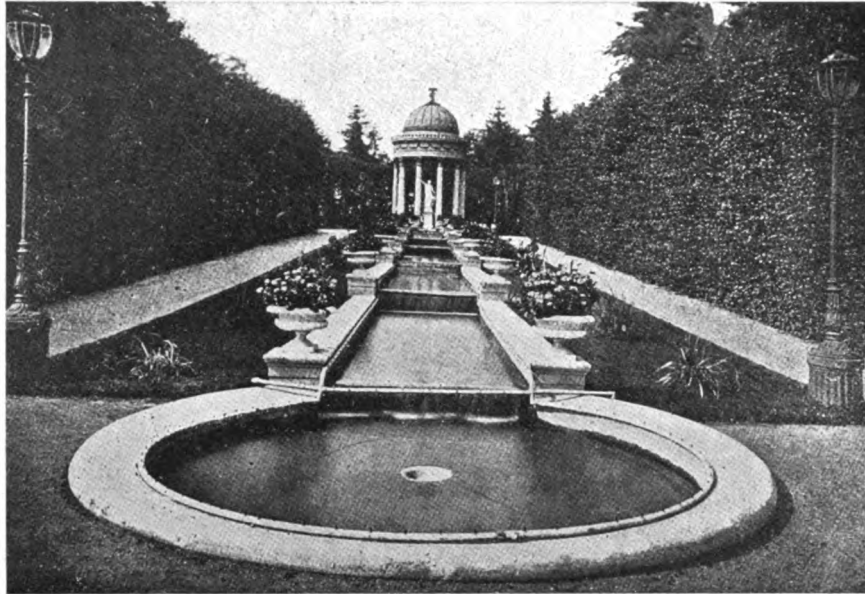
ST. GERMAIN
(Showing formal gardening and background of trees and vista; also railroad approach to the town through the park.)



