

SKYSCAPE

BUFFALO'S NEW FRONT PORCH

Cities across the globe have been reimagining their failing infrastructure in efforts to transform waterfronts and industrial districts to high-end neighborhoods. The strategies for such transformations often fall into two categories:

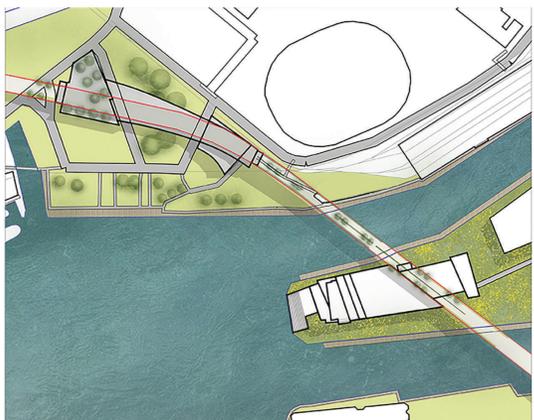
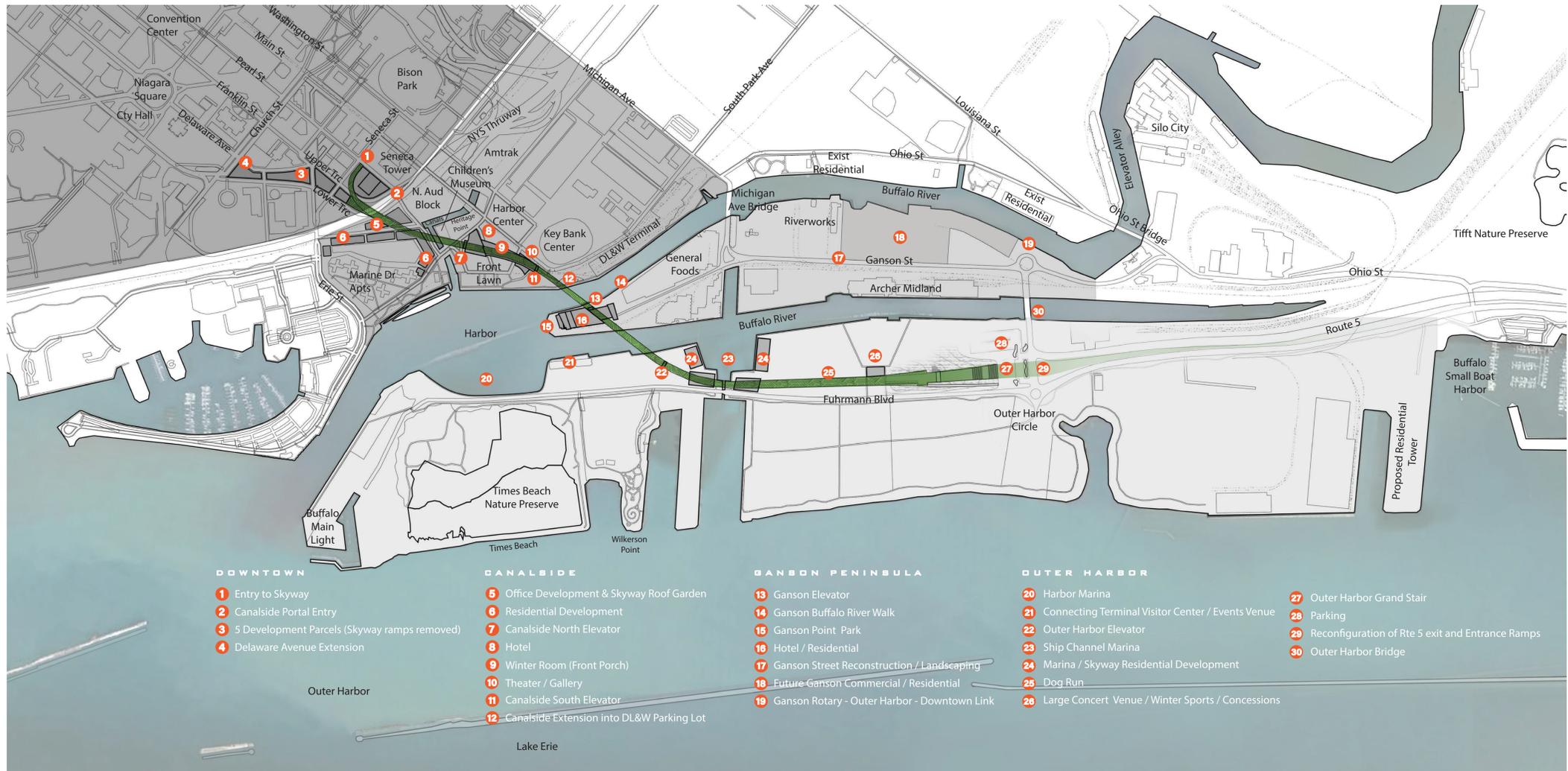
- First, the reuse of existing infrastructure as a public amenity to catalyze growth (as in Paris's Promenade Plantée, New York's High Line, or proposals for Toronto's Gardiner Expressway and Atlanta's Beltline);
- Second, the removal of existing infrastructure to replace industrial uses while reconnecting and invigorating waterfronts (as in San Francisco's Embarcadero or Boston's Big Dig).

