

Potential for Collaboration

Planning Considerations at the Intersection of Amherst, Buffalo and Tonawanda



ABOUT THIS REPORT

This report serves as a planning resource for the intermunicipal area surrounding the University at Buffalo's South Campus. It is not designed to be a plan, but rather a decision-making tool to promote collaboration and offer guidance to activate key projects or initiatives, frame future conversations with community members, and inform local plans at the neighborhood, municipal, and corridor scale.

This report was sponsored by the Town of Amherst and guided by an advisory committee with representatives from University at Buffalo (UB) Campus Planning, the Office of Strategic Planning in the City of Buffalo, the Planning Department from the Town of Amherst, and the Town of Tonawanda Department of Planning and Development.

Facilitation of this process and the research needed to produce this report were led by the UB School of Architecture and Planning, UB Regional Institute, and the Center for Inclusive Design and Environmental Access. This collective team ensured that the research and suggested strategies within this report are grounded in the principles of Universal Design.

The report starts by defining the study area's geography and explores key factors related to how the area is governed and organized. From there, it looks to understand common values across this diverse landscape by identifying key trends or issues raised in existing planning documents. This qualitative look at community priorities is complimented by a data-driven look at the area that scans existing conditions related to the people, places, and economy of the area. Finally, the report closes with an overview of recent or upcoming projects planned for the area and a list of bigger aspirational moves that can address identified needs and advance the area toward the goals set forth in its planning framework.



What is Universal Design?

Universal Design (UD) is a design process that enables and empowers a diverse population by improving human performance, health and wellness, and social participation.

Universal Design (UD) is not a fad or trend but an enduring design approach grounded in the belief that the broad range of human ability is ordinary, not special. Supported by the Goals of UD, UD addresses barriers faced by people with disabilities, older adults, children, and other populations who the design process typically overlooks. UD reduces stigma and provides benefits for all users.

Universal Design is not a synonym for accessibility. Accessibility usually refers to minimum compliance with prescriptive codes and standards for people with disabilities. UD is performance-based and addresses usability issues for people of all ability levels.

ACKNOWLEDGEMENTS

Project Advisory Committee

Town of Amherst

Brian Kulpa, Supervisor
 Dan Howard, Planning Director
 Laurie Stillwell, Community Development Director



City of Buffalo

Nadine Marrero, Director of Planning
 Crystal Middleton, General Planner, Buffalo Urban Renewal Agency



Town of Tonawanda

Kailee Van Brunt, Community Development Coordinator



University at Buffalo

Kelly Hayes McAlonie, FAIA, Director of Campus Planning



Report Prepared by

 University at Buffalo
 School of Architecture and Planning

University at Buffalo Regional Institute

With advisement and support from UB Center for Inclusive Design and Environmental Access

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PLANNING FOR AN EQUITABLE AND INCLUSIVE DISTRICT



We live in a fractured region. Municipal boundaries, neighborhood borders, and even street dividing lines can shape the experiences and opportunities afforded to our region's residents. Despite these deep rooted unequal patterns, there is increased recognition that in order for Buffalo Niagara as a whole to thrive, prosperity needs to be shared by all. As we contend with an unprecedented public health crisis that threatens the economic progress we've made as a region, this has never been more true.

It is within this context that planners from the towns of Amherst and Tonawanda, the City of Buffalo, and the University at Buffalo came together to guide this study. It represents a new era of thinking around planning, equity, public health, and governance by looking at how adjacent neighborhoods in bordering municipalities fit together to create a broader equitable district. Community stakeholders shaped this document to acknowledge recent, relevant planning work and its implications, examine data to demonstrate the current conditions

and disparities in the community, and outline a few ideas and aspirations for the future that are grounded in existing planning work. While it is not a plan itself, this report does lay the groundwork to inform future planning activities that aim to reinvest in this area's neighborhoods and advance equitable outcomes for our region.

As illustrated in the existing conditions section of this study, the neighborhoods at the intersection of Amherst, Tonawanda, Buffalo, and the University at Buffalo reflect the segmented nature of Buffalo Niagara's communities, born out of shifting migration patterns and policy and investment decisions of the last 70 years. Many of the region's suburban communities grew from the out-migration of white, working- and middle-class Buffalonians who left urban areas in the latter half of the 20th century. Spurred on by policies that made homeownership more accessible than ever before (yet often exclusionary of black residents), white residents crossed municipal lines in search of newer homes, more space, and in some

An aerial photograph of a city, likely Buffalo, New York, showing a large green field in the center. The city is densely packed with buildings and streets, with a hazy atmosphere in the background. The text is overlaid on the lower-left portion of the image.

cases, more racial homogeneity. As residents who were given the opportunity to move left the city, those who remained experienced decades of disinvestment from their communities, falling property values, fewer job opportunities, vacancy and demolitions, and other socioeconomic challenges. Despite this adversity, residents of the city's older neighborhoods remain resilient.

Though many of the policies that resulted in racially and economically disparate communities are gone, their implications are still felt across the region, and are unambiguously visible at the intersection of these three municipalities. Today, as the nation grapples with issues of racial equity and social justice and an unprecedented public health crisis that disproportionately harms our region's black residents, leadership in Amherst, Buffalo, Tonawanda, and UB acknowledge the harm of the past and envision a new way forward for their communities.



UNDERSTANDING THE GEOGRAPHY

Surrounding the University at Buffalo South Campus is a diverse landscape with various layers of governance and civic organization. Though the complexity of how places and communities are governed highlights some of the challenges to collaborating across municipal boundaries, it also suggests the potential organizational partners that can come together to advance an area wide vision that crosses town and city lines.

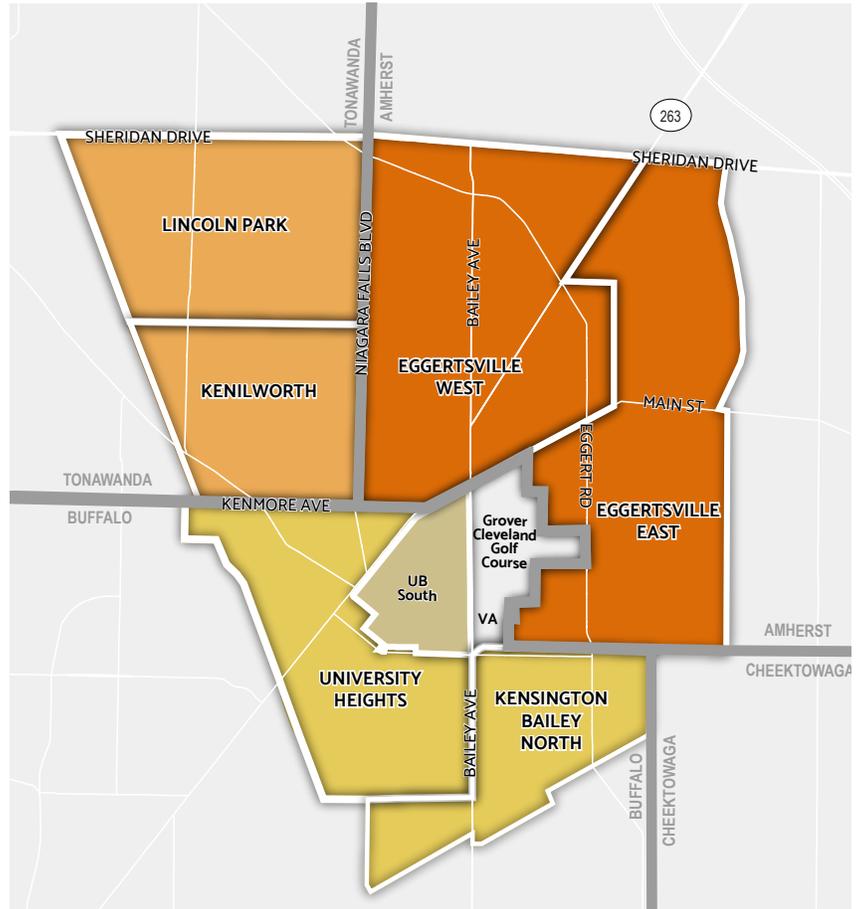
Collaboration is not a novel concept for this area. Municipal partners have worked together on various public works projects over the years, especially those that are on the border of two municipalities. The collaboration around repaving Kenmore Avenue between Buffalo and Tonawanda is one example. Planning for coordinated land use on Niagara Falls Blvd. between the towns of Tonawanda and Amherst is another.

What this report suggests is that by planning together, the opportunities can go beyond one-off projects. It can hopefully bring together a sustained effort to re-imagine the area for the betterment of all.



6 neighborhoods across 3 municipalities

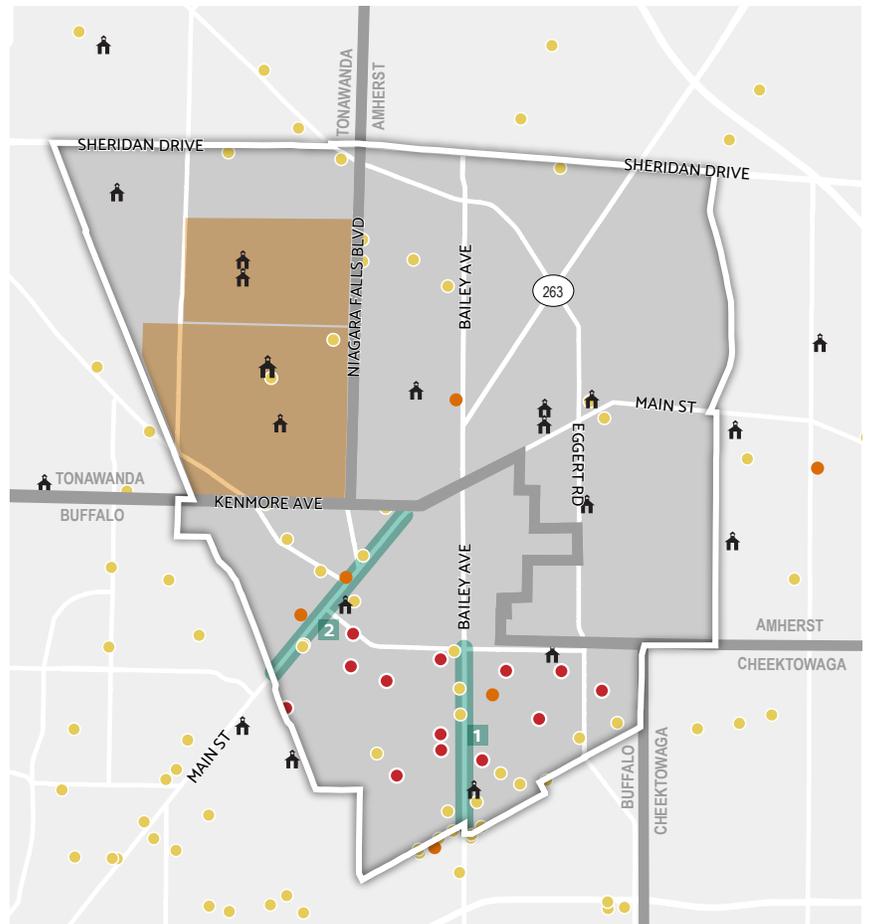
The study area encompasses six distinct neighborhoods, each with its own history and character. Within the City of Buffalo, the campus is surrounded by the northern portion of the Kensington-Bailey neighborhood to the southeast and University Heights to the west and south. Though both neighborhoods developed as street car suburbs in the first quarter of the 20th century, they differ demographically and in their housing styles. In Tonawanda, the area is home to two neighborhoods – Kenilworth and Lincoln Park. Kenilworth originally developed as a hamlet in the 1920s, while Lincoln Park was built up several decades later around the mid-point of the century. The area around South Campus in Amherst is primarily considered Eggertsville, one of the oldest areas of a town whose development emanated out from the intersection of Main and Eggert. For this study, Eggertsville was divided into two parts - East and West - due to key differences in demographic and housing characteristics that exist across Eggertsville.



- Neighborhoods in Tonawanda
- Neighborhoods in Amherst
- Neighborhoods in Buffalo

Dozens of block clubs, civic organizations, and non-profits

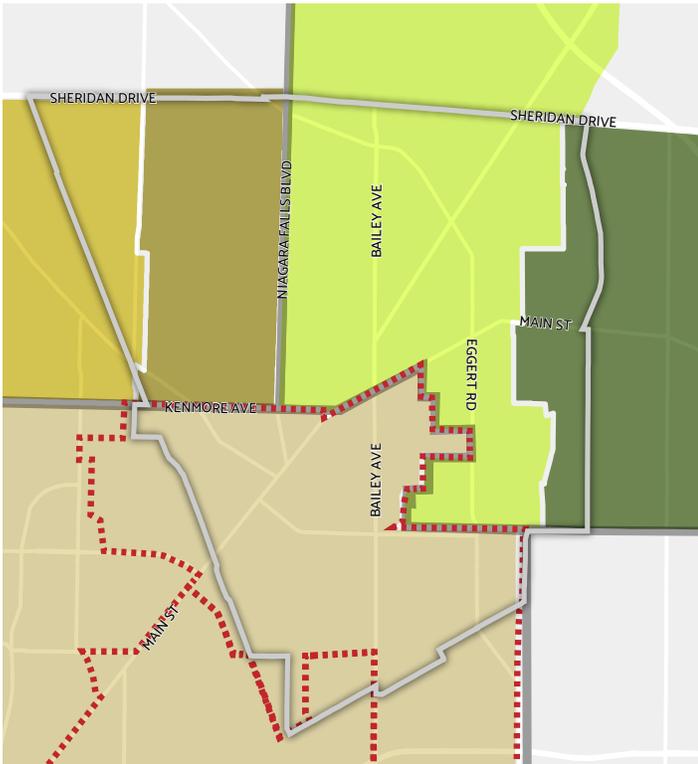
Across the landscape, various civic organizations, business associations, non-profits, neighborhood watch groups, and block clubs help support civic life and neighborhood development. This type of civic infrastructure is most prevalent in the City of Buffalo, though Eggertsville once had an active neighborhood association, and Tonawanda has two designated neighborhood watch areas and both municipalities have an active PTA associated with local elementary schools in the study area.