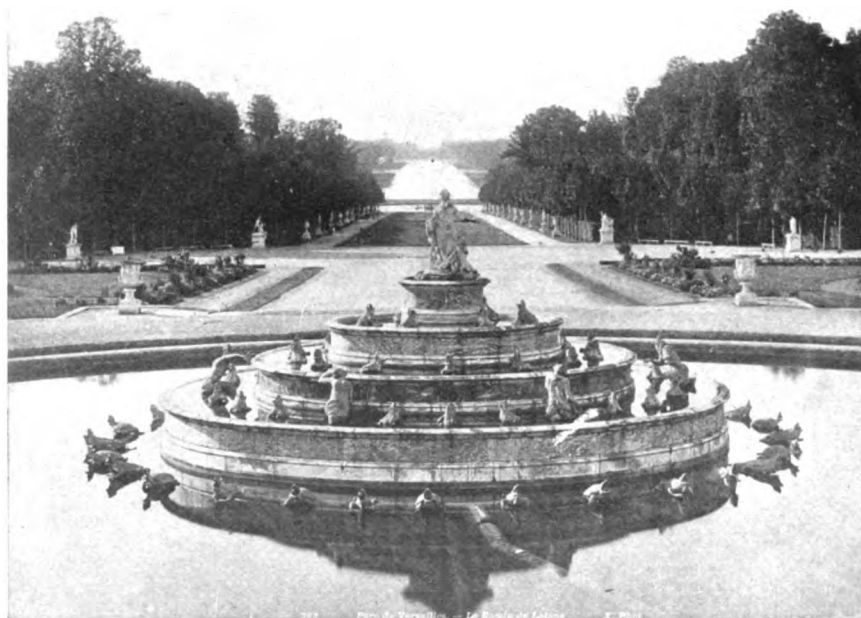
BIRD'S-EYE VIEW OF P



AN II—LOOKING WEST

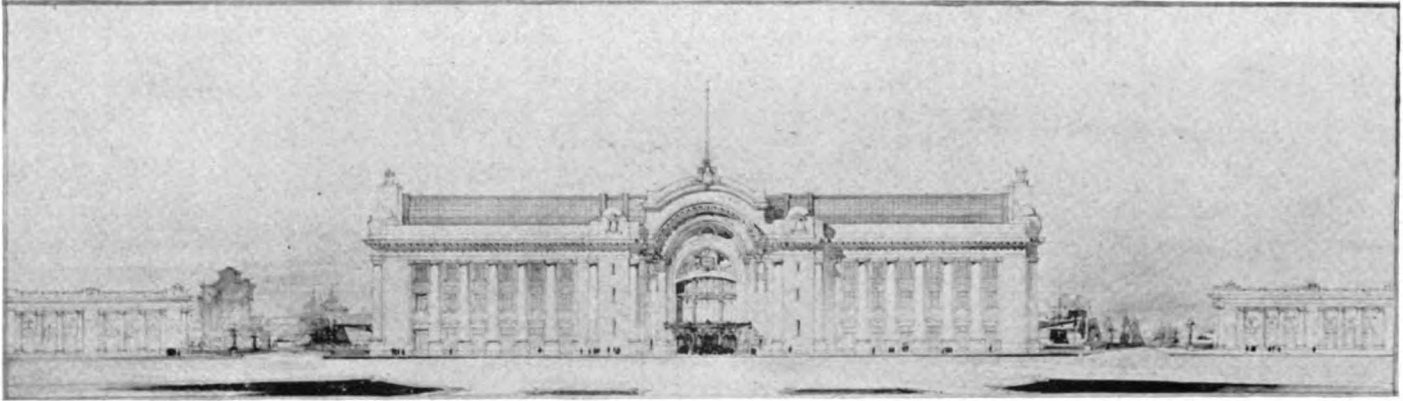


FOUNTAIN — COLOGNE

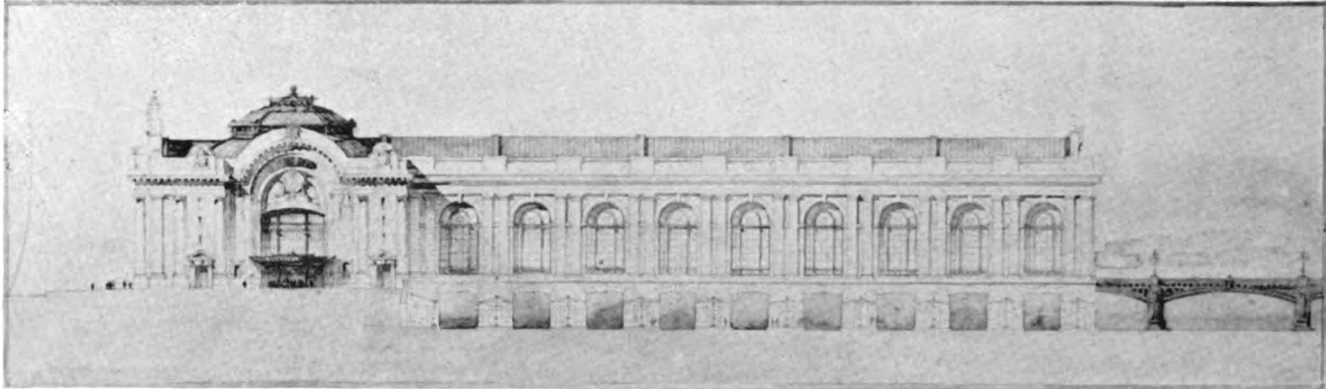


VERSAILLES

(Showing park and fountain and extended vista.)



