

Comprehensive Transit-Oriented Development Planning Plans Review

The following provides an overview of the relationship between existing plans in place for the Buffalo-Niagara Region, City of Buffalo, Town of Amherst, and Town of Tonawanda and the Comprehensive Transit-Oriented Development Planning effort. The review of the plans was focused on identifying those elements that fit with the goals of the study and key concepts of Transit-Oriented Development.

The table that precedes the summary of plans offers some insight into the level of support of each plan for the extension of Metro Rail to UB North and planning for the associated Transit-Oriented Development.

Project Goals

- ✓ Identify, measure, communicate, and enhance the economic and community development potential and impact of Transit-Oriented Development.
- ✓ Comprehensively plan for the transit-land use connection to ensure the proposed Amherst-Buffalo Corridor transit investment meets the purpose and need of the Alternatives Analysis and the goals of the Pilot Program for Transit-Oriented Development Planning grant received by NFTA.
- ✓ Delineate a comprehensive and innovative set of strategies; policy, regulatory, and financial tools; and priority infrastructure projects that reflect actual market demand and will significantly enhance TOD opportunities.
- ✓ Increase public understanding and awareness of the benefits of TOD and actively engage citizen champions, leaders, developers, and other private sector stakeholders in the planning process.
- ✓ Generate support for multimodal, accessible, mixed-use development that supports transit investments and enables more sustainable forms of redevelopment within existing centers and nodes along proposed Amherst-Buffalo Corridor.

Plan Level of Support

The following table offers some insight into the level of support (with accompanying color coding) each plan has for the extension of Metro Rail to UB North and planning for the elements associated Transit-Oriented Development. The general support of plans is identified as follows:

- | | |
|---|---|
| Offers Very High Support |  |
| Offers High Support |  |
| Offers Moderate Support |  |
| Offers Low Support |  |
| Doesn't Offer Support/ Or is Largely Outside of Scope |  |

Plan	Level of Support
City of Buffalo Queen City Hub Plan	Offers High Support
Buffalo-Niagara Medical Campus Master Plan	Offers Very High Support
City of Buffalo Consolidated Plan 2013-2017	Offers Moderate Support
City of Buffalo 4-10 Year Capital Plan	Offers Moderate Support
Buffalo Bike Master Plan	Offers High Support
Buffalo Building Reuse Project	Offers Very High Support
Downtown Buffalo Infrastructure and Public Realm Master Plan	Offers Very High Support
Four Neighborhoods/ One Community Plan	Offers Very High Support
ECHDC Canalside Master Plan and GPP	Offers High Support
Amherst Comprehensive Plan	Offers Moderate Support
Egbertsville Action Plan	Offers Moderate Support
Imagine Amherst	Offers High Support
Town of Amherst Market Analysis	Offers High Support
Williamsville Comprehensive Plan	Offers Moderate Support
Main Street Corridor Market Study	Doesn't Offer Support
Town of Tonawanda Comprehensive Plan	Offers Moderate Support
One Region Forward	Offers Very High Support
Erie Niagara Regional Framework	Offers High Support
WNY Regional Strategic Economic Plan	Offers High Support
2040 Metropolitan Transportation Plan	Offers Very High Support
Transportation Improvement Program	Offers Moderate Support
WNY Sustainability Plan	Offers High Support
Buffalo Billion Investment Development Plan	Offers High Support
Dollars and Sense Buffalo Niagara	Offers High Support
UB 2020	Offers Very High Support
Tonawanda-Cheektowaga-Amherst CDBG Plan	Doesn't Offer Support

City of Buffalo Plans

- **Queen City Hub Plan (Comprehensive Plan)**

In general, the Queen City Hub Plan looks to promote denser, mixed use neighborhoods around transit stops, particularly along Main Street.

- Key Principles include:
 - Sustainability
 - Smart Growth
 - Fix the basics, build on assets
- Reduce dependency on parking in general and on surface parking in particular are long-term propositions. The provision of well located, priced, designed, managed, and coordinated parking is critical to Buffalo's regional role and economic prospects. In recent years, several parking studies have documented the action needed, including the

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construction of two new parking ramps in the Downtown, and increased coordination with public transit.

- Concentrate resources and integrate neighborhood and housing development with school reconstruction, economic development initiatives, preservation projects, and transit corridors.
- The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
- Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. The Plan calls for a renewed emphasis on the development of the Main Street transit corridor and enforcement of its overlay district, along with coordination of recent and new investments along the length of the rail line.
- Under “Implement key transportation projects”:
 - Improve regional mobility and accessibility
 - Support existing and future economic development activities
 - Improve transportation and land use coordination
 - Preserve existing infrastructure
 - Improve quality of life for all residents
- High quality public transit service is a critical element in Buffalo’s economic development work and in the implementation of the principles of sustainability and smart growth.

