

# VISION OVERVIEW

**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 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 its reason for being - the water's edge.**

The Niagara River, the Buffalo River, the Erie Canal, the Great Lakes...these bodies of water, and the harbors that developed on and around them, are the point of origin for Buffalo. The Erie Canal, deep into the 20th century, ended in a maze of canals that recalled Venice and Amsterdam. Like the Venetian Lagoon, the Buffalo Harbor could be a real space for the city, surrounded by people living their lives, traveling across and recreating on. Canalside could then become Buffalo's Piazza San Marco: the front door to the waters that began Buffalo's story, and to the beautiful city beyond, connected by parkways designed by the greatest landscape architect of all time, Frederick Law Olmsted. Imagine that. Buffalo reclaiming her Queen's Crown as the finest mid-sized city in the world. For this to happen, the steps to be taken and attitude to adhere to are critical. Buffalo must embrace her past and her future, and correct her ghastly mistakes with humility and hope.

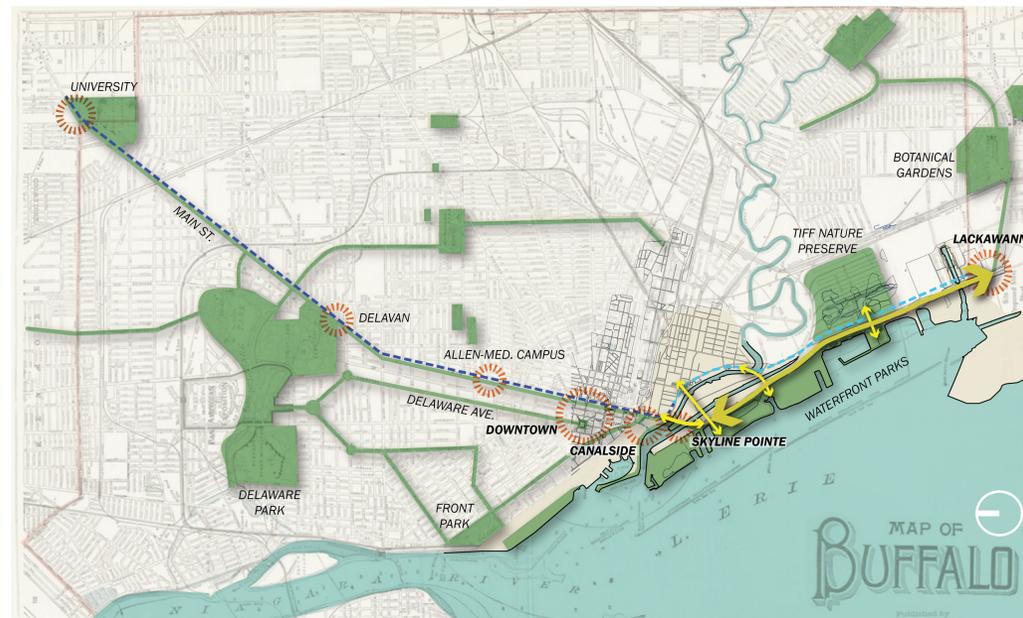
**The approach proposed by this team is based on two primary ideas: dense, walkable urbanism and multi-modal transit.**

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 makes the High Line a special place that has been 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 are not, have never been, and never will be the answer to how to make great cities. Public transportation, bicycles, boats, and pedestrians must be the primary means by which a city and its residents moves. 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 water's edge, connecting downtown south to Lackawanna.