EAST ELEVATION OF UNION STATION — BUFFALO



SOUTH ELEVATION OF UNION STATION — BUFFALO



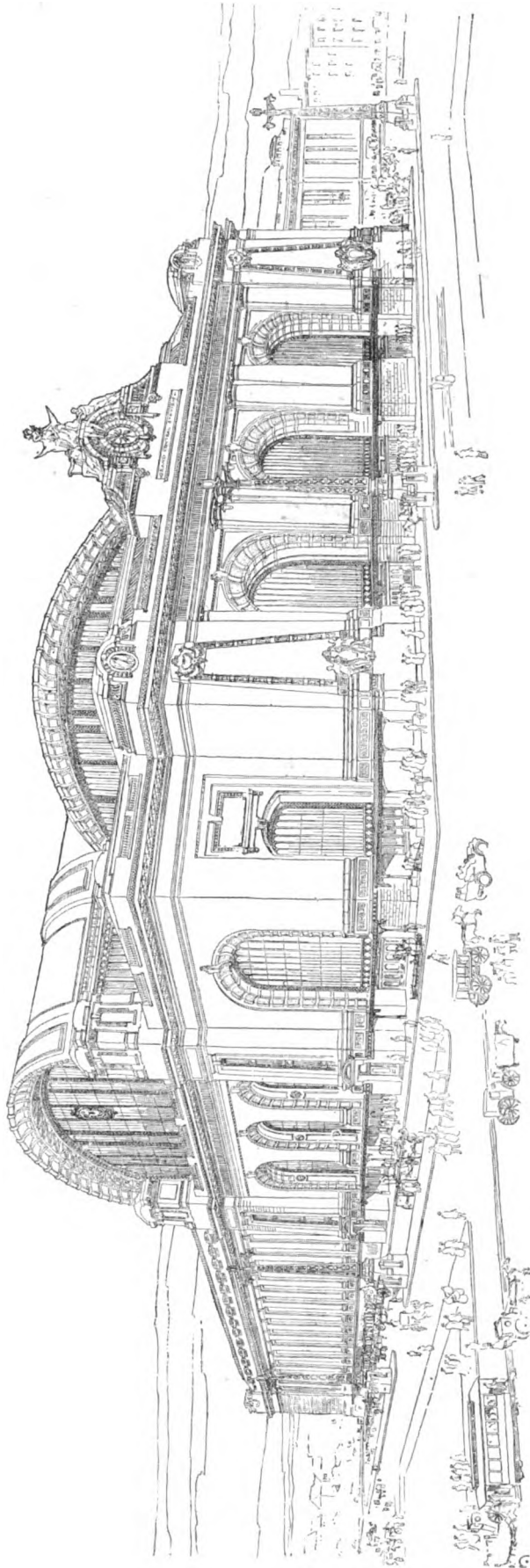
FONTAINEBLEAU

(Showing formal garden and fountain, formal rows of trees and formal architecture treated picturesque.)