Governance Landscape

Local Layers of Governance



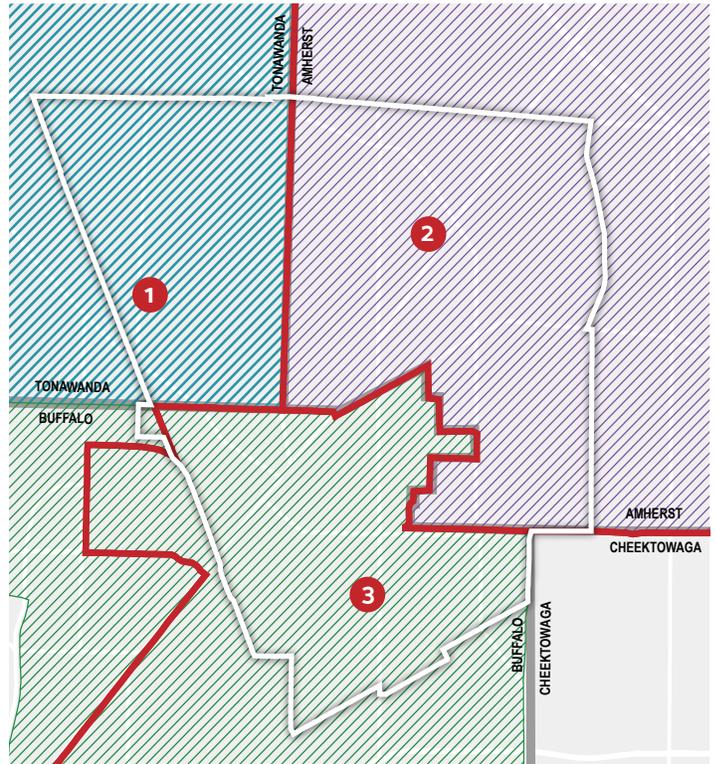
The portion of the study area within the City of Buffalo is represented on the Buffalo Common Council by the University District councilmember, a legislator elected by residents of her/his district. In Amherst and Tonawanda, where town board members are elected at-large, this level of neighborhood-based government representation does not exist. However, both of these communities are part of fire districts (Kenilworth Fire District in Tonawanda and Eggertsville Fire District in Amherst) which provide localized volunteer-based fire protection and help define the neighborhood’s culture and identity.

Fire Districts

AMHERST	TONAWANDA	BUFFALO
Eggerstville	Kenilworth	City of Buffalo
Snyder 1	Elwood	

Common Council Districts in the City of Buffalo

Three NYS Senate and Assembly Districts



This 6.4 square mile area uniquely sits at the nexus of all of Erie County’s three New York State Assembly and Senate districts.

3 Assembly Districts

- District 140 (Tonawanda)
- District 146 (Amherst)
- District 141 (Buffalo)

3 Senate Districts

- District 60 (Buffalo-Tonawanda)
- District 61 (Amherst)
- District 63 (Buffalo)

Roadway Ownership

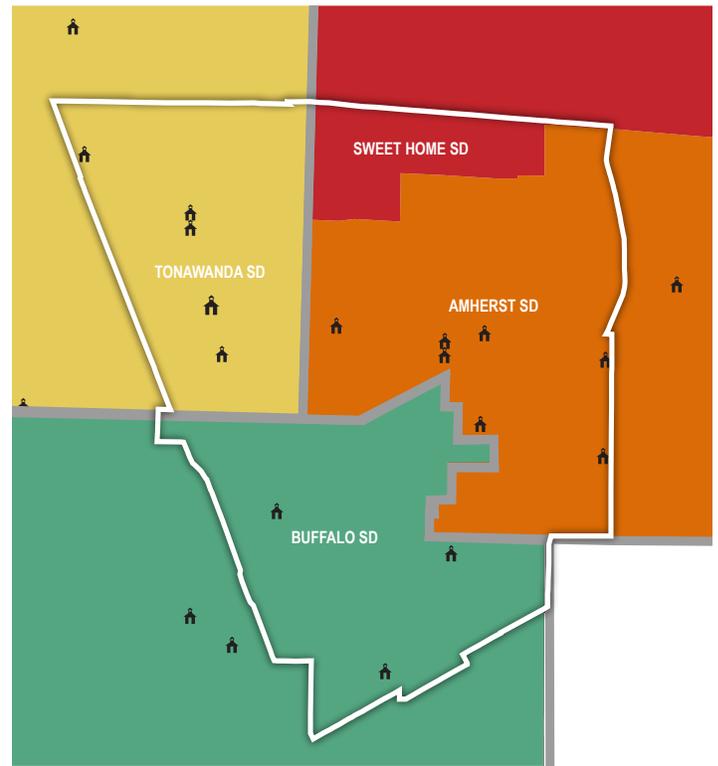


While most of the smaller residential streets in the area are owned and maintained by the local municipality in which they are located, many of the commercial corridors represent an array of ownership. Some are owned by the county, while others are state-owned. In some instances, a portion of the street will be owned by a local municipality, while another segment is owned by Erie County or New York State.

This complexity of ownership can limit the ability of local municipalities to create the types of public spaces its community members may want to see. Even with land use controls residing with local communities, the ability to influence mobility within an area is often dependent on the type of configurations on a street (i.e. speed limit, bicycle facilities, number of lanes, etc.).

- Town/City Owned
- State Owned
- County Owned
- Private Road

4 Schools Districts in 3 municipalities



School districts (SD) in the area follow municipal lines. In Buffalo and Tonawanda, the entirety of each municipality is covered by its respective school district. In Amherst, where there are multiple school districts, a majority of the area is covered by Amherst SD, though a small portion in the north end is covered by the Sweet Home SD. The majority of students in the Eggertsville area attend Amherst HS, Amherst Middle School, or Windemere Elementary. Students from the Tonawanda section would most likely attend Kenmore East HS, Kenmore Middle, or Ben Franklin Elementary. School destination for students in Buffalo is less predictive as many students take buses to schools all over the city. There is a significant community-based school initiative in the area with the Buffalo Promise Neighborhood and the Northeast Community School Zone covered by Say Yes! Buffalo and Buffalo Public Schools.

School Districts

- Sweet Home
- Amherst
- Tonawanda
- Buffalo





Assets in the Area

The area around UB’s South Campus is rich in community assets that shape the character and culture of its neighborhoods.

There are seven employers with at least 100 employees, the largest of which are at the University at Buffalo and the Buffalo Veterans Affairs Hospital within the boundaries of the study area. A smaller private college on Main Street, Daemen College in Amherst, sits just outside the boundaries.

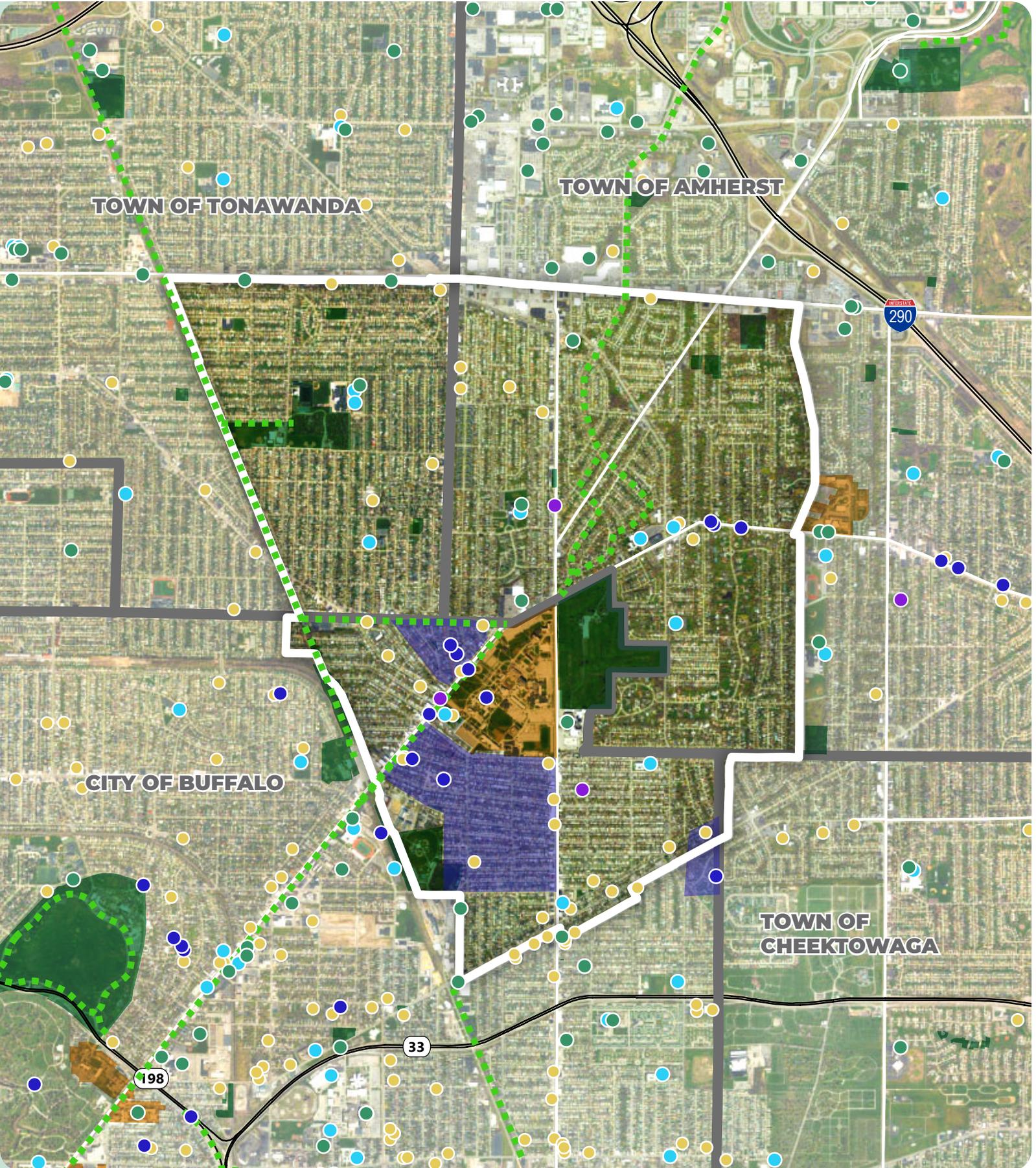
Several parks and green spaces are spread throughout the area and support various forms of recreation. The largest is Grover Cleveland Golf Course, a county-run facility adjacent to South Campus. Other larger parks include McCarthy Park in the City of Buffalo, Lincoln Park in Tonawanda, and several small pocket parks throughout Eggertsville. An intermunicipal rails-to-trails project starts at Main and LaSalle in Buffalo and runs north through the Town of Tonawanda.

Across the landscape are numerous religious institutions, schools, and community centers. These neighborhood anchors are important to civic life and bringing neighborhood residents together. In Tonawanda, Benjamin Franklin Elementary serves families from Kenilworth and Lincoln Park and has an active Parent Teacher Association (PTA). Blessed Sacrament Church is also an important neighborhood institution. In Eggertsville, which is part of the Amherst School District, Windemere Elementary is within the boundary, though the district’s remaining schools sit just outside. Additionally, several private Catholic schools are within the area. In the Buffalo portion of the study area, there are numerous local schools and religious institutions. The Kensington Bailey area is supported by Buffalo Promise Neighborhood, a neighborhood-based educational initiative led by M&T Bank. In University Heights, St. Joseph’s University School and the affiliated parish, are also notable neighborhood institutions.

Contributing to heritage and character is a diverse history that is captured in part by the various structures listed on the National Register of Historic Places, and two historic districts in Buffalo (one which is pending national designation).

What’s Around the Study Area?

- **Major Employers**
(with 100+ employees)
- **Colleges/Universities**
- **Parks and Open Spaces**
- **Religious Institutions**
- **Schools**
- **Community Centers**
- ■ ■ **Bicycle Infrastructures**
- **National Register of Historic Places Listings**
- **Historic Districts**





SHARED ASPIRATIONS AND VALUES

Planning is an iterative process that builds off on foundational work. Examining past planning work related to the study area is crucial to understanding the existing planning principles, aspirations, and values of the community. These form the foundation of future planning work and guide new planning activities such as this report.

Six major planning principles were distilled from the qualitative analysis of 42 plans related to Amherst, Buffalo, Tonawanda, University at Buffalo, and Western New York, and from seven reports completed by students at the UB School of Architecture and Planning. The analysis aimed to answer three major questions: 1) What key takeaways do these plans have for the study area? 2) What are the plan's major principles, values, and themes? and 3) Are there any urgent concerns raised in the plans that could affect the future of the study area?

After answering these three questions for each plan, common thematic threads were identified and synthesized into major takeaways related to the six overarching themes presented on the following pages.

49 Plans
reviewed



13 Plans in the City of Buffalo

7 Plans in the Town of Amherst

4 Plans in the Town of Tonawanda

14 Regional Plans

4 University at Buffalo Plans

7 Documents of Students' Work



Planning Principles



Revitalize neighborhoods, commercial corridors and nodes and encourage transit-oriented and mixed-use development

Strategic investments and policies are critical to a healthy local and regional economy and should support existing commercial nodes and corridors.

To reduce regional sprawl and to encourage small businesses to start, grow, and thrive, municipalities should support existing commercial areas through streetscape improvements, transportation connections, and zoning changes that allow for increased density, infill development of vacant spaces, and mixed-uses.

Strong small businesses are crucial to a thriving community.

Small businesses are the backbone of the study area’s commercial nodes and corridors, but in many cases, the built environment of these small businesses are increasingly outdated or vacant. Multiple plans call for measures that support small businesses in the study area through investments in public infrastructure, facade improvements, and zoning changes that allow redevelopment of higher density, mixed-use buildings.



Invest in infrastructure and create policies supporting alternative forms of transportation

New technology has the potential to increase transportation accessibility and efficiency.

Municipalities need to work together to create policies that guide the implementation of emerging technology such as micromobility, autonomous vehicles, and smart traffic management. This ensures a comprehensive approach that enables communities to plan for technology, rather than technology planning the community.

Policies should support a diverse range of transportation options for residents of all abilities, ages, and incomes.

Multimodal transportation options, including expanded public transit, bicycle infrastructure, and improved walkability are important to the health and vitality of neighborhoods and commercial areas. Planning for the automobile alone is no longer sufficient to meet the needs and wants of the community.

Complete Streets are increasingly common in both policy and practice within the study area.

Complete Streets are part of each community’s vision for the future in some capacity, as a means for improving transportation and quality of life for residents. Multiple streets in the study area currently have plans in place to undertake a Complete Streets redesign in the near future. Local municipalities emphasize Complete Street opportunities can grow if local planning can better coordinate with maintenance schedules of both NYS Department of Transportation and Erie County Department of Public Works.



Promote equity and opportunity for neighborhood residents

Neighborhoods in the study area are increasingly diverse.

In recent years, some suburban neighborhoods on the edge of the City of Buffalo experienced shifting demographics, becoming more racially diverse over time. Some plans recognize this change as both a positive force and an emerging challenge, as it has also created pockets of racially-concentrated areas of need.

Residents of different neighborhoods in the study area face unique challenges.

Several documents point out the challenges present in some of the neighborhoods in the study area, such as housing deficiencies in Lincoln Park and Eggertsville, and education and employment related needs among students and parents in the Buffalo Promise Neighborhood. Plans like the HOME Consortium’s five year draft consolidated plan recognize the need to focus investments in the areas that need it most.

Economic and environmental sustainability are driving factors in the future development of the study area.

Decisions around public policy and investments in the community should create conditions for communities to thrive for generations to come. Supporting education and job-training and creating employment opportunities that pay family-supporting wages make communities more economically sustainable. Environmental justice policy, remediation projects, and investments in clean energy and green infrastructure also contribute to sustainable and livable communities.



Engage and collaborate within the community to make vibrant and healthy neighborhoods

Partnerships between educational institutions, job training programs, and employers play a role in helping residents find family-supporting employment.

Though this sentiment is not specific to the study area, many of the plans recognize that underemployed, unemployed, and lower-income residents could benefit from workforce training programs that provide comprehensive wraparound services. Plans emphasize the importance of collaboration between employers and trainers to ensure that those who go through workforce training programs can quickly find employment with family-sustaining wages, while also filling local employers’ labor needs.