THE NEIGHBORHOODS OF THE BUFFALO WATERFRONT



CONTINUATION OF THE OLMSTEAD GREEN NETWORK



ILLUSTRATIVE PLAN



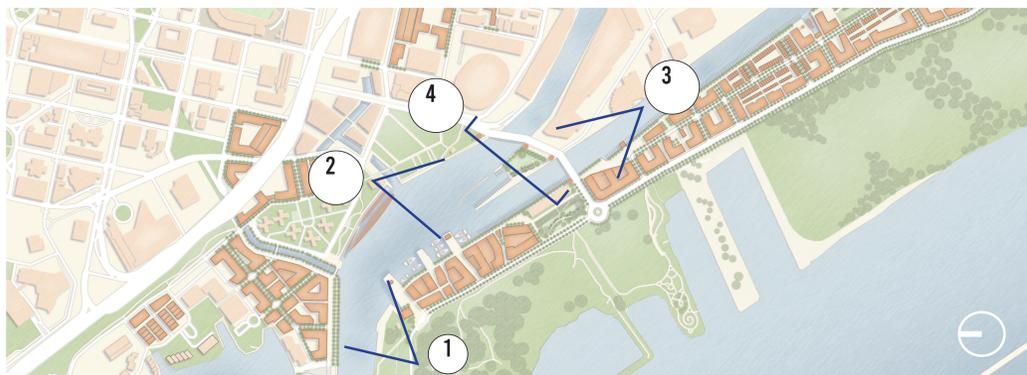
# HARBOR VIEWS



VIEW 3 - SKYLINE POINTE PARK



SKYLINE BRIDGE SECTION



VIEW 1 - WELCOME TO QUEEN CITY HARBOR



VIEW 2 - THE BUFFALO WHARF



# AFFORDABILITY & FEASIBILITY

Our estimate, based on a modest projected growth of Buffalo's AMI to \$37,000 over the coming years, is to create wealth for the city government totaling approximately \$26,000,000 in local, state, and sales tax revenue with the completion of the first phase. Phase 2 can generate an additional \$20,000,000. **With all six phases completed, upwards of \$1,488,000,000 can be generated over five years.**

By providing place based, appropriately dense homes, and the retail spaces to provide services for nearly 21,000 new residents, this positive affect will be felt by surrounding neighborhoods, incentivizing additional development outside the scope of this proposal alone. Before large numbers of people can be attracted from other parts of the country and the world, Buffalo can begin more quickly to bring residents from the suburban areas around into the city. The beauty and excitement of a city is far stronger than the lonely isolation one feels trapped by when spending time in the cruel cul de sacs of a placeless "development" on Grand Island. The energy and vitality from such a movement of people generates additional economic activity, and additional energy to attract more new residents from outside of Western New York.

Industrial cities up and down the East coast of the United States have begun to see this happen, and the more those cities embrace real urban architecture, and real place making, the stronger the drift becomes. It is happening in Washington, DC, once the "murder capital of the world", it is happening in Pittsburgh, in Philadelphia, and even Detroit. It is not an unreasonable figure to be scoffed at - it is a conservative estimate well within the grasp of Buffalo's people if only the courageous choices are made to allow it to happen.

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

**1. Accessing water and creating new developable land.** The tax revenue to be realized from this proposition is immense, and the additional benefits to this income are equally large which can be distributed to the city at large.

**2. Energy Generation.** This is both a symbolic and an actual benefit. Through using the remaining pylons from the Skyway once the road bed is removed as armatures for vertical windmills and photovoltaics, the city government will benefit from energy generated being fed directly into the electrical grid. The symbolic quality of a didactic

expression of alternative energy generation is a hopeful gesture that embraces both a cleaner, carbon neutral future and also an emerging industry for Buffalo's future economic well-being.

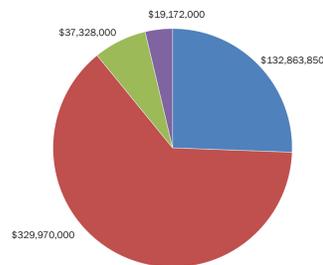
**3. Health and Well Being.** Buffalo is currently the 91st healthiest city in the country. Those in the top ten, places like San Francisco, Portland, Oregon and Washington, DC, all offer a lifestyle that is livable without dependence on cars. They also offer access to parks and open space to everyone. This proposal offers many benefits for the entire city's population. The lakefront of Buffalo is immense. It is also, currently, nearly inaccessible to those without cars. The planned parks along the lake front are wonderful, but they lack one critical piece: easy access. Our proposal critically offers the key: removing Route 5 as a road geared for high speed automobile travel. We are proposing a redesign of the road into a grand boulevard, continuing the Olmsted Legacy that is found throughout the city. By turning Route 5 into an at-grade boulevard with congruent traffic carrying capacity, but inclusive of bicycle lanes, pedestrian facilities, access points to the newly planned lakefront parks, and made beautiful with broad allées of American Elms 6 trees deep for the miles to the southern border of the city, we are opening up access along the entire length of the road.



