We propose a strategy that capitalizes on this historic opportunity to remove the notorious "Skyway" and extend the positive legacies of Buffalo’s artistic, cultural, and industrial past directly into an INTELLIGENT, BEAUTIFUL, AND ENNOBLING FUTURE.

This vision depends on a robust program of mixed use, and primarily residential, development in and around the Queen City Harbor. Learning from the many projects that we have successfully designed and implemented in the past, it has become clear to us that no amount of proposed inspirational architecture and beautiful renderings can make visions become real. To make those inspirational images reality, dense urban development, buildings that perform the primary function of creating urban fabric, are the most essential component. Not only are these the real neighborhoods that make up cities, they are also the primary long term benefit to cities through income taxes, sales taxes, and property taxes. Cities are, after all, for people. Without beautiful, safe places to live, no single "attraction" or shallow vision will do any good at all.

What this team envisions is a future for Buffalo that returns it to the reason for being - the water’s edge.

The Niagara River, the Great Lakes, these lakes of water, and the harbors that developed on and around them, are the new goal for Buffalo. The Erie Canal, deep into the 20th century, ended in a maze of canals that recalled Venice and Amsterdam. The Buffalo Harbor could be a real space for the city, surrounded by people living on its shores, traveling across and recreating on. Canalside could then become Buffalo’s Venetian Lagoon, the front door to the waterfront that began Buffalo’s story, and to the beautiful city beyond, as envisioned by landscape architect Frederick Law Olmsted.

The approach proposed by this team is based on two primary ideas: dense, walkable urbanism and multi-modal transit.

The first is building housing and mixed-use development around the harbor and infilling empty lots in and around the downtown core and Canalside. Great cities are primarily built of places for people to live. New York City isn’t great because of the High Line. It was great for 300 years and then the High Line has given a new life. The same can be said for Buffalo. It needs people living in its core, and it needs a lot of them.

The second idea on which this proposal is based is a practical and aggressive approach to transportation. Cars have not, never been, and never will be the answer to how to make great cities. Public transportation, bicycles, and pedestrians must be the primary modes by which a city and its residents move. Olmsted understood this and at the core of our proposal is to extend his legacy in the form of a grand multi-modal boulevard along the waterfront, connecting downtown south to Lackawanna.

The neighborhoods of the Buffalo Waterfront

The Continuation of the Olmstead Green Network

CONTINUATION OF THE OLMEAD GREEN NETWORK

THE NEIGHBORHOODS OF THE BUFFALO WATERFRONT

ILLUSTRATIVE PLAN

MAP OF BUFFALO

QUEEN CITY HARBOR - BRINGING BUFFALO TO THE WATER’S EDGE
Affordability & Feasibility

We estimate that as a trusted projected growth of Buffalo’s will to $280,416,944 over the coming years, it is to secure wealth for the city government totaling approximately $330,000,000. With an estimated tax revenue at the community level, we project an additional $15,000,000 can be generated near five years.

By accessing piece by piece, approximately dearest venues, and the direct access to private spaces for nearly 25,000 new residents, this action might also be for its surrounding neighborhoods, monitoring earlier development outside the scope of this proposal. The better range numbers of people can be affected from this project, the more spots in the area can be utilized.

Industrial cities up and down the East coast of the United States have begun to see that impact, and how those cities embrace real urban architecture, and real post modern, the stronger the shift becomes. It is not the world: it is happening in Philadelphia, it is happening in Pittsburgh, and we believe it is not an unprecedented idea to be scoffed at. It is an implementable idea that the city of Buffalo, if done the strong, chosen ones are trade in to it today.

The value proposition of this proposal fits into three primary categories:

1. Accessing water and creating new developable land. This can mean the development with the property in excess, and the additional benefits for this core area are possibly large which can be distributed to the city as a whole.

2. Energy Generation. This is both a symbol and a real benefit. Through using the remaining piers from the former site of the city’s industrial might, the energy will benefit from energy generated being tied directly to the electrical grid. The symbolic quality of a reliable representation of alternative energy generation is a hopeful gesture that enhances both a cleaner, carbon neutral future and also an emerging industry for Buffalo’s future economic well-being.

3. Health and Well Being. Buffalo is currently the 91st healthiest city in the country. Those in the top ten, places like San Francisco, Portland, Denver and Washington, DC all offer a lifestyle to a place without dependence on cars. They also offer access to parks and open space to the people. This proposal offers soils benefits for the entire surrounding neighborhoods including jobs, currently, easily repositionable to those without cars. The planned parks along the rear and front waterfront in the city lack one critical piece: easy access. Our proposal critically expands upon creating access for high speed electric rail. We are preparing a redesign of the road as a grand boulevard, continuing the Olmsted Legacy that is found throughout the city. By redesign of the road into a grand boulevard, continuing the Olmsted Legacy, the stronger the drift becomes. It is immense, and the additional benefits to this income are future and also an emerging industry for Buffalo’s future economic well-being.

The tax revenue to be realized from this proposition is $1,488,000,000. With all six phases completed, upwards of $1,488,000,000 in local, state, and sales tax revenue with the completion of the first phase. Phase 2 will benefit from energy generated being fed directly vertical windmills and photovoltaics, the city government the Skyway once the road bed is removed as armatures for actual benefit. Through using the remaining pylons from the bridge, we are opening up access along the entire length of the road.

The planned parks along the lakefront are wonderful, but also, currently, nearly inaccessible to those without cars. The lakefront of Buffalo is immense. It is everyone. This proposal offers many benefits for the entire waterfront.

By providing place based, appropriately dense development areas (SQFT), a water and other parts of the country and the world, Buffalo can begin before large numbers of people can be attracted from surrounding neighborhoods, incentivizing additional homes, and the retail spaces to provide services for nearly 21,000 new residents, this positive affect will be felt by most of Buffalo's AMI to $37,000 over the coming years, our estimated new residents: 3,632.

Industry can generate an additional $90,000,000. With an estimated tax revenue at the community level, we project an additional $15,000,000 can be generated near five years.

Legal text: Our estimate, based on a modest projected growth of Buffalo’s will to $280,416,944 over the coming years, it is to secure wealth for the city government totaling approximately $330,000,000. With an estimated tax revenue at the community level, we project an additional $15,000,000 can be generated near five years.
As stated in the Moving Forward 2050 Plan, the densification of Buffalo’s core is absolutely central to the success of alternative modes of transportation.

This proposal plans to deal with traffic in the following ways:

1. Maintain existing auto traffic capacity on I-190 through a redesigned grade separation.
2. Design a cutting edge cycle track along the new Olmsted inspired boulevard to give access to all the new parks along the lake and offer an option for alternative transportation to commuters.
3. Build a state of the art bus rapid transit (BRT) line along I-190 to provide efficient alternative access to the south towns and the city.
4. Introduce two ferry lines to offer water-based commuting options for those who live on and along the Buffalo River and in the new developments we propose.

**Legend**

- Existing Bike Lane
- Proposed Bike Lane
- Proposed Bus Rapid Transit (BRT)
- Proposed Ferry Route
- Proposed Ferry Landing
- Proposed Bus Rapid Transit Hub
- Proposed Bus Rapid Transit Station

**Maps**

- 2020 Roadway Functional classification and Average Daily Traffic
- 2040 Roadway Functional classification and Average Daily Traffic
- 2050 Roadway Functional classification and Average Daily Traffic

**Plans**

- Bicycle Plan
- Bus Rapid Transit Plan
- Ferry Plan

**Sections**

- Proposed Fuhrmann Boulevard Illustrative Section
- Proposed Fuhrmann Boulevard Illustrative Plan