- ***Buffalo-Niagara Medical Campus (BNMC) Master Plan***

The BNMC Master Plan focuses considerably on the need for alternative transportation, particularly transit, and identifies the need to focus Transit-Oriented Development around the Allen Street Metro Rail Station.

- Implement the parking and transportation system for the future – one that will support a widespread, diverse, and growing campus population.
- Within the next few years, there will be a net deficit of nearly 3,000 parking spaces with demand from new development and the displacement of surface parking. Innovative solutions must be sought that address the unique needs and policies of each institution while developing a comprehensive transportation plan for the whole campus.
- As the student and staff base grows, demand will increase for retail services, entertainment, professional services, housing, and improved transit on and off the campus.
- Access to Transit: UB needs to facilitate movement between and throughout its three campuses by maximizing opportunities for public transit while minimizing parking requirements, traffic, and environmental impacts.

- The regeneration of Main Street will mark a tremendous transformation for both Allentown and the Buffalo Niagara Medical Campus. Improvements to the streetscape and adjacent uses will extend the positive impact of the reconstruction of Main Street at Buffalo Place, reestablishing the prominence of this major city corridor. With the Allen Street NFTA station as a centerpiece, Transit-Oriented Development (TOD) could provide the additional density, residents, and retail space to increase ridership and make the street itself more vibrant.
- (NFTA) light rail: the Allen/Medical Campus and Summer/Best stations. As the campus grows, access to this transit line will help to minimize the demand of parking and provide a direct connection to UB's South and North Campuses.
- The light rail and bus networks are transit resources that must be exploited.
- The Allen/Medical Campus NFTA station is an obvious candidate for a transit-oriented redevelopment. Ground floor retail at this site will draw employees towards Allentown and promote transit users. Allen Street is already known as a strong commercial corridor, but there are gaps and retail linkages that could be strengthened.
- **Consolidated Plan 2013-2017**
 - Perry Choice Neighborhood
 - Needs include updating distressed public housing into affordable, energy efficient, mixed-income housing that is physically and financially viable in the long-term; developing mixed-income neighborhoods with strong commercial strips, high quality education, public transportation, and access to jobs; and improving resident health, safety, access to employment, mobility, and education.
- **4-10 Year Capital Improvement Plan**
 - Provide capital funds that support the Comprehensive Plan, including funds to the Joint Schools Construction Board, Water and Sewer Authorities, and the Greater Buffalo Niagara Regional Transportation Council.

- **Buffalo Bike Master Plan**

The Buffalo Bike Master Plan sets forth opportunities to connect to transit with complete streets and multi-modal options.

- Create Complete Streets: Help to improve accessibility for all modes of transportation, not just bicyclists.
- Revitalization/Economic Development: Enhance the ongoing revitalization of Buffalo, and create new economic development opportunities.
- Connectivity to Existing Bicycle Facilities: Add to Buffalo's bicycle network by connecting directly to existing shared use paths or other bicycle facilities.
- Accessibility to Underserved Communities: Provide a viable means of transportation to traditionally underserved communities by connecting residents to Live, Learn, Work, and Play destinations.

- Create Linkages to Destinations: Provide linkage to transit stations and/or key commercial, night-life, cultural, or open space destinations.
- Complement the City's Reconstruction or Re-paving List: Incorporate dedicated bicycle improvements into the City's current list of reconstruction, repaving, or restriping projects.
- Political & Community Support: Recommend improvements that have wide support among 1) elected officials, 2) City staff, 3) bike advocates, and 4) community groups to ensure that recommendations are politically viable and endorsed by the community.
- Cost & Engineering Challenges: Identify projects that offer few engineering challenges and are of relatively low cost so that the network can be expanded rapidly (e.g. a street wide enough to accommodate bicycle facilities within the existing right-of-way).

- ***Buffalo Building Reuse Project***

The Buffalo Building Reuse Project looks to promote multi-modal transportation options and develop Transit-Oriented Development neighborhoods.

- Develop a comprehensive approach to downtown access (transit, parking ramps and lots, on-street parking, light rail, pedestrian, bicycle, and other multi-modal opportunities).
 - Define "Transit Oriented District" (i.e. a defined geography within a specified distance from transit/ light rail) incentives to encourage mixed use development to occur at or near metro rail stations.
- Communicate benefits and "lifestyle" of downtown living and working; i.e. no property tax or assessment increase, live-work environment, transit access, etc.

- ***Downtown Buffalo Infrastructure and Public Realm Master Plan***

The Downtown Buffalo Infrastructure and Public Realm Master Plan looks to create more active streetscapes, reduce the prominence of parking through the promotion of transit, and to focus infrastructure investment along the Metro Rail corridor.