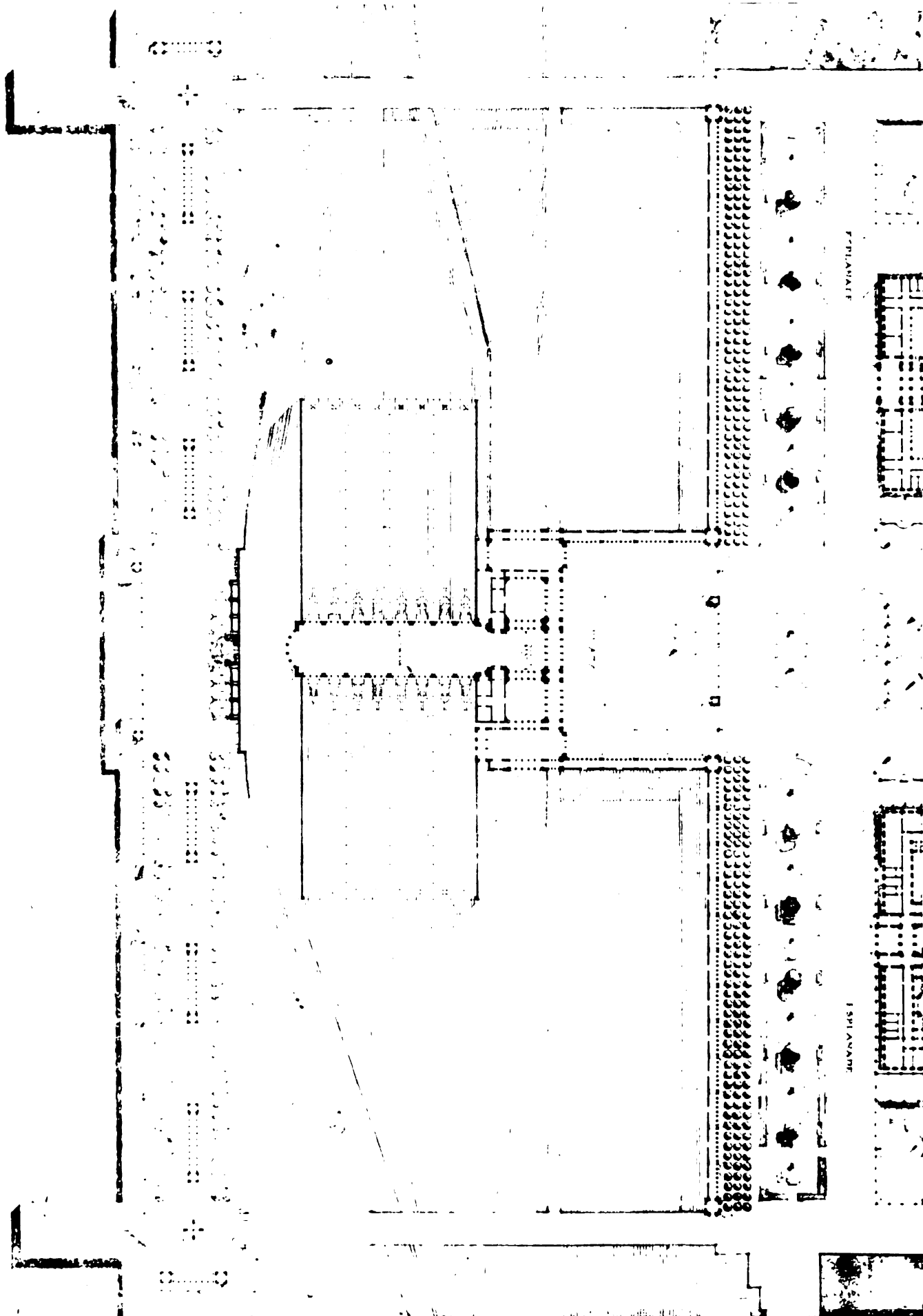
UNTER DEN LINDEN — BERLIN

(Showing formal square with group of monumental buildings.)