This proposal for Buffalo's Skyway Corridor combines strategies of both: the reuse of existing infrastructure as a way of activating and better connecting an existing waterfront.

But unlike many of these other projects which privilege high-end development at the expense of existing light-industrial or industrial uses, this proposal employs a strategy to celebrate the functional diversity already present at the site. The initiative will foster a layered urbanism meant to harness existing functions in a balanced and symbiotic manner, by:

- Reimagining the Skyway as a space for the public and a car-free multimodal corridor improved by new commercial, institutional, and residential nodes along it and lined with landscape elements, gathering spots, pathways, and programmed events.
- Catalyzing new development along the corridor for housing and commercial functions that capitalize on the proximity to downtown Buffalo and its waterfront.
- Expanding recreational activities such as boating, biking, and passive enjoyment of the waterfront.
- Remediating the after-effects of industrial activities while regenerating the ecology of the place.
- Providing opportunities for learning and engagement with the local arts and environmental strategies of remediation, power generation, stormwater management, and resiliency.
- Reinforcing existing industrial uses with a new fabrication- and design-focused technology sector.

These layers are enriched by their overlap with one another. Rather than removing industry in favor of recreation, here they will be complementary. Speed walkers can watch massive ships arriving to port; tech workers can kayak on their lunch break; septuagenarians can stroll the Skyway with stops at various nodes of activity; school groups can learn about the ecology and artistry of the region. The Skyway is the linchpin of this approach, offering a connective route for walkers, bikers, joggers—and accessible to a wide range of visitors from young families to the elderly, from tourists to Buffalo's citizenry and workforce. An aging infrastructure can be reborn as the focus of a "simultaneous urbanism"—a place with many layers of activity that serve a broad array of constituencies while expanding economic opportunity and growth for the city and state at large.



Plan - Canalside and Ganson Peninsula



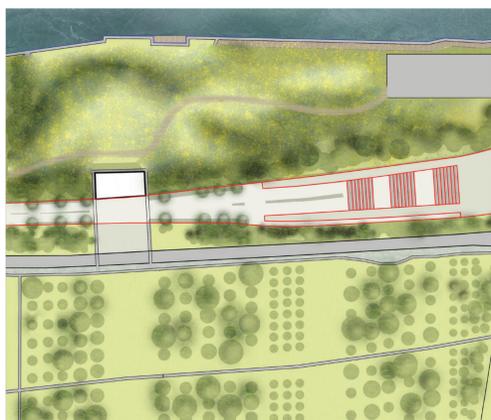
Skyway at Peninsula



Plan - South Michigan Avenue



Skyway at Winter Room



Plan - Outer Harbor Grand Stair



Skyway at Berr



1. Downtown Entry to the Skyway at the corner of Pearl and Seneca Street



2. Downtown Entry to Skyway utilizing existing exit ramp attached onto an institutional/Residential mixed use development.



3. Pearl Street Portal to Canalside adjacent to the Skyway Entry Downtown providing an inviting passage under the Thruway and framing the view into Canalside with lit signage at night.



4. Skyway over the Thruway with entry into the Roof Garden. A proposed greenway helps block the thruway visually.



5. Roof Garden on the Skyway with entry into a proposed office development on land reclaimed from skyway exit ramps.

SKYSCAPE



An overall view of the Buffalo Sky Scope from the other side of the Harbor. The view shows the Sky Scope spanning between Downtown, Canalside and Ganson Peninsula. The Outer Harbor lies beyond.



6. Sunset Views on the Skyway above Canalside looking out over the Harbor, Outer Harbor and lake Erie beyond. Ganson Point Park and the Connecting Terminal Building are in the center foreground.



7. Entry to the Winter Room and adjacent Hotel.



8. View of a bar overlooking Canalside adjacent to the Hotel and Winter Room.



9. View of Canals, the Skyway, Hotel and Winter Room looking towards Explore and More Museum and Heritage Point Development.