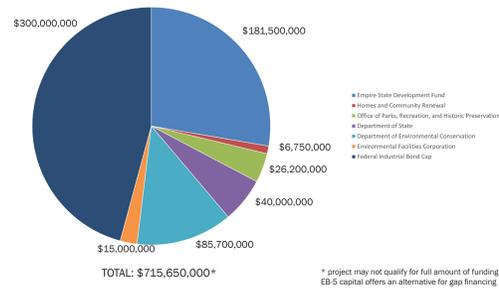
REPURPOSED SKYWAY PYLONS - RENEWABLE ENERGY HUBS



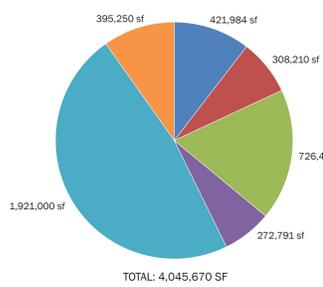
## INFRASTRUCTURE COSTS



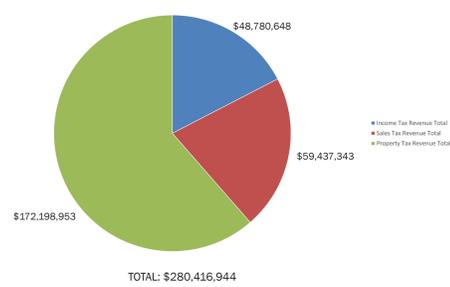
## PUBLIC FUNDING BREAKDOWN



## DEVELOPMENT AREAS (SQFT)



## ESTIMATED TAX REVENUE



## MEASURABLE BENEFITS



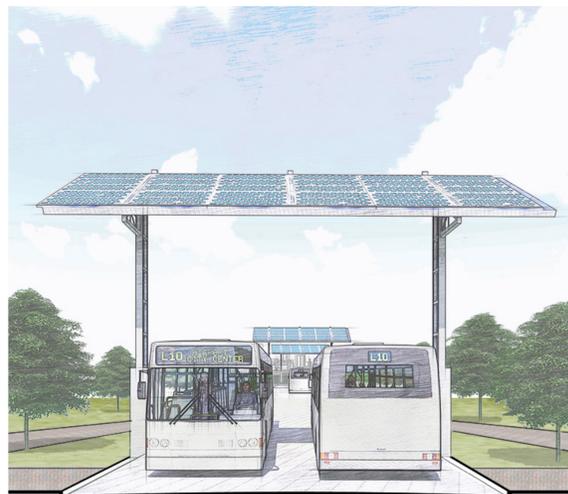
**4.7 MILLION SQUARE FEET** OF DEVELOPMENT ADDED TO DOWNTOWN BUFFALO



POPULATION INCREASE OF NEARLY **20,250 PEOPLE** IN DOWNTOWN BUFFALO



**4,300 DAILY CAR TRIPS** REDUCED ALONG HIGHWAY 5 BY 2050



DEDICATED BUS RAPID TRANSIT ROUTE WITH SOLAR ARRAYS



**575,000 KWH** RENEWABLE ENERGY GENERATED, POWERING 55 HOUSEHOLDS PER YEAR



**800 NEW TREES PLANTED** ALONG HIGHWAY 5, CAPTURING 38,500 LBS OF CO2

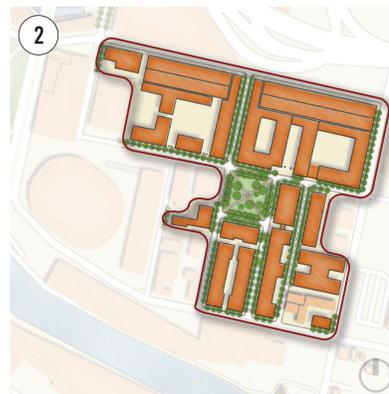


**33,500 MILES** OF BIKE LANES ADDED ALONG BUFFALO WATERFRONT



### ERIE STREET CANAL DISTRICT

Estimated new residents:	2,110
Estimated State Income Tax:	\$5,088,054
Estimated Sales Tax per year:	\$6,199,598
Estimated Property Tax Revenue per year:	\$17,849,860



### COBBLESTONE DISTRICT

Estimated new residents:	3,632
Estimated State Income Tax:	\$8,758,996
Estimated Sales Tax per year:	\$10,672,500
Estimated Property Tax Revenue per year:	\$30,728,222