Collaboration across and on municipal borders is essential.

Kenmore Ave., Main St., and Niagara Falls Blvd. form the boundaries between the three municipalities, and are some of the study area’s most important commercial corridors and nodes. Plans acknowledge the importance of collaboration between the municipalities to ensure planning these corridors is cohesive and comprehensive.

UB and its surrounding communities need to work together.

As an anchor institution that helps drive the area’s economy, UB recognizes the need to work with municipalities to find opportunities to use school resources for research, engagement, and practical application of new ideas. In the areas around South Campus, communities wish to better collaborate with UB in creating a stronger connection between the campus and community, especially along Main St. and Bailey Ave. UB’s H.O.M.E. (Home Ownership Made Easy) program is an example program.



Preserve the character of the built environment

Residents value the existing character of their neighborhoods.

Some plans emphasize that residents want to preserve the built character of their neighborhoods. In some cases, this means working to prevent vacancies, ensuring new development is aligned with neighborhood character, and enhancing public spaces like streetscapes and parks so they consistently provide a high-level of accessibility and enjoyment to all residents.

Historic preservation helps foster a sense of place.

Plans recognize the value in strategically preserving the built environment, especially in older neighborhoods in the study area with historic architecture, that contributes to a unique sense of place. Aside from the aesthetic and cultural value, historic preservation may also increase property values, create new spaces for residential and commercial uses, and increase tax generation potential.

Housing in the study area is aging, making upkeep, safety, and affordability of homes a challenge for some residents.

Homes at the intersection of Buffalo, Tonawanda, and Amherst are relatively old. As older homes age, residents face challenges like expensive repairs and high utility costs due to inefficiency. For residents on fixed- or low-incomes, dealing with maintenance and utility bills is a challenge, sometimes leading to debt. The HOME Consortium uses its five-year consolidated plan to outline the steps municipalities can take to alleviate this burden on residents by using HUD grants to help property owners with home repairs and weatherization.



Improve quality of life through strategic placemaking

Trails play an important role in connecting study area residents to recreation, jobs, and services throughout the region.

A regionally-connected rails-to-trails shared-use pathway runs along the northwestern edge of the study area, connecting the City of Buffalo and LaSalle Station to Tonawanda and other paths like the Shoreline Trail and Empire State Trail. Plans call for the extension of the pathway further south into the City of Buffalo, connecting East Side residents to this regional trail network. Trails offer a safe and comfortable recreation space, as well as a means for alternative transportation to jobs and services.

Neighborhoods can be improved through strategic placemaking efforts.

Placemaking strategies include adding/ improving green space, enhanced streetscapes, commercial building facade updates, landscaping, green infrastructure, infill development, historic preservation, and public art. Placemaking benefits neighborhoods by improving the quality of life for residents, encouraging new residents to live there, increasing property values, slowing or stopping vacancy, and encouraging new and stronger local commercial activity.



PEOPLE, PLACES AND ECONOMY

Existing Conditions

A look at the existing conditions of a place can help describe its needs and opportunities and set the stage for future planning and investments. This section presents data analysis of the people, places, and economy of the diverse 6.4-square-mile area surrounding UB's South Campus. It describes existing conditions related to demographics, economic activity, the character and market for housing, and how transportation systems support mobility of residents, students, and visitors.

Analysis has been conducted for the defined study area of this report, and in some instances, findings have been presented for each of the six neighborhoods within this area. This helps shed light on how trends vary across the geography, while also offering local decision-makers with data for the communities within their municipal boundaries.

**Residential
Characteristics**

pg. 18

Economic
Overview

pg. 20

Neighborhoods
and Housing
Overview

pg. 24

Transportation
and Mobility

pg. 30



Residential Characteristics



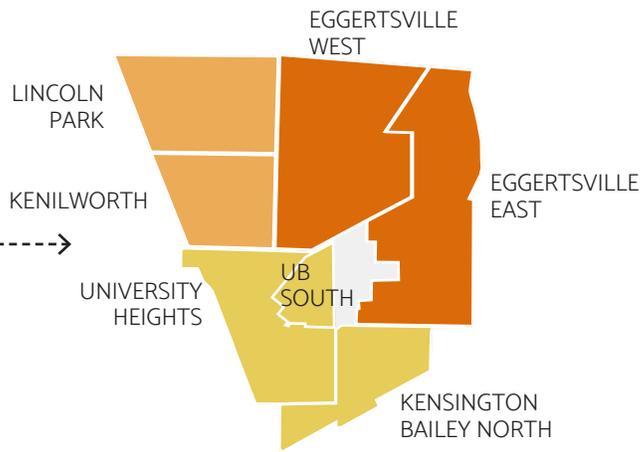
UB's South Campus is surrounded by a relatively dense and diverse area of residential neighborhoods. Similar to Erie County as a whole, it saw population decline for several decades, only to stabilize in the past decade. Yet, in contrast to the county overall, this area is younger, more racially diverse, and includes a higher concentration of college-educated residents.

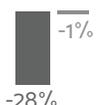
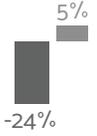
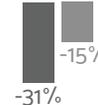
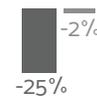
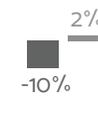
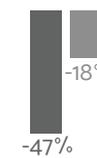
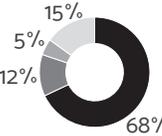
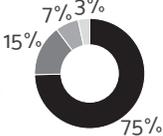
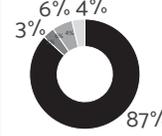
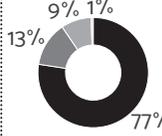
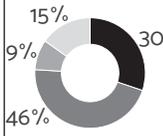
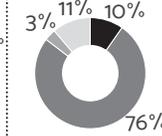
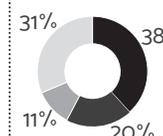
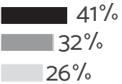
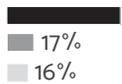
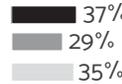
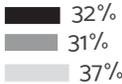
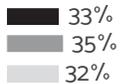
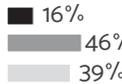
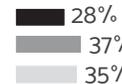
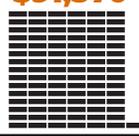
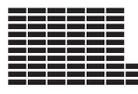
The two neighborhoods in the City of Buffalo portion of the study area are the most diverse in terms of age and race. Kensington-Bailey North, a predominantly Black neighborhood, is the most dense and has levels of educational attainment lower than other parts of the study area. University Heights has the youngest population and the greatest need in terms of income, in part due to the high presence of college students renting in the area. Also residing in Buffalo are about 1,000 students who live on UB's South Campus and contribute to the area's diversity.

Although less diverse than the neighborhoods in the City of Buffalo, the Eggertsville West neighborhood in the Town of Amherst is much more diverse than the area described as Eggertsville East. Of all of the neighborhoods in the study area, the eastern portion of Eggertsville has the highest median age, the highest rate of educational attainment, and the highest median household income. It also had the most population growth since 2000 of any of the neighborhoods.

The neighborhoods in Tonawanda - Kenilworth and Lincoln Park - are the least diverse in terms of race and ethnicity. Though they are similar in density and income levels, Lincoln Park has twice as high of a poverty rate as Kenilworth, lower educational attainment, and greater racial/ethnic diversity. Kenilworth is notable for its high rate of population loss which continued over the past two decades.

	Erie County	Study Area
Total Population	919,866	45,015
Population Density (people/acre)	1.4	11.1
% Population Change		
Race Composition		
Foreign Born	7.1%	12.3%
Median Age	40.4	34.3
Educational Attainment for Residents 25 and Older		
Poverty Rate	14.5%	17.8%
Median Household Income	\$75,121	\$55,828



Amherst		Tonawanda		Buffalo		
						
EGGERTSVILLE WEST	EGGERTSVILLE EAST	KENILWORTH	LINCOLN PARK	UNIVERSITY HEIGHTS	KENSINGTON-BAILEY NORTH	UB SOUTH CAMPUS
9,707	5,839	4,621	6,004	9,458	8,320	1,066
10.2	6.7	10.6	10.7	16.6	22.0	5.7
						
						
19.4%	9.3%	12.4%	4.2%	16.5%	8.4%	22.7%
37.9	42.3	41.1	37.4	29.6	30.9	19.1
						
18.5%	5.3%	5%	10.7%	32.1%	22%	23.1%
\$56,603 	\$91,370 	\$61,151 	\$63,255 	\$41,811 	\$43,247 	N/A

Sources: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates; U.S. Census, 1970; U.S. Census 2000; U.S. Census, 2010.



Economic Overview

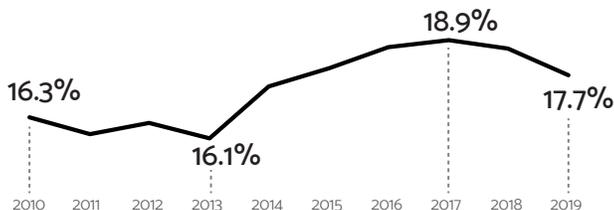
Past planning work in the study area emphasizes the importance of commercial corridors and nodes for building a strong economy and thriving neighborhoods. Understanding current economic conditions informs decisions about new economic projects and policies.

Employers are concentrated along nine commercial corridors and nodes, although a few scattered businesses fall outside these areas. More than 10,000 people are employed here, and the majority (53 percent) live in Buffalo, Amherst, and Tonawanda. However, only about 5 percent of study area residents in the workforce also work here.

Most workers in the study area (57 percent) are employed in three major industries: healthcare and social assistance; professional scientific and technical services; and retail trade. Many occupations in these industries may be lower paying, resulting in more than a third of workers earning less than \$15,000 per year, and more than two thirds earning less than \$40,000.

Existing plans express concern over commercial vacancy in the study area. Between 2013 and 2017, vacancy jumped nearly three percentage points, but declined slightly since then.

COMMERCIAL VACANCY OVER TIME



Source: HUD Aggregated USPS Administrative Data on Address Vacancies, 2010 to 2019.

PEOPLE WORKING IN THE STUDY AREA



Total Jobs 10,128

Residents in the Labor Force 19,264

95% of residents work outside the area

5% of residents work in the area

Where do workers live? (Top 4 locations)

	% workers	# workers
City of Buffalo	25%	2,516
Town of Amherst	18%	1,786
Town of Tonawanda	11%	1,091
Town of Cheektowaga	8%	780

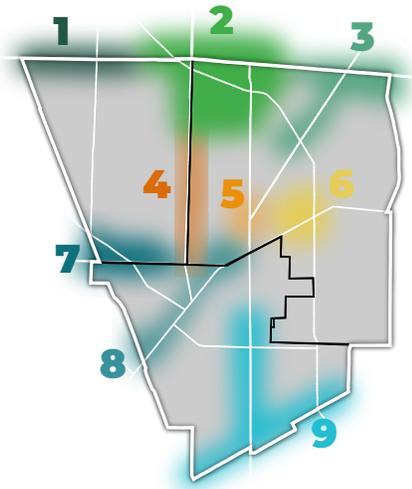
How much do workers earn monthly?



What are the top three industries in which workers are employed?



Source: US Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Data, 2017.



9 COMMERCIAL AREAS

Commercial areas represent a full spectrum of building and streetscape typologies created in different time periods, presenting unique experiences, challenges, and opportunities for residents, workers, businesses, and visitors. Commercial areas in Buffalo are generally more urban, have limited set-backs, and streets are relatively narrow. Commercial areas in Tonawanda and Amherst reflect a shift toward prioritizing automobile access, while still maintaining a small footprint in a residential neighborhood. Commercial buildings along Sheridan Drive, however, were built out at a time during which automobiles became the primary form of transportation, reflected in the area's wide roads, large parking lots, deep set backs, and larger building footprints.



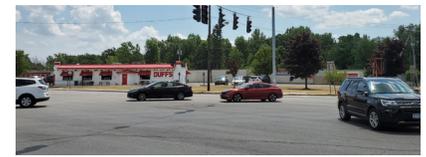
1 SHERIDAN-PARKER

This area is bounded by Gettysburgh Ave to the west and Parkhurst Blvd to the east. This stretch of Sheridan Dr. is characterized by a wide, auto-oriented road, and a mixture of smaller local and chain stores and services with large set-backs that serve as parking lots.



2 EGGERT-SHERIDAN

Geographically the largest node, this area is roughly bounded by Sheridan Dr. (Parkhurst to Sweet Home), Longmeadow Rd., Bailey Ave., and Niagara Falls Blvd. Commercial parcels are a mixture of small, standalone businesses and larger plazas and stores.



3 SHERIDAN-MILLERSPORT-LONGMEADOW

Defined as Sheridan Dr. (Sweethome to Getzville) and Millersport/Grover Cleveland Hwy. (Sheridan to just past Longmeadow), this area is smaller and characterized mostly by smaller plazas nestled into residential neighborhoods.



4 NIAGARA FALLS BLVD-CAMBRIDGE

Stretching from Longmeadow Rd. to Kenmore Ave., this area has a handful of small businesses among single family homes and a large apartment complex. Along this corridor, commercial buildings are only present on the Tonawanda (west) side of the road.



5 BAILEY-GROVER-CLEVELAND

This small node includes commercial buildings along Bailey Ave. between Stevenson and Brant. Located along a crucial route between UB's North and South Campuses, this node is home to several small businesses both plazas and standalone buildings.



6 MAIN-EGGERT

Located entirely in the Town of Amherst, this node contains a variety of small commercial spaces in standalone buildings and plazas with parking lot set backs, in addition to a large office building, a school, and multiple religious institutions.



7 KENMORE-ENGLEWOOD

Englewood Ave. (Parker to Kenmore), is mostly residential, with few commercial parcels. On Kenmore Ave. plazas, small buildings, and a larger store define the node, some built to the curb and others set back with parking in front.



8 MAIN-WINSPEAR

Main St. (LaSalle to Bailey) sits primarily within Buffalo, but includes Amherst northeast of Kenmore. The area is urban and includes mixed-use buildings built to the curb, in addition to a few, newer auto-oriented structures.