THE GRAND CENTRAL TERMINAL STATION OF NEW YORK CITY
FOR THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD CO

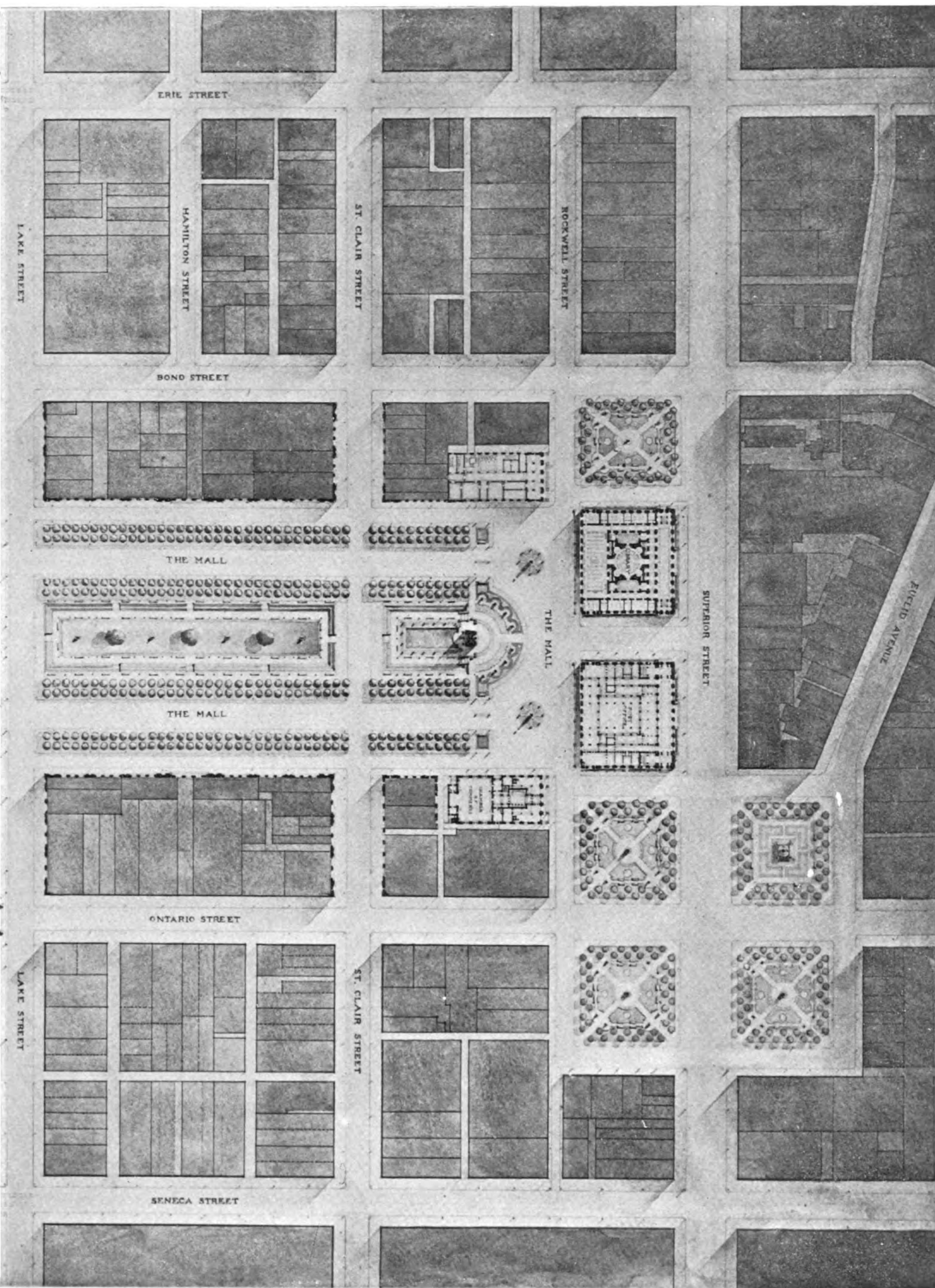
WARREN & WETMORE
ARCHT. & ENGRS.
NEW YORK

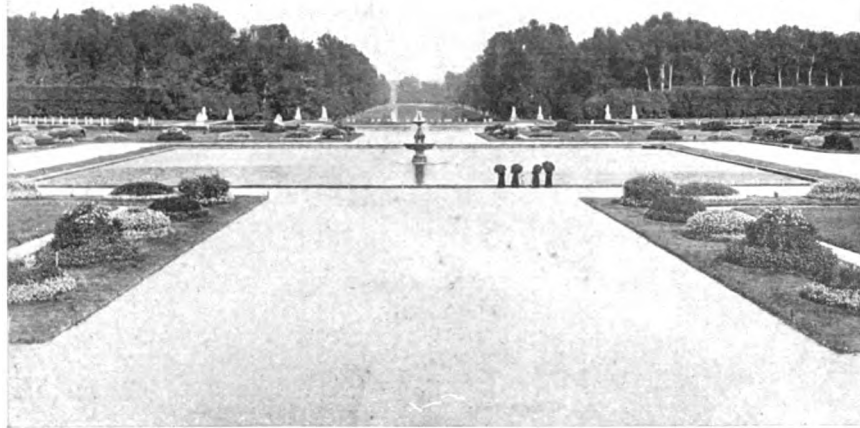


SPRINKLER

SPRINKLER

GROUP PLAN
(Burnham, Carrere & Briggs)





FONTAINEBLEAU

(Park showing fountain, garden and vista cut through background of formal and semi-formal trees.)