10. View of the Winter Room at the Hotel Location



SKYSCAPE

FUNDING

DOWNTOWN

Square Feet of New Development	480,000
Permanent Jobs Created	672
Households Added	365
Taxes Generated	\$2,497,242

CANALSIDE

Square Feet of New Development	571,500
Permanent Jobs Created	402
Households Added	275
Taxes Generated	\$2,577,035

GANSON PENINSULA

Square Feet of New Development	1,013,250
Permanent Jobs Created	516
Households Added	500
Taxes Generated	\$5,131,879



OUTER HARBOR

Square Feet of New Development	380,000
Permanent Jobs Created	30
Households Added	200
Taxes Generated	\$1,548,674

NEW PERMANENT JOBS
1,600

TEMPORARY CONSTRUCTION JOBS
3,000

TOTAL ECONOMIC IMPACT
\$680,000,000

WAGES FROM PERMANENT JOBS
\$76,200,000

WAGES FROM CONSTRUCTION JOBS
\$172,800,000

NEW CONSUMER SPENDING POTENTIAL
\$34,000,000

FUNDING IS A PARTNERSHIP

Financing the development and infrastructure to make the Buffalo Skyway Vision a reality will involve a complex partnership between numerous funders and sources. Identifying a managing organization that can bring together government, business, private development, philanthropy, and conventional capital will be critically important. The ability to secure short-, mid-, and long-term capital will allow the organization the flexibility to act quickly on early interventions, and have patient capital to assemble land and wait out rifts between market cycles.

PHILANTHROPY	7%
GOVERNMENT	14%
PRIVATE EQUITY	19%
BUSINESSES	20%
CONVENTIONAL LENDING	40%



11. Main Street entrance into Canalside with a proposed theatre/gallery development to the west and a hotel to the east with the Winter Room above.



12. Winter Room looking towards Downtown with multiple food kiosk plug-ins along the way.



13. Canalside winter scene looking toward the proposed Winter Room and Theatre Gallery.



14. Canalside view looking towards proposed residential development and a reimagined Marine Drive Apartments with the Skyway to the right.



15. Ganson Street reconstruction looking towards Michigan Avenue with future development on the Buffalo River side of the Ganson Peninsula for light industrial, tech hubs, brew pubs and restaurants in historic structures and residential construction along the river.

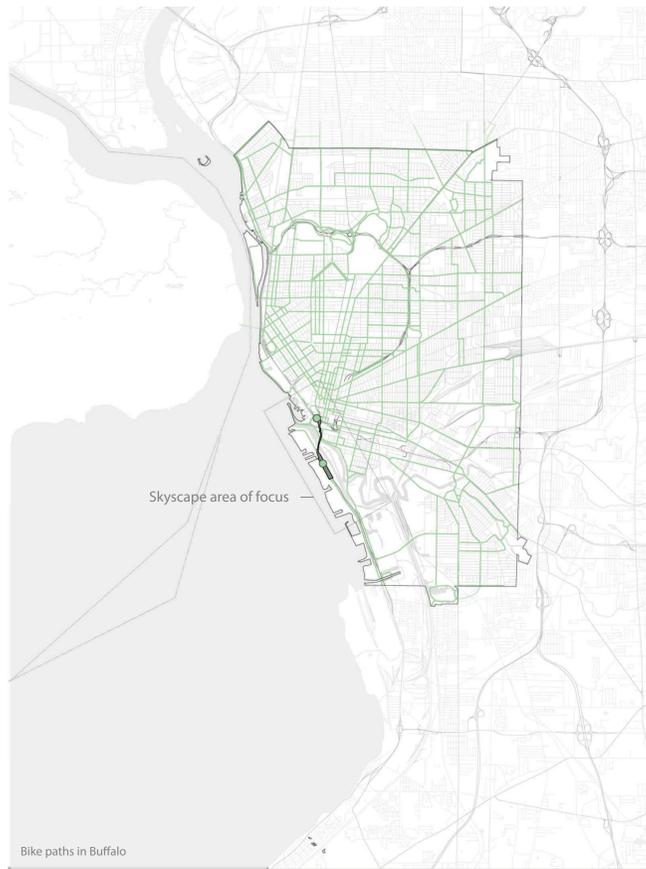


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TRAFFIC

Terminating the Skyway at a redesigned Outer Harbor Drive interchange provides the opportunity for revitalization of several arterial routes leading to downtown Buffalo. Without the ability to take the Skyway directly into downtown (thereby bypassing areas like Canalside), local and regional commuters will likely divert onto both Ganson Street and Ohio Street/Louisiana Street reach downtown. While travel demand forecasts are not currently available to project 2050 traffic volumes for this exact scenario, the increases on both of these routes would be anticipated to increase marginally relative to the projections of Scenario 1. Retaining the Skyway to Outer Harbor Boulevard would encourage a greater percentage of the existing peak hour commuters to take either Ganson Street or Ohio Street/Louisiana Street rather than potentially diverting to US 62 (South Park Avenue). Both corridors currently feature two-lane cross-sections with variable width shoulders and/or parking lanes on either side of the roadway. Repurposing these cross-sections would allow for the more effective flow of traffic through these corridors, as well as increase the comfort of non-motorized users. The added trips on each of these corridors are anticipated to be accommodated with a single travel lane in each direction; however, on-street parking may be removed to provide space for turn-lanes at key intersections and driveways of future redeveloped properties along the corridor.