9 KENSINGTON-BAILEY

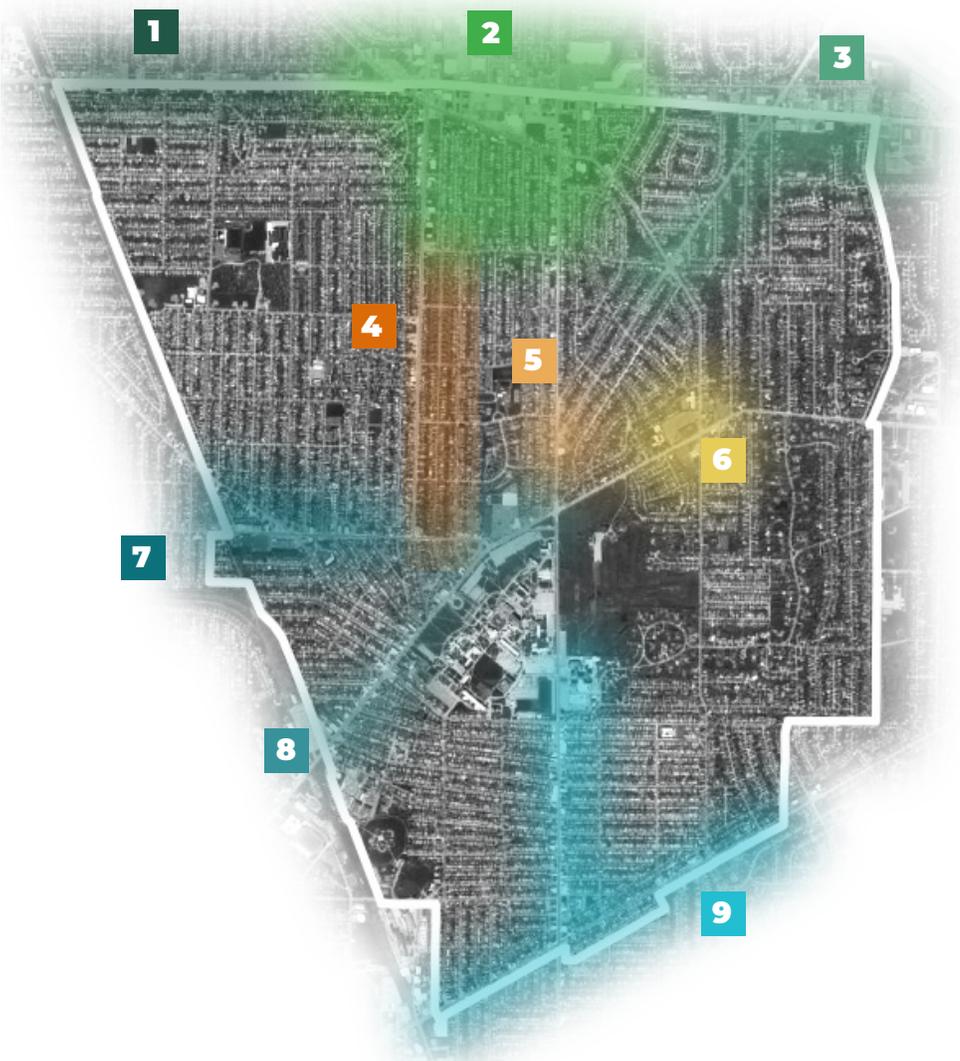
This node is comprised of two corridors: Kensington Ave. (William Gaiter to Huntley) and Bailey Ave. (Sherman to Davidson). Buildings are smaller, built to the curb, and include a wide variety of storefronts and services.



Economic Overview

Nine Commercial Areas

Commercial areas in the study area fall along major transportation routes and nodes, where tens of thousands of people pass through every day. Over 750 businesses employ about 9,000 people across these nine commercial areas, predominantly in health care/social assistance, retail, and accommodation and food services. Because the built environment, like street design, building density, and pedestrian and bicycle infrastructure vary greatly between these areas, walkability ranges from areas of very poor walkability like the intersection of Sheridan Drive and Millersport to areas where walking is generally easy and comfortable, like along Main Street in the City of Buffalo. The average commercial value per square acre tells a story about the revenue potential for municipalities, the relatively dense and walkable Main Street corridor has a much higher assessed value than the auto-oriented and less dense Sheridan Drive corridor.



Commercial Corridors and Nodes

- 1** SHERIDAN-PARKER
- 2** SHERIDAN-EGGERT
- 3** SHERIDAN-MILLERSPORT-LONGMEADOW
- 4** NIAGARA FALLS BLVD-CAMBRIDGE
- 5** BAILEY-GROVER-CLEVELAND
- 6** MAIN-EGGERT
- 7** KENMORE-ENGLEWOOD
- 8** MAIN-WINSPEAR
- 9** KENSINGTON-BAILEY

Top 3 industries by % of employment	Walkscore	Avg. Daily Traffic Counts	# of workers	# of businesses	Avg. Commercial Value per Acre
Health Care & Social Assistance 23% Professional, Scientific & Technical Svcs. 22% Accomodation & Food Svcs. 21%	59	14,644	2,258	70	\$435,168
Retail Trade 31% Health Care & Social Assistance 17% Accomodation & Food Svcs. 16%	75	18,115	1,384	233	\$770,414
Retail Trade 29% Health Care & Social Assistance 23% Accomodation & Food Svcs. 16%	58	12,540	321	97	\$819,493
Accomodation & Food Svcs. 64% Other Svcs. (excl. Public Admin.) 24% Retail Trade 9%	68	11,074	58	13	\$365,225
Accomodation & Food Svcs. 44% Professional, Scientific & Technical Svcs. 15% Retail Trade 12%	70	12,430	71	15	\$974,817
Health Care & Social Assistance 30% Educational Svcs. 29% Other Svcs. (excl. Public Admin.) 12%	58	20,783	326	32	\$147,996
Admin/Support & Waste Mgmt./Remediation Svcs. 17% Construction 17% Retail Trade 17%	63	20,762	373	50	\$472,337
Retail Trade 33% Accomodation & Food Svcs. 29% Educational Svcs. 10%	81	20,635	1,320	117	\$960,878
Retail Trade 72% Other Svcs. (excl. Public Admin.) 11% Health Care & Social Assistance 4%	72	25,812	2,555	126	\$466,628

Source: ReferenceUSA, U.S. Business Data, 2020; WalkScore.com; Greater Buffalo Niagara Regional Transportation Council, Annual Average Daily Traffic Data, 2015-2017; Erie County Parcel Data, 2018.



Neighborhoods and Housing

Overview

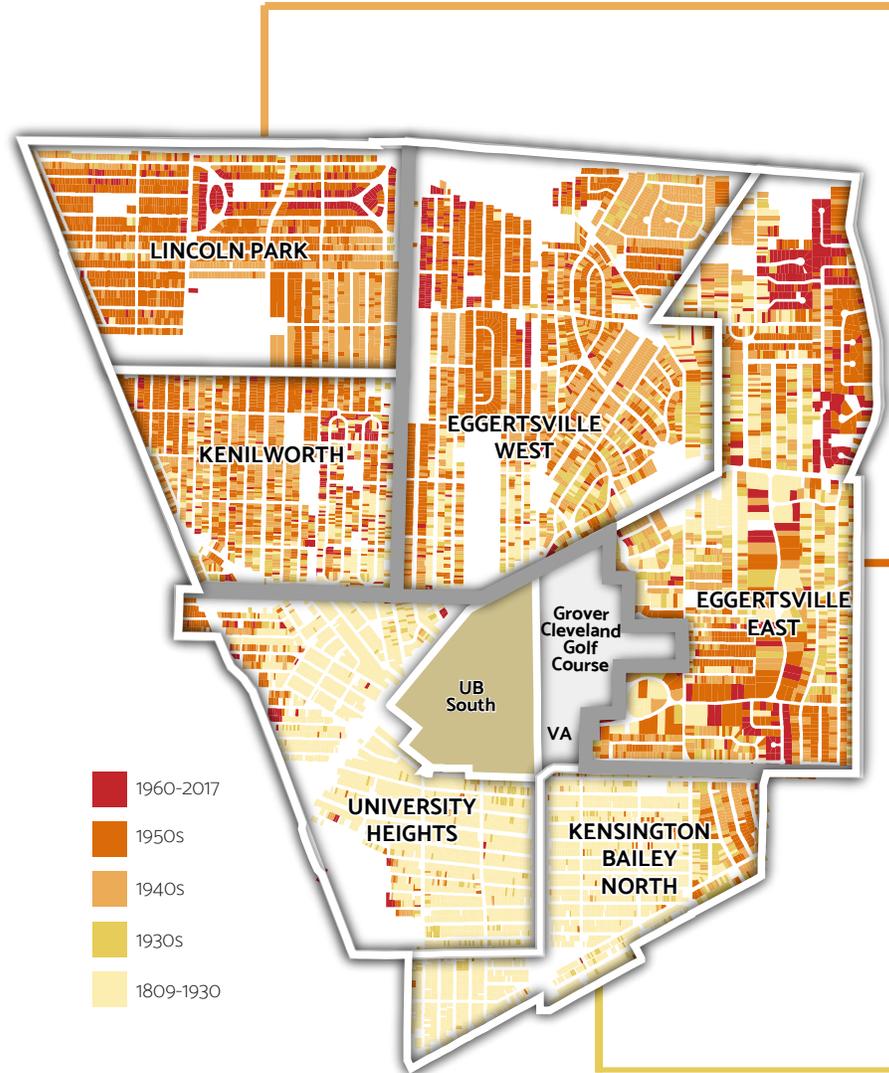
Over 80 percent of the study area was developed prior to 1960, and very little housing was built in the study area since 2000. Existing plans express concern about the age of housing in the study area, as aging housing can mean higher maintenance and utility costs for residents, and homes that are not kept up may hinder ongoing historic preservation efforts in the area.

At approximately \$120,000, the median home value in the study area is relatively low. In comparison, the median home value in Erie County is \$146,500. Of the six neighborhoods, Kensington-Bailey North has the lowest median home value, whereas Eggertsville East has the highest.

The study area has a lower vacancy rate than the county. Of the six neighborhoods, University Heights and Kenilworth have the highest percentages of vacant housing units, whereas Lincoln Park and Eggertsville East have the lowest.

Existing plans recommend the utilization of placemaking strategies, such as enhancing streetscapes, adding and improving green space, and updating facades of commercial buildings to both increase property values and decrease vacancy in the study area.

AGE OF HOUSING



Source: Erie County Residential Parcel Data, 2018.



Tonawanda



LINCOLN PARK

Lincoln Park was developed almost entirely in the 1940s and 1950s. The vast majority of houses in Lincoln Park are one- to two-story detached single-family homes, built in the popular architectural styles of that era.

Median Year Built Median Home Value % Vacant Housing Units

1951 **\$124,568** **2.6%**



KENILWORTH

The Kenilworth neighborhood began to develop in the early 20th century, but most of the houses were built in the 1940s and 1950s. As a result, most of the houses in Kenilworth are one- to two-story detached single-family homes, built in a variety of architectural styles.

1950 **\$110,229** **12.1%**

Amherst



EGGERTSVILLE WEST

Though it derives its name from a 19th-century hamlet, Eggertsville West was mostly developed in the post-war period. Most of the houses in Eggertsville West are single-family homes, but there are also a number of two-family homes and multi-family housing developments.

1950 **\$125,611** **6.1%**



EGGERTSVILLE EAST

Like Eggertsville West, Eggertsville East was mostly developed in the post-war period. Some of the housing in this neighborhood resembles sprawling estates, set back from curvilinear roads, while others are more modest single-family homes.

1948 **\$192,787** **2.6%**

Buffalo



UNIVERSITY HEIGHTS

The first houses in University Heights were built in the 1910s, shortly after the University at Buffalo acquired the land for its South Campus. University Heights features a variety of architectural styles, including bungalows and “double houses.”

1925 **\$86,533** **14.6%**



KENSINGTON-BAILEY NORTH

Kensington-Bailey North, known as one of Buffalo’s “streetcar suburbs,” was mostly developed in the years following World War I. Bungalows, one of the most popular housing styles of that time period, are predominant in this neighborhood.

1925 **\$62,607** **10.6%**

Source: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates.



STUDY AREA

1944 **\$120,378** **8.7%**



Neighborhoods and Housing

Housing Market

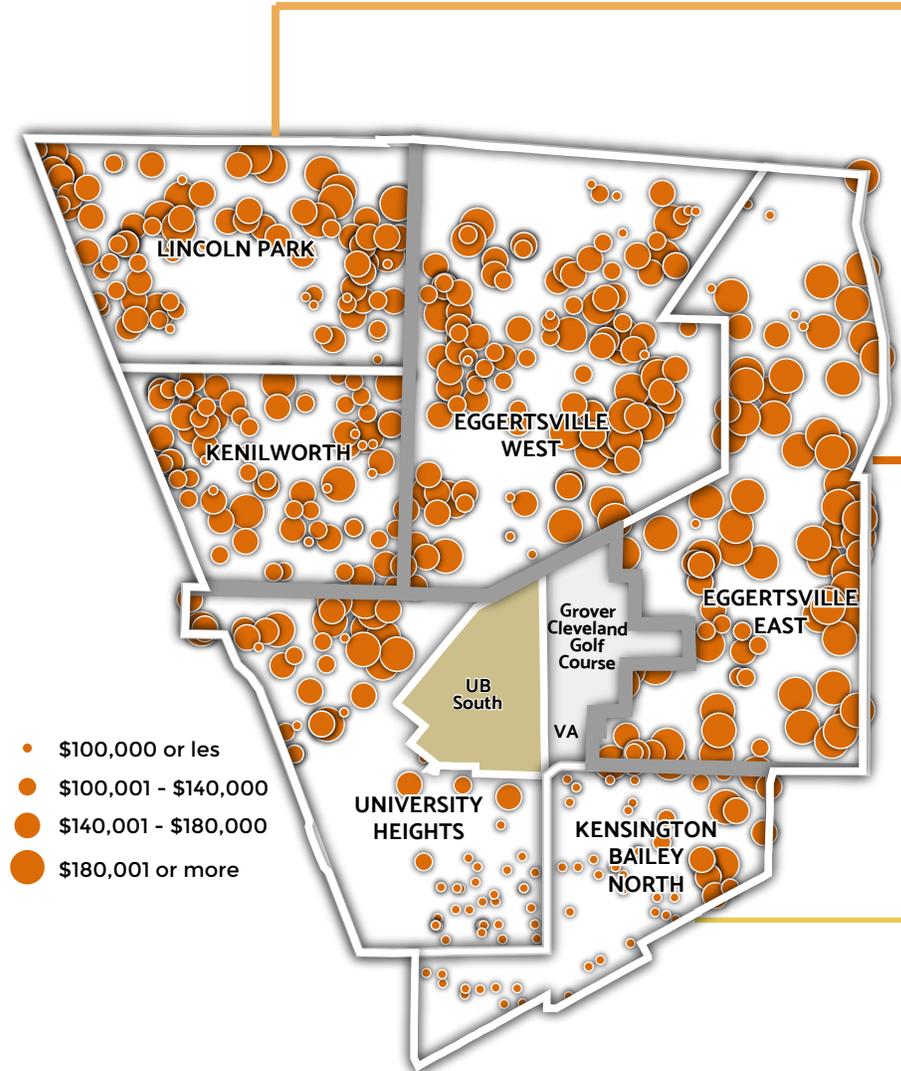
Although the median home value in the study area is relatively low in comparison to the county, it has increased in recent years. Between 2012 and 2018, the median home value increased by 19 percent in the study area. It increased the most in Lincoln Park and Eggertsville West, although Eggertsville East still has the highest average sales value. Eggertsville West also has the highest average annual number of home sales of the six neighborhoods in the study area.

A significant percentage of homes are being bought by those who live outside of the study area. Nearly a fifth of homes in the study area are owned by someone who lives outside of the study area. Absentee homeownership is most prevalent in the University Heights and Kensington-Bailey North neighborhoods.

Rents are also increasing in the study area. Between 2012 and 2018, median gross rent increased by 12 percent in the study area. Rents increased the most in Eggertsville East, followed closely by Eggertsville West.