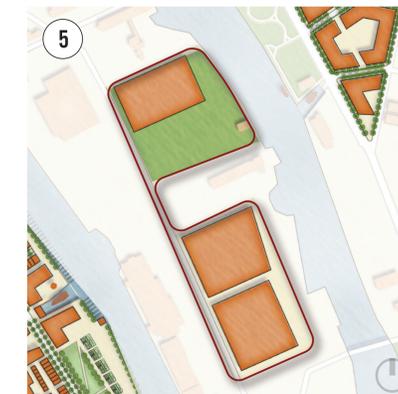
### MARKET SQUARE

Estimated new residents:	1,364
Estimated State Income Tax:	\$3,289,171
Estimated Sales Tax per year:	\$4,007,729
Estimated Property Tax Revenue per year:	\$11,539,038



### CANALSIDE EXTENSION

Estimated new residents:	1,541
Estimated State Income Tax:	\$3,716,242
Estimated Sales Tax per year:	\$4,528,098
Estimated Property Tax Revenue per year:	\$13,037,283



### GANSON PENINSULA

Estimated new residents:	1,976
Estimated State Income Tax:	\$4,765,727
Estimated Sales Tax per year:	\$5,806,855
Estimated Property Tax Revenue per year:	\$17,786,250

### BUFFALO WHARF

Estimated new residents:	9,605
Estimated State Income Tax:	\$23,162,458
Estimated Sales Tax per year:	\$28,222,564
Estimated Property Tax Revenue per year:	\$81,258,300



# ACCOMMODATING ACCESS

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.

Each of the five areas of mixed use development and the Gansen Penn brewery district we are proposing are filling in gaps in the city's core. This brings density to downtown without increasing traffic on the Route 5 corridor. All of these new areas of development encourage new residents to walk and cycle because of their ease and convenience to the city's heart, including its places of business and mass transit lines.

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

1. **Maintain existing auto traffic** capacity on Route 5 through a redesigned at-grade boulevard
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 Route 5 and Ohio Street to reduce dependence on auto commuters from the south towns into 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.



MULTI-MODAL TRANSIT INFRASTRUCTURE PLAN



2020 Roadway Functional classification and Average Daily Traffic



BICYCLE PLAN



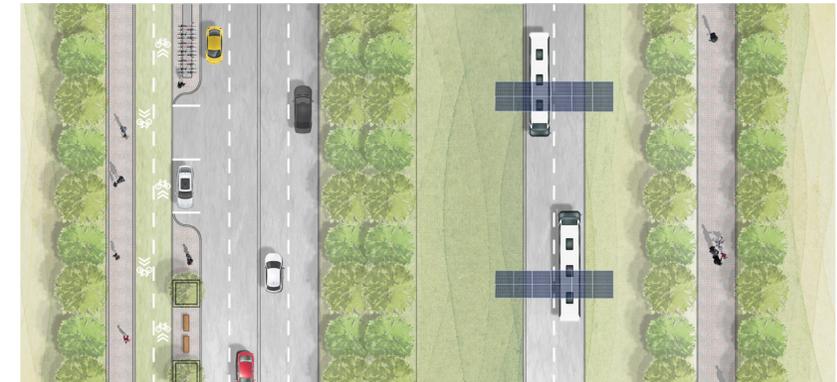
PROPOSED FUHRMANN BOULEVARD ILLUSTRATIVE SECTION



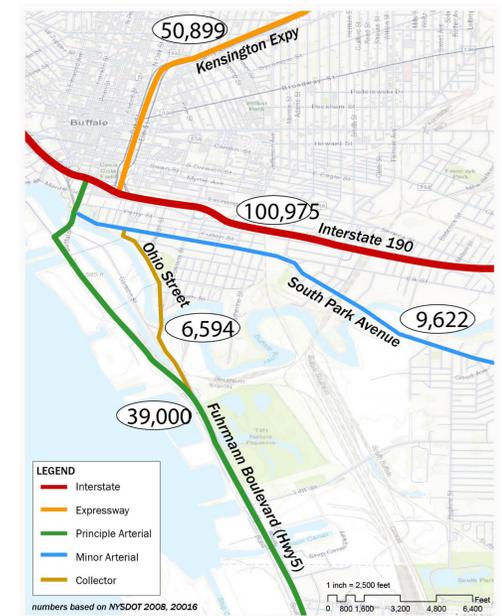
2040 Roadway Functional classification and Average Daily Traffic



BUS RAPID TRANSIT PLAN



PROPOSED FUHRMANN BOULEVARD ILLUSTRATIVE PLAN



2050 Roadway Functional classification and Average Daily Traffic



FERRY PLAN