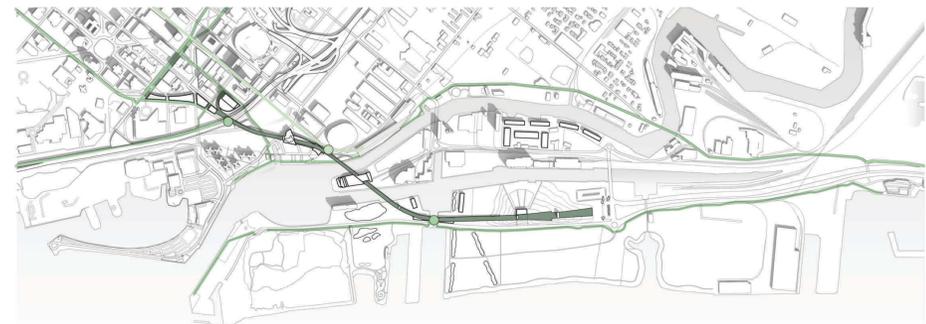
Similar to Scenario 1 presented by the GBNRTC, a substantial number of trips would also divert to I-90/I-190 to the south of the existing Skyway via the Mile Strip Expressway or Ridge Road. This free-flow route will remain attractive to commuters and non-commuters alike.



Bike paths in Buffalo



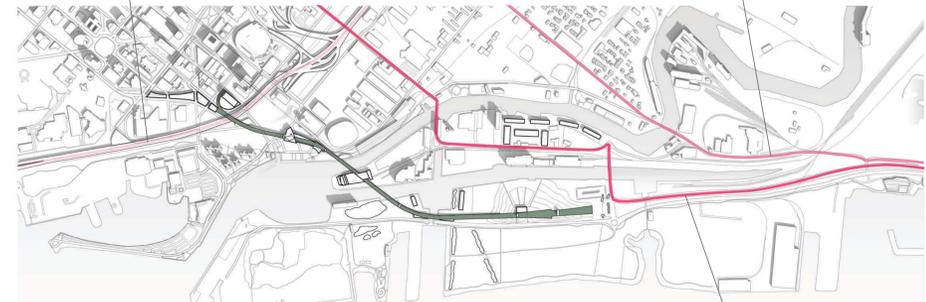
Light Rail and arterial highways in Greater Buffalo



Map of high comfort bike paths

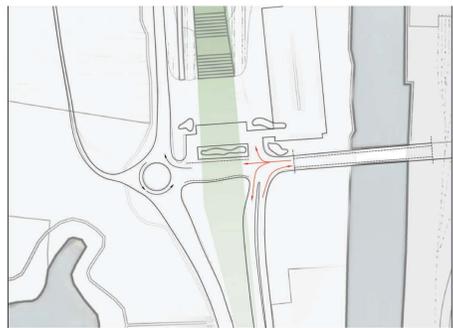
Similar to Scenario 1, a substantial number of trips divert to use I-90 and I-190 as a free flow path into Downtown

Serves as an alternate route to Ganson Street. Projected similar volumes as shown in Scenario 2 travel demand models



Map of alternate routes into Downtown with the closing of the Skyway Bridge

Revitalized cross-section of Ganson Street will allow for increased capacity and spur redevelopment along the corridor



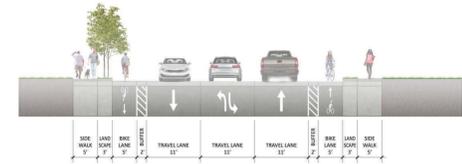
South and Northbound light phasing off Route 5 to and from Downtown



Left-turn light phasing off Route 5 towards Outer Harbor



Right-turn light phasing from Outer harbor to Route 5



Section showing reconstruction of Ganson Street



16. View of Skyway as it descends over the Outer Harbor with commanding views of the historic industrial landscape to the south and east and Lake Erie to the west. Lined with wind turbine / light standards.



17. Proposed residential development below the Skyway across from Wilkerson Point and adjacent to the proposed Ship Channel Marina.



18. View of future bermed venue for large concerts and winter sledding with concessions, comfort stations and elevator access.



19. Entrance to the Skyway at Outer Harbor Drive connecting to the proposed Outer Harbor Bridge and a reconstructed Ganson Street leading into downtown to the north, and Silo City to the south.



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