Increases in rents and home values are a concern as they can push long-time residents out of their neighborhoods, especially if buyers from outside the study area have a greater ability to pay than existing residents.

HOME SALES



Source: RedFin Data Center, 2019

	HOME SALES, 2017-2020		% CHANGE, 2012-2018		% Homes owned by owner outside the neighborhood	
	Avg. Annual # of Sales	Avg. Sales Value	Median Home Value	Rental Housing Costs		
Tonawanda	LINCOLN PARK 	92	\$141,822 	+24%	+5%	8%
	KENILWORTH 	75	\$133,139 	+9%	+8%	10%
Amherst	EGGERTSVILLE WEST 	160	\$148,028 	+21%	+18%	12%
	EGGERTSVILLE EAST 	98	\$278,967 	+10%	+34%	8%
Buffalo	UNIVERSITY HEIGHTS 	90	\$117,337 	+17%	+10%	64%
	KENSINGTON-BAILEY NORTH 	76	\$74,556 	+16%	+16%	36%
STUDY AREA 		591	\$152,793 	+19%	+12%	17%

Sources: RedFin Data Center, May 2017-May 2020; U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates; Erie County Parcel Data, 2018.



Neighborhoods and Housing

Households

The majority of households in the study area are family households, and a slightly greater percentage are owner households. Lincoln Park, Eggertsville East, and Kensington-Bailey North have the highest percentage of family households, while Eggertsville East, Kenilworth, and Lincoln Park have the highest homeownership rates. University Heights and Kensington-Bailey North are the only neighborhoods in which the majority of households are renter households, whereas University Heights is the only neighborhood in which the majority of households are non-family households.

Renters in the study area are more likely to be burdened by housing costs than homeowners. More than half of renter households in the study area spend 30 percent or more of their household income on housing, compared to just one fifth of owner households.

Residents in renter households are also more likely to be under the age of 35 years old or identify as people of color than residents in owner households. Only one in ten householders in owner households are under the age of 35 years old, compared to two in five householders in renter households. Similarly, only one in three householders in owner households identify as people of color, compared to two in three householders in renter households.

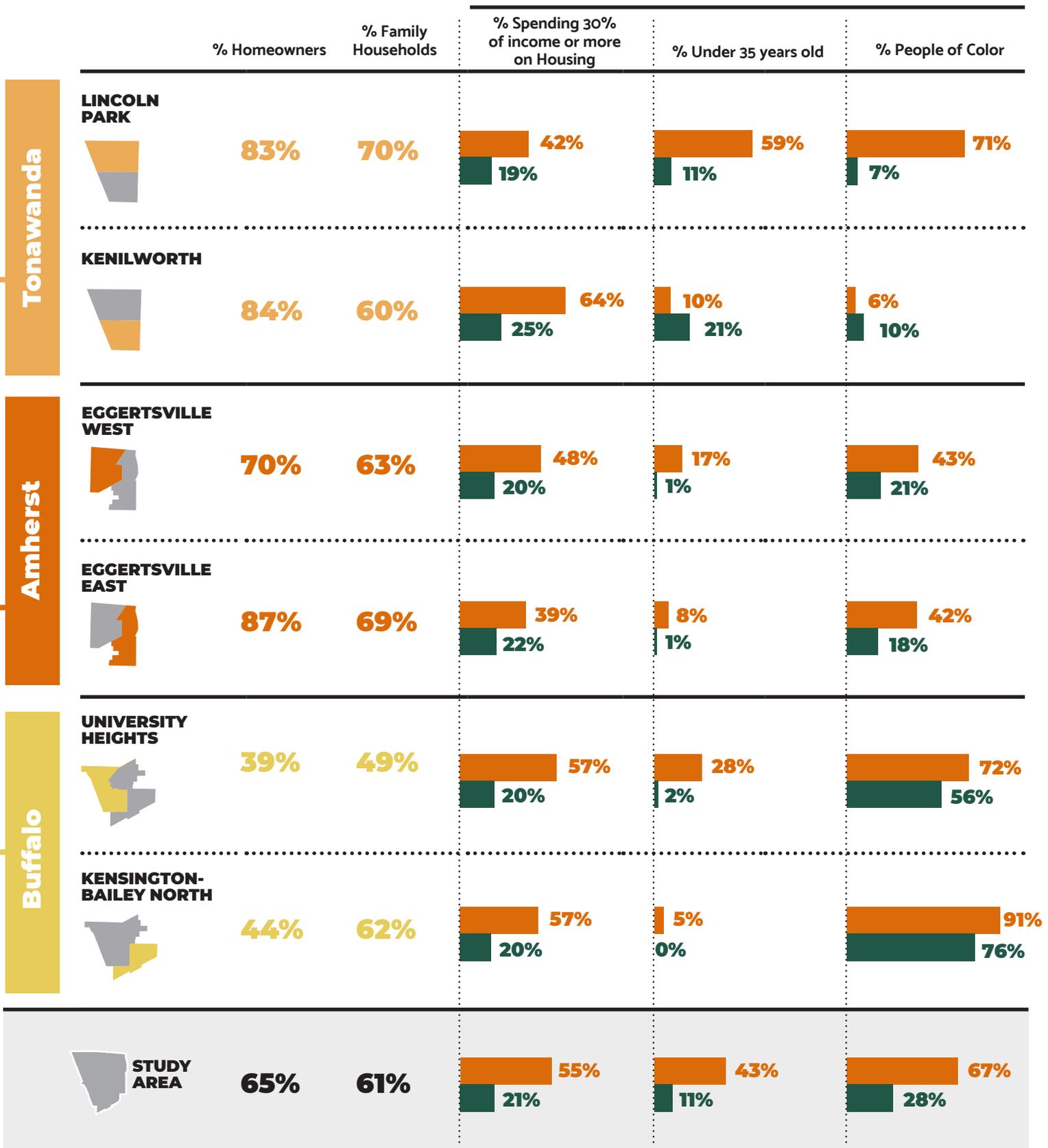
These statistics suggest opportunities to make homeownership more accessible to people of color and younger people, as well as ensuring household income keeps pace with rental housing costs.

DENSITY OF HOUSEHOLDS BY TENURE
(RENTERS VS. HOMEOWNERS)



Source: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates.

RENTERS OWNERS



Source: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates.



Transportation and Mobility

The area has a robust multi-modal transportation network that serves as a regional asset. Most residents in the study area use a car to get around. But with a major public transportation hub, and many households without a vehicle, alternative ways to get around are more abundant, and more commonly used in the area than elsewhere in the county. Along with transit, there are bike amenities, along with other mobility options like ridesharing services and a number of public and private transportation service providers.

ROAD NETWORK

Most area residents drive to get around—each household travels 28 vehicle miles a day, on average. Over 135 miles of roadways cross the study area, most of which (86 percent) are maintained by municipalities. The area has quick highway access to I-290 and Route 33 and heavy traffic, especially on major roads like Sheridan Drive which sees over 29,000 vehicles a day. Most major roads in the area are in a state of good repair, while pavement work is underway on segments of Main Street and Bailey Avenue.

- Highways and Expressways**
- Major Roads**

TRANSIT NETWORK

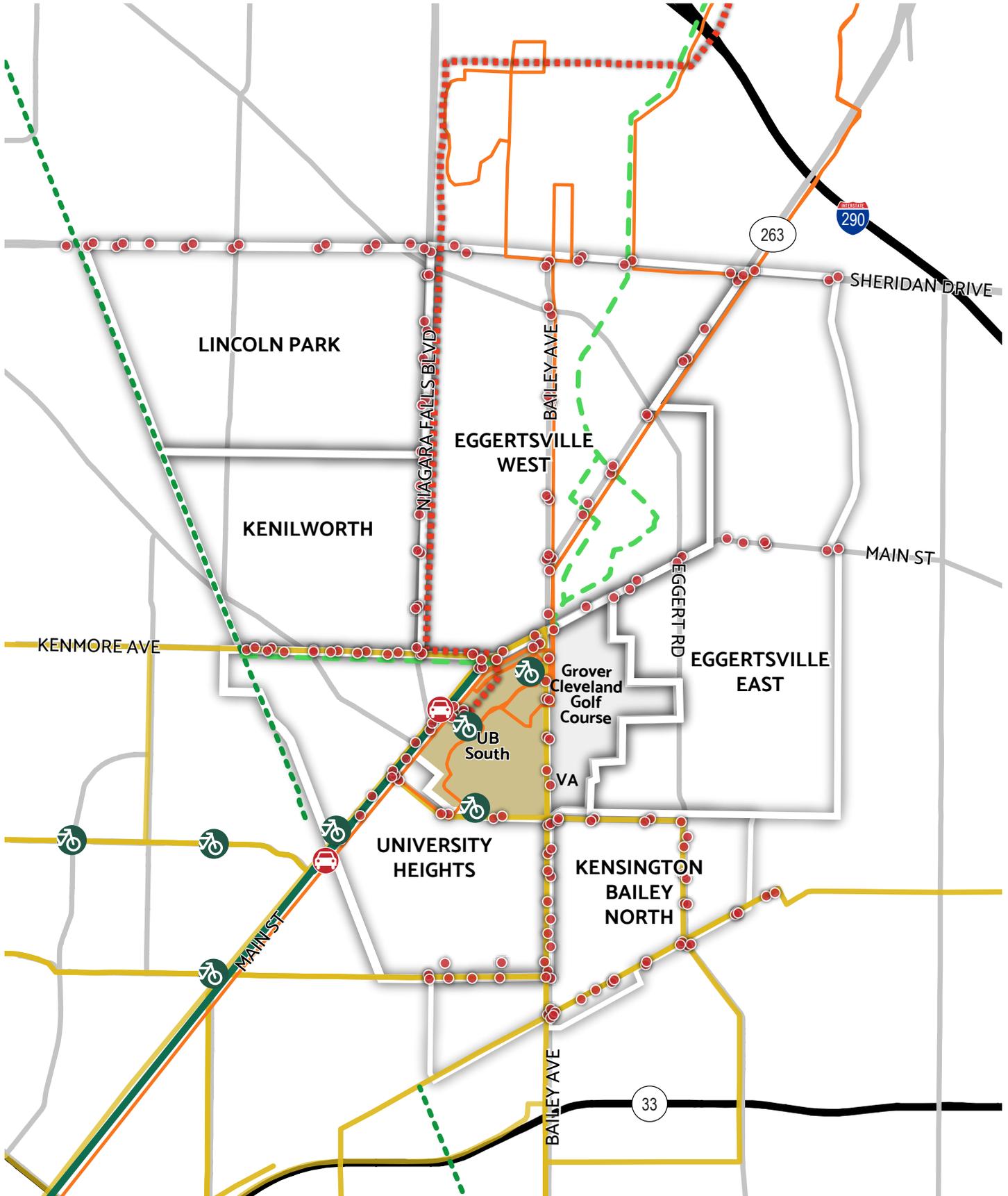
UB South is a regional transit hub with nearly 5,000 riders a day, on average. UB Shuttles currently move students between campuses. A planned transit extension from South to North Campus can enhance transit access for all area households. A 2018 transit-oriented development plan proposed redevelopment and increased density near existing and proposed NFTA Metro Stations.

- Proposed NFTA Transit Extension**
- High Frequency Routes**
- UB Bus Shuttle Routes**
- NFTA Bus Stops**
- NFTA Park & Ride Stops**

BIKE NETWORK

Nearly 9 miles of bike routes and trails cross the area, including the North Buffalo-Tonawanda Rail Trail. Several ReddyBike stops on South Campus and near the neighborhood provide shared access to bicycles. Bike Master Plans for Buffalo and the Buffalo Niagara Region both call for improved bike facilities in the area. Bike lanes are currently being added on Parkridge Avenue in Buffalo.

- Off-Road Bicycle Facilities**
- On-Road Dedicated Bicycle Facilities**
- On-Road Shared-Lane Markings**
- Reddy Bike**



Sources: NFTA, 2016-2019; GBNRTC, 2017; ReddyBike, 2020; NYS DOT, 2017. High Frequency Routes are those where the average wait between stops is less than 15 minutes. See Data Sources & Notes.



Transportation and Mobility

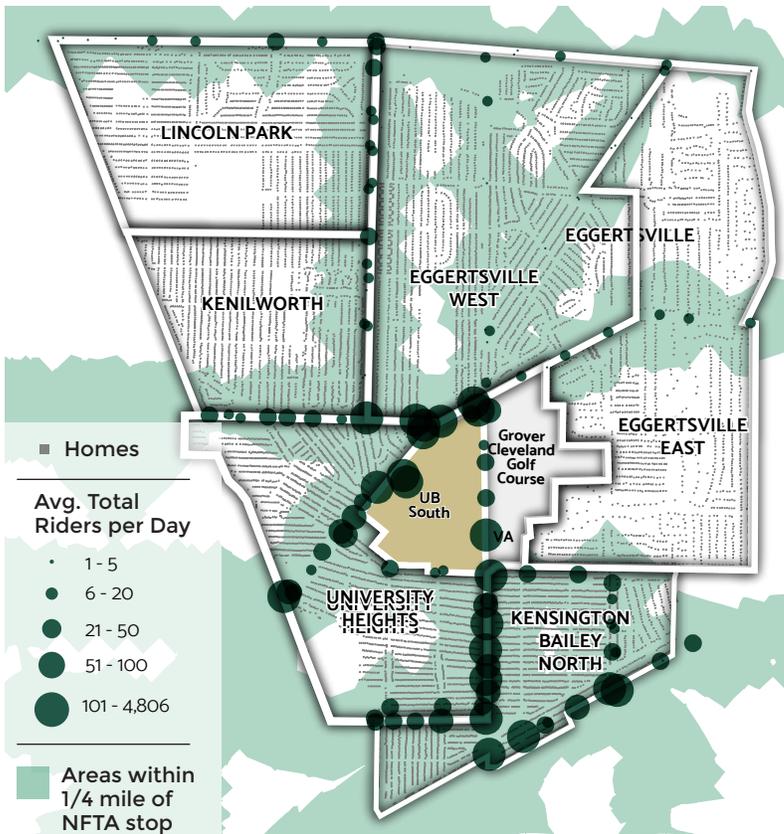
Getting Around in the Study Area

Transportation options determine how residents get to work, access services like food and healthcare, and participate in civic and social life. Suburban neighborhoods tend to have more vehicles, but poor access to transit, while Buffalo households have fewer cars but walk, bike, and ride public transit more often. Differences in street design, urban form, and demographic factors such as income all affect the types of transportation options residents use.

GETTING TO WORK

Overall, only a little more than one in ten workers in the study area tend to walk, bike, or take public transit. Workers who live in Buffalo neighborhoods are far more likely to use alternative modes of transportation compared to those living in Tonawanda and Amherst.