MÁDRID

(Terrace, fountain and reflecting pool in park.)



CHAMPS ÉLYSÉES — PARIS

(Seen from the Arc de Triomphe, showing city avenue
with three roadways separated by rows of trees.)



ROTTEN ROW — LONDON

(Showing semi-formal avenue of trees.)

EXCERPTS FROM THE REPORT OF THE CHAMBER
OF COMMERCE OF BUFFALO — MARCH 7, 1905

The effect of a union station if located as proposed, having full accommodations for through and local trains, which the plans submitted by the railroads provide, will be to —

- 1st. Relieve the present freight terminal congestion of Exchange Street section.
- 2d. Provide comfortable and suitable accommodation for the traveling public at the natural gateway of the city.
- 3d. Provide ample opportunity for the city's growth, which if not done will unquestionably be detrimental and costly.
- 4th. Clean up a dilapidated and unsightly section of the city and largely increase its assessed value for taxes.
- 5th. Give reasonable assurance to Buffalo that through trains will always come into the city, as against the possibility of landing passengers in the outlying sections of East Buffalo, which would be equivalent to the action of the railroads near Philadelphia, a hardship to the people and most detrimental to the city.
- 6th. Settle the excursion dock problem and give the people of Buffalo access to the pleasures of the water privileges, which, while at their door, have never been properly available.
- 7th. Make the first impressions of the city pleasing and attractive to strangers.

BENEFITS TO THE PUBLIC

The benefits to the public are not only those which result from economy, convenience, and pleasure. It must be remembered that a large sum of money is to be expended by the railroads as well as the city, and buildings torn down must be rebuilt elsewhere. This means work for many classes of skilled and unskilled labor, clerks, professional men, and others for several years; and it means increased business in all lines of trade in every section of the city.

PUBLIC BUILDINGS

The present municipal buildings and the jail should not be disturbed. This is unnecessary and a useless waste of money. Provision should be made for convenient location of other public buildings.

RECOMMENDATIONS

Your Committee recommends :

- 1st. That the Chamber of Commerce approve and endorse the recommendation of the commission appointed by the Mayor, of which Mr. C. W. Goodyear was chairman, which was as follows:
That an Act of the Legislature be requested creating a commission with authority to negotiate with the various railroad companies for the establishment of a union station in Buffalo, upon terms to be finally settled and agreed upon, and also with authority to contract to carry out such terms as in the judgment of the said commission may be fair to the city and to the railroads interested, and also to acquire lands for the city, and to carry out in behalf of the city such terms and conditions as may be embodied in the final agreement; or that some other plan be adopted to continue the negotiations that have been brought to their present stage by your commission.
- 2d. That the Chamber of Commerce recommend that the bill prepared and presented to the Legislature shall be amended to specifically provide that the cost to the city under the plans to be finally agreed upon, which shall include the desirable feature of excursion docks, shall not exceed the sum of four million dollars, and that the commission shall be restricted from obligating the city in a greater amount.
- 3d. That the Chamber of Commerce shall request the Mayor of Buffalo to appoint, as members of the proposed commission, men who will unhesitatingly safeguard the interests of the city and all its people.

All of which is respectfully submitted.

PENDENNIS WHITE, Chairman ;
J. J. ALBRIGHT
GEORGE K. BIRGE

S. M. CLEMENT
R. HEFFORD
SPENCER KELLOGG

O. P. LETCHWORTH
GEORGE P. SAWYER
GEORGE L. WILLIAMS

SD JUN 5 1975