TRANSPORTATION AND RIDERSHIP



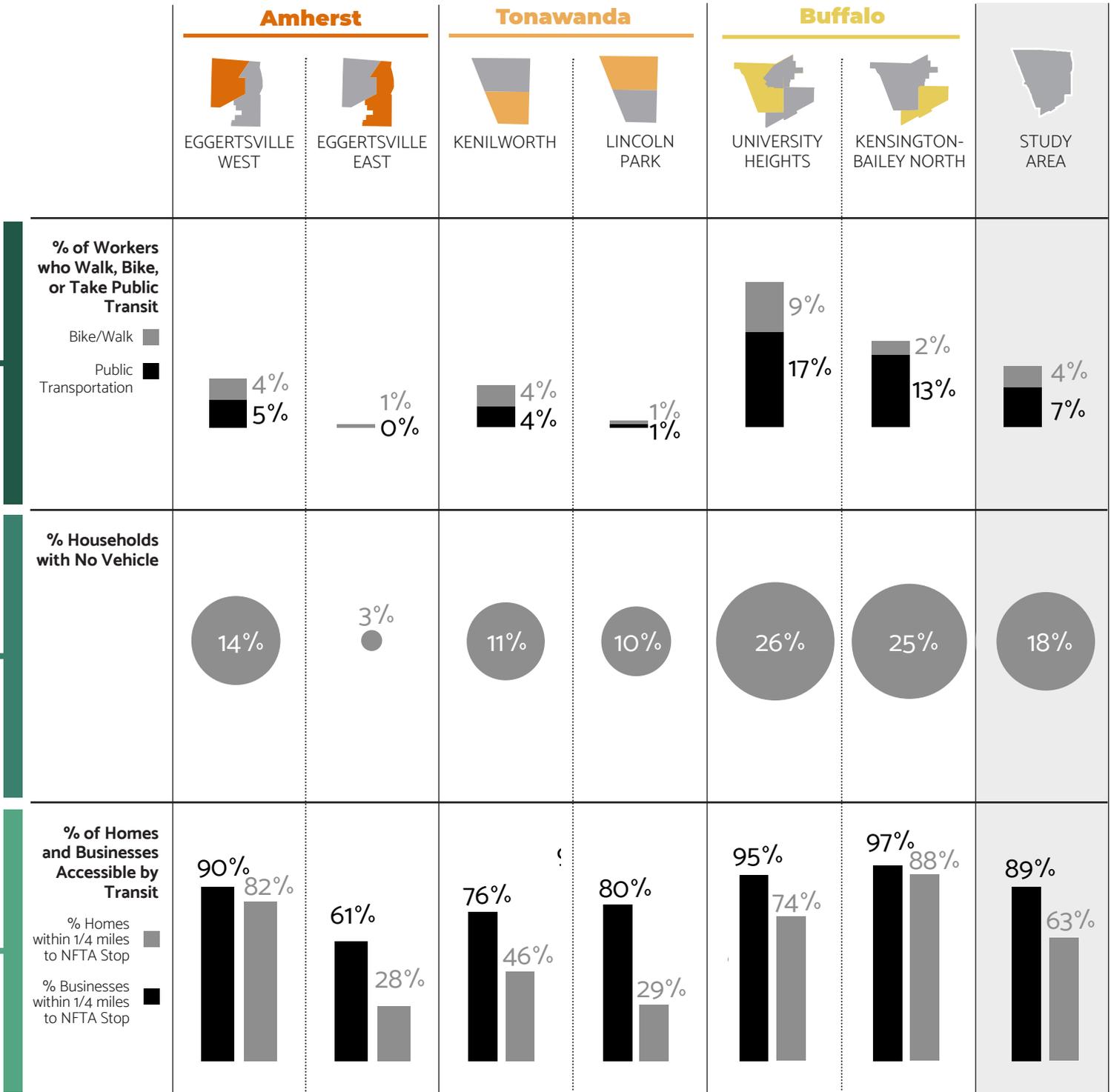
ACCESS TO VEHICLE

About one in ten households in the suburban neighborhoods do not own a vehicle, roughly on par with the rate for their respective municipalities. Households in Buffalo's study area neighborhoods are much more likely to not have a car as their counterparts in Amherst and Tonawanda.

ACCESS TO PUBLIC TRANSPORTATION

Across the study area and especially in the City of Buffalo, most businesses are located within a quarter mile of a NFTA stop, likely because businesses tend to concentrate along major transportation routes. A smaller percentage of homes are within walking distance to public transit, especially in Tonawanda. Daily ridership in the study area is concentrated primarily along the urban commercial corridors of Kenmore, Main, Bailey, and Kensington.

Sources: NFTA Ridership Data, 2019; Erie County Parcel Data, 2018; UBRI analysis of NFTA Stop data, 2017. See Data Sources and Notes.



Source: U.S. Census, American Community Survey, 2014-2018 Five-Year Estimates; UBRI analysis of ReferenceUSA, U.S. Business Data, 2020 and Erie County Parcel Data, 2018. See Data Sources and Notes.

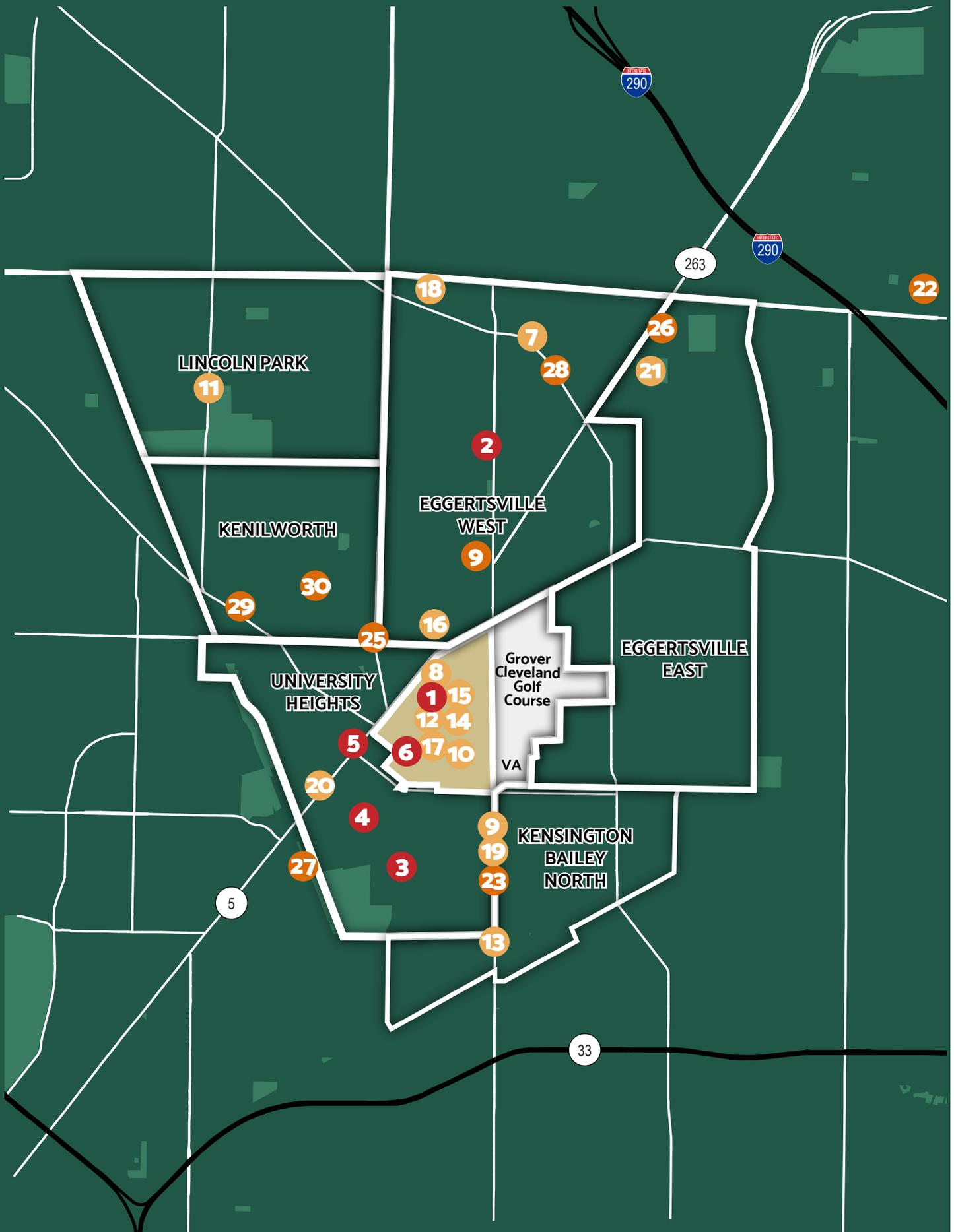


PROJECTS & ASPIRATIONS

Representatives from the Town of Amherst, City of Buffalo, Town of Tonawanda, and University at Buffalo contributed to a broad list of recent, ongoing, and proposed projects in their respective jurisdictions. The list, which includes both private and public projects, provides a geographic sense of where investments are currently focused. The spectrum of projects is broad, encompassing everything from new mixed-use or residential developments, to green infrastructure, streetscape redesigns, and park improvements.

These same stakeholders were also tasked with looking to the future to identify aspirational projects that could act as catalysts for reimagining the community. Aspirations are projects that stakeholders and leaders see aligning with their community's planning principles and values, and have transformational potential, even if their feasibility is limited by financial, policy, or logistic constraints.

- **6 Recent Projects**
- **15 Projects in Progress**
- **9 Proposed Projects**



Recent Investments and Projects

Understanding recent, ongoing, and proposed projects helps inform future planning and development decisions. Recognizing existing projects creates opportunity for strategic investments in places where progress is already being made, or in places that have yet to see any investment. Laying out the landscape of existing work also opens up opportunities for local leaders and stakeholders to collaborate.

Recent Projects

Name	Description
1 Abbott Library	Whispers Cafe opened in Abbott Library with the intention to bring the community into the school. James Joyce Collection will move from North Campus to Abbott Library permanently as a potential tourist attraction.
2 Amherst Community Policing & Training Facility	Converted Harley-Davidson retail location into community policing center. When ECC North closed due to COVID-19, the WNY Police Training Academy moved to this location.
3 Historic District Study	Recon survey completed and presented for proposed historic preservation district bounded by Main, E. Amherst, Winspear, and Bailey.
4 Lisbon Commons	Rehabilitation and adaptive reuse of vacant and National Register-eligible former School #63 at 91 Lisbon Ave. into 45 mixed-income workforce rental apartments.
5 Parkside Candy Initiative	Major restoration of the building's exterior, interior, and equipment in the commercial space, and the renovation of two second-floor residential units.
6 Townsend Hall	A \$10 million renovation of a historic South Campus building completed in August 2020. Townsend Hall will house human resource offices that are being moved to South Campus from North Campus.

Projects in Progress

Name	Description
7 1815 Eggert Road	Conversion of former dry cleaners into a salon.
8 Allen Hall Renovation	Buffalo Prep. is moving from a temporary building on South Campus to the second floor of Allen Hall. The first floor is being renovated as a community room and classrooms.
9 Better on Bailey Avenue	The University District Community Development Association (UDCDA) received \$300,000 in BMSI funds to renovate and rehabilitate commercial storefronts along Bailey Avenue between Dartmouth and Westminster.
10 Clark Hall Renovations	Renovations to existing recreation center.
11 Complete Streets Pilot Project	Town of Tonawanda pilot complete streets project from Sheridan to Englewood along Parker Blvd. including three mini roundabouts at Englewood, Decatur, and Harrison and the removal of on-street parking along the east side of the street to allow room for bump outs at various intersections and bike lanes on both sides of the road.
12 Crosby Hall	Renovations to existing historic building to house undergraduate programs for School of Architecture & Planning
13 East Side Avenues	UDCDA received \$500,000+ from public and private funds for the East Side Commercial Districts Program on Bailey Ave.
14 Foster Hall	Renovations to existing historic building to house Graduate School of Education.
15 Health Sciences Backfill Renovation	Renovations to former SMBS five-building complex into comprehensive health sciences education/ research/ clinical center.

16	May Jen Restaurant 47 Kenmore Avenue	Repair and reopen fire damaged May Jen Restaurant, Addition of a 15 ft. x 16 ft. cooler on the north side of the building & a patio and screen wall on the south side of the building along Kenmore Ave.
17	Parker Hall	Renovations to existing historic building to house Graduate School of Social Work.
18	Station Twelve	Retail lifestyle center in construction.
19	Streetscape Improvements Along Bailey	City of Buffalo has funds for streetscape enhancements along Bailey Ave. from Winspear to Kensington, supported in part by New York State.
20	University Main Street Revitalization	Funds from the CFA will be used by UDCDA to assist in the renovation of mixed-use buildings at 3124 Main Street.
21	Upgrades to Dellwood Park and Sattler Field	Green infrastructure project to retrofit Dellwood, Ivyhurst, and Westfield with stormwater management infrastructure, as well as green infrastructure in Dellwood Park and Sattler Field which includes a bioretention area, porous roller hockey rink, and porous parking lot. Also constructing a Challenger baseball field in Dellwood Park.

Proposed Projects

Name	Description
22 Amherst Central Park	Proposed new park on former golf course.
23 Bailey Avenue Corridor Improvement Study	GBNRTC is working with the City of Buffalo and the NFTA to explore the feasibility of bus rapid transit and other streetscape improvements and placemaking from Eggert to South Buffalo along Bailey Ave. Study to be completed Summer 2020.
24 Gateway Park	Creation of new park on former gas station that should include bus transfer station and farmers market.
25 Housing Project	Two multifamily townhomes with eight units each, and two-bedrooms per unit.
26 Housing Project	Proposed two-story, 10-unit apartment building development at 212 Dellwood.
27 Northeast Greenway Initiative	UDCDA proposing multi-use path on former railway connecting LaSalle Station to William Gaiter Parkway.
28 Single-Family Home Subdivision	Single-family home subdivision.
29 Residential Infill Project at 15 Edgewood	Recently acquired by the Buffalo Erie Niagara Land Improvement Corporation (BENLIC) with plans to build residential infill.
30 Residential Infill Project at 344 University Ave	Recently acquired by the Buffalo Erie Niagara Land Improvement Corporation (BENLIC) with plans to build residential infill.

Ideas for Future Collaboration



What are some future initiatives that can advance this area as a cohesive, vibrant, and equitable district?

Looking at the unique challenges, opportunities, and needs of the area around UB South Campus, a series of 'Ideas for Collaboration' are suggested for further study and exploration. Each of these ideas is rooted in existing planning and processes that describe community aspirations for the area. Many involve a series of projects, some of which may already be in motion. Together, they present an opportunity to advance the planning goals for this area and enhance the area's economy and livability for all.



Street furnishing and wayfinding, like the sign in University Heights, could be developed as part of a comprehensive system to help identify the broader area and allow residents and visitors to easily navigate to activity nodes across neighborhoods.

CREATE A PLACEMAKING PROGRAM THAT HELPS DEFINE THE AREA AS A COHESIVE PLACE WITH DISTINCT NEIGHBORHOOD IDENTITIES WITHIN

Creating uniform visual language in the area’s public realm could reinforce a common identity for the area. This could include the types of street furniture and furnishings chosen in streetscape projects, public art, wayfinding signage, a central website that chronicles events, programs, and attractions in the area, or other types of placemaking installations. Efforts to provide cohesion to the public realm should recognize the unique cultures, histories, and character of individual places and incorporate them into placemaking strategies.

PLANNING MOMENTUM

Over the years, various efforts have sought to brand the “University Heights,” particularly around Main Street in the City of Buffalo. This has included incorporating faux bricks in the streetscape on Main St. (a nod to the brick streets on Niagara Falls Blvd.) and integrating the iconic Hayes Hall on street signs, and more. In Amherst, there is an increased interest in embracing the Eggertsville community’s connection to the campus and its surroundings.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Advancing this concept comprehensively requires collaborative planning with deep involvement of neighborhood residents, organizations, and groups from across the three municipalities. Additionally, it requires buy-in from area municipal and business partners about the benefit of re-imagining the broader area as a unique district. In the interim, coordinated placemaking strategies can be implemented project-by-project through informal collaboration on individual streetscape projects, pop-up/temporary activities, and more. It is critical that any and all placemaking efforts be designed as welcoming to all, while also lifting up the voices and stories of the diverse communities that call this area home.



The project shown above was funded by the Denver Regional Transit-Oriented Development Fund, a pool of funding focused on creating and preserving affordable housing along current and future transit corridors in Denver. With transit expansion potentially on the horizon, creating something like this for the general area could help catalyze TOD and focus opportunities on affordable housing.

WORK COLLABORATIVELY TO CREATE AFFORDABLE AND TRANSIT-ACCESSIBLE HOUSING OPPORTUNITIES

Each of the three municipalities participating in this process receive Housing and Urban Development Community Development Block Grant funds to administer housing and economic opportunity programs. While the municipalities collaborate on a regional analysis of impediments document to understand challenges to affordable and equitable housing, there are more opportunities to work together. This could involve working with the state, philanthropy, the private sector, and others to create high quality affordable housing at strategic locations that are transit accessible throughout the area.

PLANNING MOMENTUM

The municipalities already collaborate on a regional analysis of impediments document to understand challenges to affordable and equitable housing. The most recent document, adopted in 2020, recommends exploring inter-jurisdictional expenditures of housing funds to expand opportunity and choice across the region. It also supports expanding affordable housing choice for low-income residents, growing housing education initiatives, and increasing communication to the growing New American population.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Each of the community development offices who administer HUD funding will need to come together to discuss opportunities for thinking collaboratively on affordable housing projects in the target area. It may want to create a working group involving local representatives from community groups, philanthropy, community development intermediaries, and more. The group could work together to set criteria for the area as a whole regarding the placement of affordable housing and develop an innovative demonstration project with guidance from experts at the University at Buffalo School of Architecture and Planning that help to change the regional conversation about the value and opportunity offered by affordable housing.

ESTABLISH AN INNOVATION DISTRICT ANCHORED AT UB SOUTH CAMPUS THAT FOCUSES ON COMMUNITY ENGAGEMENT AND EQUITABLE HEALTH OUTCOMES

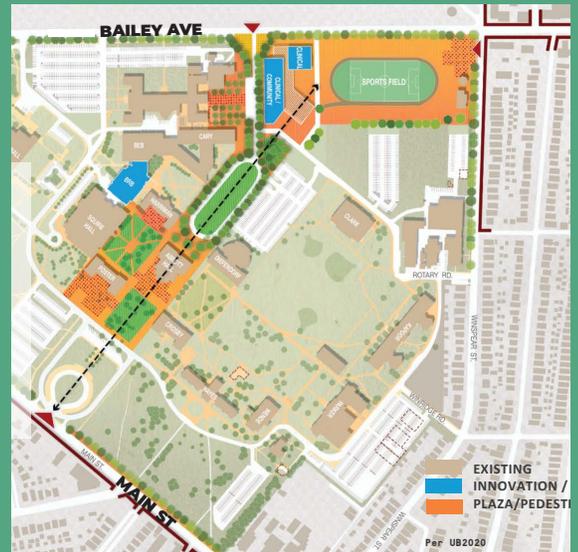
The innovation district concept often involves establishing an area of a city or region where public and private partners collaborate to attract entrepreneurs and startup businesses through a concerted place-based strategy. Given the mix of current (and future) academic programs at South Campus, an innovation district model focused on social entrepreneurship, community engagement, education, and equitable and community health outcomes could complement UB's strengths while addressing critical community needs.

PLANNING MOMENTUM

This idea builds off a 2018 study commissioned by the University at Buffalo to explore innovation district(s) around its three campuses—North, South, and Downtown. Recommendations of that study suggest that South Campus could become a center for inter-professional education and experimental learning focusing on collaboration with community partners and improving community health outcomes.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Advancing this idea will require commitments from the University at Buffalo to make a community-based innovation district part of its long-term vision for South Campus. As it looks to implement some of the capital and programmatic ideas recommended in the 2018 study, it will also need to create and expand on existing partnerships with community members and organizations. Regular collaboration with the planning happening on the edges of campus, such as what is suggested in this study, can be an asset for UB as it seeks to promote this concept for South Campus.



Recommendations for an Innovation District centered on South Campus involve investments in the heart of the campus and the area around Bailey Ave. Potential long-term initiatives include a welcoming community plaza at Bailey and Winspear and a new community health building at the front door of campus at Bailey Avenue.

ACTIVATE TRANSIT-ORIENTED, MIXED-USE DEVELOPMENT AROUND UNIVERSITY AND LASALLE STATIONS, AND AT EXPANDED TRANSIT STOPS ALONG THE PROPOSED BUFFALO – AMHERST TRANSIT EXTENSION

In many places across the globe, development around public transit stations is on the rise. Known as transit-oriented development (TOD), this type of development maximizes the amount of residential, business, and leisure space within walking distance of public transit. Expanded transit into Amherst/Tonawanda offers significant opportunities to match development strategies with new stations.

PLANNING MOMENTUM

The NFTA and GBNRTC are amidst a multi-year TOD study for its existing metro line, as well as proposed new stations of an expanded transit extension currently under consideration. Building on the recommendations of One Region Forward and Moving Forward 2050, this study provides a framework for aligning land uses that maximize the impact of proximity to transit stations. Additionally, zoning changes in all three municipalities are better equipped than ever to align zoning provisions with the goals of TOD.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Each existing (or future) transit station offer opportunities for re-imagined land uses aligned with regional TOD goals. Activating TOD will require different approaches and partnerships for different station areas. Sites in the City of Buffalo, where the transit line already exists, provide a good place to start.



In the fall of 2017, graduate students from UB's School of Architecture and Planning explored TOD schemes for the existing surface parking lots on campus. The visualization above depicts one of the schemes developed in the studio. It also imagines a traffic circle at the intersection of Main Street and Kenmore Avenue to enhance mobility.



In describing the type of active public gathering space they would like to see in the area, project representatives mentioned Harvard Square in Cambridge, MA as an aspirational precedent.

CREATE A CENTRAL GATHERING PLACE FOR PEOPLE TO CONGREGATE, SHOP, DINE, AND RECREATE

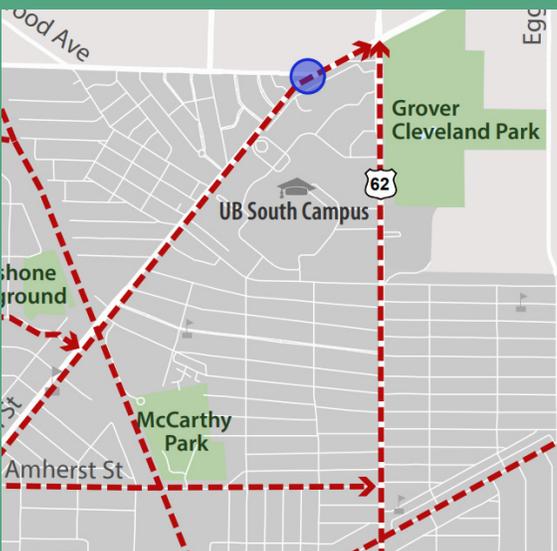
Great public spaces can help define neighborhoods and enhance quality of life for residents. With the exception of the campus itself, the area around South Campus currently does not have any public spaces that define the broader area. Creating a dense space to accommodate events, informal interactions, gatherings, and more is seen as a way to bring people together from all nearby neighborhoods across municipal boundaries. In particular, project representatives described Harvard Square as an aspirational example of a public gathering space that could serve as a catalyst for neighborhood development. The Town of Amherst mentioned redevelopment of University Plaza as a site that is centrally located and ideally situated for this type of public space.

PLANNING MOMENTUM

Each of the three municipal comprehensive plans prioritizes redeveloping existing commercial areas to meet new demands. They all value public spaces as a way to enhance neighborhood and community quality of life. The specific idea for a gathering place that is central to all of the municipalities may be a relatively new idea, but it is supported by the overall goals and aspirations for what people want to see in their communities.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Advancing this concept likely starts with exploring the redevelopment opportunities at University Plaza, which was purchased by new ownership in April 2020. Starting conversations with new ownership about the regional interest to see this plaza reimaged would be a good place to start. Numerous recent studios from the UB School of Architecture and Planning show inspirational examples of a new vision for the site and surrounding area along Main Street.



Just within Buffalo, there are significant bike/pedestrian gaps identified in existing conditions. The snippet to the left from the 2018 City of Buffalo Bicycle Master Plan shows difficult areas to bike on Main St., Amherst St., Bailey Ave., and Kensington Ave. Doing a comprehensive gap analysis and designing projects to fill them in the entire project area can support a more walkable and bikable environment.

DEVELOP A COMPREHENSIVE PEDESTRIAN AND BIKE CONNECTIVITY SYSTEM INCLUSIVE OF COMPLETE STREETS, TRAILS, AND BIKE INFRASTRUCTURE AND AMENITIES

Traveling around the study area comfortably by bike or on foot has become easier in recent years. Examples include bike lanes on Kenmore Avenue and the cross-jurisdictional rails-to-trails project that starts at the back end of the LaSalle Station. Yet, significant gaps exist in creating a comprehensive system to connect walkers and cyclists to activity nodes throughout the area.

PLANNING MOMENTUM

Taking the lead from the 2020 regional bicycle master plan (and the 2018 City of Buffalo Bicycle Master Plan), a series of connected projects could help make this area one of the most walkable in the region. Other projects/planning initiatives that can support this include the Northeast Greenway Initiative which aims to bring the rails-to-trails project across Main Street down to William Gaiter Parkway, and the complete streets movements in Tonawanda, Amherst, and Buffalo.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

A comprehensive bike/pedestrian system for the neighborhood could be aided by a transportation-focused planning process for the area. Such a process would need to have significant community involvement and look at locally-led options for meeting existing gaps in walkability and bikeability. Beyond the community-at-large, Erie County, NYS Department of Transportation, the business community, and biking advocacy organizations should be part of that process.

FILL IN THE GAP OF ACTIVITY AND WALKABILITY ALONG BAILEY AVENUE BETWEEN WINSPEAR AVE. AND MAIN ST.

The Bailey Ave. commercial area is one of the densest commercial corridors in the region and efforts are underway to support its revitalization and stability. However, street level commercial activity discontinues north of Winspear Ave., which creates challenges for connecting the Bailey commercial area to UB's campus and populations to the north. It also stifles connectivity between the north and south ends of campus.

PLANNING MOMENTUM

Revitalizing the commercial area of Bailey Avenue is a major focus of East Side Avenues, a neighborhood-based economic development program supported by a robust planning framework developed in 2019 by the City of Buffalo, Empire State Development, the UB Regional Institute, and numerous community partners. The public realm is being explored by a streetscape and bus rapid transit study supported by the Niagara Frontier Transportation Authority and the City of Buffalo. While these efforts are primarily focused south of Winspear Ave., they offer opportunities to build on as activation of the area north of Winspear is explored. Additionally, the University at Buffalo has offered some potential activities in its 2018 innovation district study that could activate some of the underutilized campus space along Bailey Avenue.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Changing the nature of land use along this stretch of Bailey Avenue is no small feat. It will require involvement of the WNY Veterans Affairs (VA) Hospital as they dedicate a lot of the space fronting the street to parking and even use parking lots at UB for overflow purposes. Additionally, Erie County will need to be engaged as the operator of the Grover Cleveland Golf Course.



Large land uses at the University at Buffalo, the Western New York Veterans Affairs Hospital, and the Grover Cleveland Golf Course force an abrupt end to the walkable, dense commercial activity that exists on Bailey south of Winspear Ave.

REINVIGORATE OLDER COMMERCIAL AREAS

Investing in all types of commercial areas - urban corridors like Main St. and Bailey Ave., and older auto-centric commercial plazas like the Six Corners commercial area are desired for the area. The design character of these commercial areas reflect the eras in which they initially developed. As they get redeveloped, it will be important to incorporate current and future consumption and real estate trends, lifestyle preferences, and best practices in mixed use development.

PLANNING MOMENTUM

Investing in older commercial areas is supported by each municipality's comprehensive plan, is a central focus of regional planning (One Region Forward and the WNY Regional Economic Development Strategic Plan), and is supported by various programs such as the NYS Main Street program, the Better Buffalo Fund, and East Side Avenues.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

Because this is a central economic development priority, the partners in these areas should look to the existing array of programs and funding opportunities to support redevelopment opportunities. This could be complimented by direct outreach to property owners about possibilities for redevelopment and zoning realignment to further promote vibrant commercial areas.



Bailey Avenue is a regionally-significant commercial district that anchors the Kensington Bailey neighborhood. With support from the East Side Avenues initiative, numerous partners from the public and private sector partners are working together to revitalize this corridor by investing in its building stock, enhancing the streetscape, and creating a more vibrant and walkable commercial corridor.



Amherst, Tonawanda, and Buffalo all come together at the corner of Niagara Falls Blvd. and Kenmore Ave. Yet this gateway is marred with vacancy and no clear identity. Building off Amherst's plans to turn the vacant lot at the northeast corner into a transit-accessible pocket park, this intersection could become a key activity node for all surrounding neighborhoods.

WORK TOGETHER ON KEY TRANSPORTATION AND LAND USE INITIATIVES ALONG SHARED MUNICIPAL BOUNDARIES

Some of the key transportation and land use opportunities in the area exist along municipal borders. As sites and corridors get reimagined to advance community goals, special attention should be paid to those places that can serve as catalyst for residents from multiple municipalities. This can involve aligning zoning and land use goals so both sides of a corridor contribute to a mutual vision for a corridor. It could also involve supporting each other's efforts to redevelop nodes at key municipal border sites, while working with the appropriate transportation agencies to make sure accessibility is prioritized for all.

PLANNING MOMENTUM

There are numerous examples of collaboration in the area, such as working with NFTA/GBNRTC on transit expansion possibilities, collaboration on traffic safety on Niagara Falls Blvd., reconstruction of Kenmore Avenue, and more. These one-off opportunities could be addressed by a more formalized process of collaboration as an outgrowth of this planning process.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

As a starting point, the partners could identify catalytic sites to focus on, such as the site at the intersection of Kenmore Ave. and Niagara Falls Blvd. Similarly, they could do an assessment of each of the transportation or land use projects that have significant mutual interest for each municipality for future collaboration.



The University Heights Collaborative is a group of residents and stakeholders that work together to promote quality of life in their neighborhood. Banding together with likeminded organizations throughout the area could potentially grow their influence and support opportunities to work together on common interests.

GROW THE CAPACITY FOR COMMUNITY-BASED ORGANIZATIONS THROUGHOUT THE AREA AND PROVIDE OPPORTUNITIES FOR THEM TO COLLABORATE ACROSS BORDERS

Though collaboration can occur at the local governmental level, there are expanded opportunities for working together when community-based organizations are brought to the table. Currently, the Buffalo segment of the area has several strong and active community organizations or partnerships. Expanding that capacity into Tonawanda and Amherst could allow for more community-based partnerships across municipal boundaries.

PLANNING MOMENTUM

Much of the momentum for this opportunity is based in the City of Buffalo, where there exists a wide range of community-based organizations. The University District Community Development Association, University Heights Collaborative, the Tool Library, University District Block Club Coalition, and others, all represent avenues for neighborhood level community engagement. In Amherst, the Eggertsville Community Association is now defunct, but has a history and roots to build upon. In Tonawanda, several neighborhood watch areas are identified in its comprehensive plan. At the University at Buffalo, there is a long history of community engagement interaction, currently supported by the Office of Community and Government Relations.

IMPLEMENTATION & COMMUNITY ENGAGEMENT

As a starting point, further research is needed to gauge the level of interest in Kenilworth, Lincoln Park, and Eggertsville for community-based associations. A survey of neighborhood residents offers one example of collecting this information.

Moving Collaboration Forward



Each of the ideas for future collaboration requires **continued coordination** from a broad cross section of partners - local municipal offices, community members, nonprofit organizations, the University at Buffalo, and more. Bringing these partners together is no easy feat, though the partnership formed to support this study provides a solid starting point for sustained collaboration.



Because many of the suggested ideas are long-term efforts that involve multiple projects over numerous years, it is recommended that a **collaborative entity** be formed to dedicate time, expertise, and resources to long-term planning and implementation for the area. Though the exact structure of such an entity can take many forms, it should strive to involve a cross-section of perspectives and levels of influence, and be nimble enough to bring in different partners that may need to be involved for specific projects or initiatives.

As a starting point, it is recommended that the **partnership** that supported this report continue to meet to discuss possibilities for implementation. As the group explores options, it may want to bring in additional partners such as community and business organizations, large anchor institutions like the VA Hospital, and others. Additionally, the partners may want to focus their efforts on one (or more) initiative as a way to build momentum for a more formal and long-term collaborative approach.



DATA SOURCES AND NOTES

UNDERSTANDING THE GEOGRAPHY

The study area is comprised of the six neighborhoods surrounding the University at Buffalo’s South Campus—Eggertsville West, Eggertsville East, Kenilworth, Lincoln Park, University Heights, and Kensington-Bailey North.

For the purposes of this study, the boundaries of these neighborhoods are defined by U.S. Census block groups. But, in cases where data is limited, census tracts are used, which, in some neighborhoods, cover a slightly larger or smaller area. The data sources and notes below will indicate whether census tracts or census block groups were used when analyzing data from the U.S. Census or the American Community Survey.

The table below summarizes the census block groups and census tracts used for each of the neighborhoods.

“various civic organizations, business associations, non-profits, neighborhood watch groups, and block clubs”:

Civic organizations, business associations, non-profits, neighborhood watch groups and block club locations were collected from a variety of sources. Civic organizations and non-profit locations were identified through web research, business association locations were identified via stakeholder input, neighborhood watch groups in Tonawanda were identified from the town’s comprehensive plan, and block club locations were identified from reports generated for Buffalo Promise Neighborhood as well as the listing of block clubs on the University Heights Collaborative website.

Neighborhood	Census Tracts	Census Block Groups
Eggertsville West	Census Tracts 93.01 and 93.02	Census Tract 93.01: Block Groups 1, 2, 3, 4, and 5, Census Tract 94.01: 1, 2, and 3, and Census Tract 94.01: Block Groups 4 and 5
Eggertsville East	Census Tracts 94.01 and 95.01	Census Tract 94.01: Block Groups 2 and 3, and Census Tract 95.01: Block Groups 1, 2, and 4
Kenilworth	Census Tract 80.03	Census Tract 80.03: Block Groups 1, 2, 3, 4, and 5
Lincoln Park	Census Tract 80.01	Census Tract 80.01: Block Groups 1, 2, 3, 4, 5, and 6
University Heights	Census Tracts 46.01 and 47	Census Tract 46.01: Block Groups 1, 2, 3, and 4, and Census Tract 47: Block Groups 1, 2, 3, 4, and 5
Kensington-Bailey North	Census Tract 43	Census Tract 43: Block Groups 1, 2, 3, 4, 5, and 6, and Census Tract 42: Block Groups 1 and 5
UB South Campus	Census Tract 46.02	Census Tract 46.02: Block Group 1

Governance Landscape

Fire Districts: Town of Tonawanda, NY, Town of Amherst Fire District Map, The Buffalo News, February, 10, 2018, Retrieved May 2020 at <https://buffalonews.com/2018/02/10/some-north-amherst-residents-are-fired-up-about-fire-district-taxes/>

Common Council Districts: City of Buffalo, 2018.

NYS Senate and Assembly Districts: NYS Office of Information Technology Services GIS Program Office (GPO) based on input from the NYS Legislative Task Force on Demographic Research and Reapportionment (www.latfor.state.ny.us) and CUNY's Center for Urban Research, February 2019.

Roadway Ownership: NYS GIS Program Office, NYS Streets Geodatabase, 2018.

School Districts: NYS Education Department, 2019.

Assets in the Area

Major Employers: UBRI analysis of ReferenceUSA, U.S. Business Data, 2020. Major employers are those with 100 employees or more.

Religious Institutions and Community Centers: Erie County Parcel Data, 2018.

Schools: NYS Education Department, 2019, Erie County Parcel Data, 2020.

Bicycle Infrastructure: Greater Buffalo Niagara Regional Transportation Council, Online Bicycle Map.

National Register of Historic Places Listings and Historic Districts: U.S. National Park Service, National Register of Historic Places Database, 2016.

SHARED ASPIRATIONS AND VALUES

Discussion with stakeholders from Town of Amherst, City of Buffalo, Town of Tonawanda, and University at Buffalo, April 30th, 2020 and June 11th, 2020.

List of Plans Reviewed:

Town of Amherst

Eggertsville Action Plan (2000)

Town of Amherst 2020-2024 Consolidated Plan and 2020 Annual Action Plan of the Five-Year Consolidated Plan (2019)

Town of Amherst Approved 2020-2025 Capital Plan Improvement Program (2019)

Town of Amherst Bicentennial Comprehensive Plan (2007, 2019 Amendment)

Town of Amherst Bicentennial Comprehensive Plan Review Report (2014)

Town of Amherst Context-Sensitive Highway Design Report (2009)

Town of Amherst Economic Study (2016)

Town of Tonawanda

Tonawanda 2020-2024 Draft Consolidated Plan and 2020 Annual Action Plan (2019)

Tonawanda Tomorrow (2017)

Town of Tonawanda Complete Streets Policy (2017)

Town of Tonawanda Comprehensive Plan (2005 and 2014)

UB Bicycle Master Plan MUP Studio (2015)

City of Buffalo

Articulating the Edge: Imaging the Futures of the University Heights (2017)

Bailey Avenue Urban Design Study (2017)

Bailey Fights Blight (2015)

Blueprint Buffalo (2006)

Buffalo Billion Investment Development Plan (2013)

Buffalo Billion Phase II Plan (2017)

Buffalo Green Code (Unified Development Ordinance) (2016)

City of Buffalo Bicycle Master Plan (2016)

East Side Corridor Economic Development Fund (2019)
Exploring the University Heights (2017)
Feasibility Assessment of an Innovation District in Buffalo (2019)
LISC MetroEdge Bailey Ave Market Scan and Recommendations for Action (2014)
Northeast Greenway Initiative (2019)
Queen City in the 21st Century (2006)
Realizing UB 2020 (2013)
ReTree The District (2015)
The Buffalo Promise Neighborhood Needs Assessment Study (2011)
The Greater University District Plan (2019)
University District Greenspaces (2017)

Regional Plans

A Strategy for Prosperity in Western New York (2011)
A Strategy for Prosperity Progress Reports (2019)
Analysis of Impediments to Fair Housing Choice (2020)
Bicycle & Pedestrian Master Plan for Erie and Niagara Counties (2008)
Complete Communities for a Changing Region (2014)
Comprehensive Transit-Oriented Development Plan (2018)
Coordinated Human Services Transportation Plan (2019)
Framework for Regional Growth (2006)
Initiatives for a Smart Economy (2017)
Metro Rail Expansion Project Locally Preferred Alternative Refinement Technical Report (2019)
Moving Forward 2050 (2018)
One Region Forward (2015)
Racial Equity Dividend: Buffalo's Great Opportunity (2016)
Transportation Improvement Program 2020-2024 (2019)

UB South Campus

Building UB: The Comprehensive Physical Plan (2009)
UB Innovation District Master Plan (2018)
UB South Campus Revitalization Plan (2015)
University at Buffalo Housing Master Plan (2019)

PEOPLE, PLACES AND ECONOMY

Existing Conditions

Residential Characteristics

Population Change: 1970 and 2000 U.S. Census data on 2010 Census geographies, U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates. Uses census tracts.

Foreign-Born: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates. Uses census tracts.

All other data: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates. Uses census block groups.

Economic Overview

Commercial areas were determined by using ArcGIS to map all businesses in the study area from ReferenceUSA. A raster density layer was created using the business points to identify geographic areas of concentrated business activity. This process produced nine distinct areas of business density, which were used as the basis of the commercial node analysis.

Commercial Vacancy Over Time: HUD Aggregated USPS Administrative Data on Address Vacancies, 2010 to 2019.

People working in the Study Area: US Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Data, 2017.

Top 3 Industries by Employment, Number of Workers, and Number of Businesses: ReferenceUSA, U.S. Business Data, 2020.

Walkscore: WalkScore.com

Average Daily Traffic Counts: Greater Buffalo Niagara Regional Transportation Council, Annual Average Daily Traffic Data, 2015-2017.

Average Commercial Value per Acre: Erie County Parcel Data, 2018.

Neighborhoods and Housing

Neighborhood Descriptions: Descriptions of architectural styles of housing were compiled using Google Streetview, and supplemented with historical information from Buffalo Architecture and History. Retrieved June 2020 from <https://buffaloah.com/>

Age of Housing and Median Year Built: Erie County Parcel Data, 2018. Limited to residential parcels.

Average Annual Number of Sales and Average Sales Value: RedFin Data Center, May 2017-May 2020.

Percentage of Homes Owned by Owner Outside the Neighborhood: UBRI analysis of Parcel Data from Erie County Department of Environment & Planning (2018). Represents the share of single-family parcels where the ZIP code of the owner's mailing address does not intersect the neighborhood where the home is located (Egbertsville East: 14226, Egbertsville West: 14226, Kenilworth: 14223, Lincoln Park: 14223, Kensington-Bailey North: 14215, University Heights: 14214, 14215, 14216, UB South Campus: 14214, 14215, 14226).

All other data: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates. Uses census block groups.

Transportation and Mobility

"each household travels 28 vehicle miles a day, on average": U.S. Department of Transportation, Bureau of Transportation Statistics, Local Area Transportation Characteristics (LATCH dataset), 2017. Represents an average of census tracts in study area weighted by the number of households in each tract.

"Sheridan Drive . sees over 29,000 vehicles a day": Greater Buffalo Niagara Regional Transportation Council, Average Annualized Daily Traffic Counts, 2015. Represents an average of road segments of Sheridan Drive that cross the study area, based on forecasted estimates.

"Most major roads in the area are in a state of good repair": Greater Buffalo Niagara Regional Transportation Council & NYS Department of Transportation, 2017. 92% of lane-miles in the study area (the number of road lanes multiplied by the linear length of road segments in miles) are rated as either "Good" or "Excellent" condition (with a score greater than 7 out of 10).

"A 2018 transit-oriented development plan proposed redevelopment and increased density near existing and proposed NFTA Metro Stations": Greater Buffalo Niagara Regional Transportation Council, "Comprehensive Transit-Oriented Development Plan," August 2018.

Metro and Bus Ridership: Niagara Frontier Transportation Authority, 2016-2019.

High Frequency Routes: Defined as routes with an average wait between stops of less than 15 minutes during peak hours (6 to 9 a.m. and 3 - 6 p.m. on weekdays), based on UBRI analysis of Service Route data from Niagara Frontier Transportation Authority, 2017.

Areas Within Quarter-Mile of NFTA Stop: UBRI analysis of NFTA Stop data, 2017.

Percentage of Homes and Businesses Accessible by Transit: Defined as homes and businesses within a quarter-mile of a NFTA stop, based on UBRI analysis of ReferenceUSA, U.S. Business Data, 2020 and Erie County Parcel Data, 2018.

Proposed NFTA Light Rail Extension: Niagara Frontier Transportation Authority, "Metro Rail Expansion Project Draft Environmental Impact Statement," January 2020.

UB Bus Shuttle Routes: University at Buffalo Campus Maps. Retrieved June 2020 at <http://www.buffalo.edu/home/visiting-ub/CampusMaps/maps.html>

ReddyBike Hubs: ReddyBike, 2020.

Bicycle Facilities: Greater Buffalo Niagara Regional Transportation Council, Online Bicycle Map.

Percentage of Workers Who Walk, Bike, or Take Public Transit and Percentage of Households Without a Vehicle: U.S. Census Bureau, American Community Survey, 2014-2018 Five-Year Estimates. Uses census block groups.

PROJECTS AND ASPIRATIONS

Discussion with stakeholders from Town of Amherst, City of Buffalo, Town of Tonawanda, and University at Buffalo, April 30th, 2020 and June 11th, 2020.

IMAGES SOURCES

All images not cited below were taken by UBRI staff.

Ideas for Future Collaboration pg. 38 - 43

“Establish an Innovation District...”: UB Innovation District Plan.

“Activate Transit-oriented, mixed-use development around University...”: UB Student Work. Transit-Oriented Development in University Heights, Urban Design/Real Estate Development Studio, Fall 2017. Instructors Hiro Hata & Mark Foerster.

“Create a central gathering place...”: Retrieved from Google Images on June 2020.

“Develop a comprehensive pedestrian...”: Buffalo Bicycle Master Plan Update, Final Report. <https://www.dot.ny.gov/divisions/engineering/technical-services/trans-r-and-d-repository/C-13-51.pdf>

“Create a cohesive placemaking program...”: Retrieved on June 2020 from Dugud Design, <https://www.facebook.com/duguddesign/>

“Work collaboratively...”: Retrieved on June 2020 from Urban Land Conservancy, <https://www.urbanlandc.org/assets-investments/evans-station-lofts/>

“Fill in the gap of activity and walkability...”: Retrieved from Google Maps on June 2020.

“Work together on key transportation...”: Amherst Times. <https://amhersttimes.com/amherst-will-pay-191000-for-property-next-to-zombie-gas-station/>

“Grow the capacity...”: Retrieved on June 2020 from University Heights Collaborative, ourheights.org

ACRONYMS

GBNRTC: Greater Buffalo Niagara Regional Transportation Council.

NFTA: Niagara Frontier Transportation Authority.

PTA: Parent Teacher Association

TOD: Transit Oriented Development