- There are more parking spaces than needed in downtown Buffalo, but supply is not coordinated with areas of demand and current pricing creates a disincentive to taking transit.
 - The current cost structure and abundant supply of downtown parking has the potential to encourage car use over transit as an easier and similarly priced option. It may be worthwhile to reconsider the cost structure of municipal parking and the transit fare structure. Other cities have encouraged transit use through this approach. Over time, car use, traffic and the need for extensive parking in the downtown core may decrease.
- Cluster infrastructure and public realm investment along the Main Street Corridor to support and capitalize on higher order transit, reducing car dependency in downtown.
- Recommendation: Develop an integrated transit and parking strategy for downtown with a focus on improving the overall transit network to enhance connectivity, encourage intermodal connectivity and transfers, minimize the impacts of bus layovers

and concentration in key areas, encourage higher levels of transit ridership to spur Transit-Oriented Development, and reduce the need for large areas of surface parking. The project should fully explore the following components:

- Develop a fare and parking structure that incentivizes transit use;
- Anticipate changing market conditions and demand for surface and structured parking over the short, medium, and long term;
- Improve transit-related wayfinding to encourage transit use;
- Identify opportunities to strengthen the relationship between differing modes of public transportation;
- Develop a bus routing strategy that integrates bus routes with Metro Rail, driving Metro Rail ridership and reducing the concentration of buses in specific areas (including the Fireman’s Park/ECC Precinct);
- Explore opportunities for Transit-Oriented Development, particularly along Main Street.

- ***Four Neighborhoods/ One Community Plan***

The Four Neighborhoods/ One Community Plan looks to provide enhanced mobility options for the neighborhoods with improved connectivity to jobs, retail, and services. Transit-Oriented Development opportunities are pushed for the BNMC and Allentown neighborhoods.

- Incorporates the BNMC Master Plan (See Above)
- Allentown Neighborhood Study
 - New development and renovation of historic buildings can transform this into an area of Transit-Oriented Development (TOD) that takes advantage of a newly reconfigured Metro station and Allen Street extension.
 - With the Allen Street NFTA station as a centerpiece, Transit-Oriented Development (TOD) could provide the additional density, residents, and retail that would increase ridership and make the street itself more vibrant.
 - The NFTA subway stop could become the center for Transit-Oriented Development (TOD) on the Medical Campus and in Allentown. The station could also be a major generator of foot traffic in the Main Street corridor. Plans to extend Allen Street to Washington Street and possibly to Ellicott Street remain a high priority.
- Fruitbelt Neighborhood Strategy
 - Part of making the neighborhood a better place to live will involve ongoing investments to infrastructure and over time better public transit service.
 - A key element of sustainable and stable neighborhoods is access—access to appropriate retail and commercial outlets, transit, and jobs, among others.

- ***ECHDC Canalside Master Plan and GPP***

The Canalside Master Plan and GPP focuses on multi-modal transportation options and the development of transit-oriented, mixed-use development.

- Canalside will enhance public access and use of the downtown waterfront, including multi-modal connections to transit, bicycle, pedestrian, and waterborne networks.
- One of the primary purposes of Empire State Development’s participation in Canalside is to transform an area of Buffalo’s urban core that is blighted and underutilized into a vibrant, transit-oriented, mixed use development with appropriate density along the City’s waterfront.

Town of Amherst

- ***Amherst Comprehensive Plan***

The Amherst Comprehensive Plan doesn’t make specific mention of Metro Rail extension to Amherst and the planning for Transit-Oriented Development but does make mention of enhanced transit service and the creation of activity centers based on more urban characteristics.

- Targeted capital and operational improvements to the road network to increase mobility and address severe congestion problems.
- Initiate public capital investment projects to encourage/ support private investment.
- Investments in creating a town-wide bicycle/ pedestrian network comprised of on-street and off-street facilities.
- Work to promote regional economic development.
- Promote the development/ redevelopment of walkable higher density, mixed-use centers surrounded by lower density development.
- Expand provisions and incentives for mixed-use development in designated activity centers.
- Improve regulations and zoning districts to encourage mixed uses.
- Improved transit service linked to mixed-use activity centers proposed in the Land Use and Development Element.
- Work with the Niagara Frontier Transportation Authority to provide adequate public transit service, particularly to mixed-use activity centers identified in the Conceptual Land Use Plan.
- A sampling of proposed mixed use activity centers are generally located as follows:
 - Main Street/ Bailey Avenue
 - Main Street/ Eggert Road
 - Audubon Parkway at the Town Senior Center, Library, and Police Station.

- ***Eggertsville Action Plan***

The Eggertsville Action Plan makes mention of the benefit of being close to the Metro Rail University Station but does not make mention of Metro Rail extension. A highlight is the desire to become less automobile dependent.

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- Recommendations mostly center on short term zoning revisions, streetscape enhancements, and improvements to properties.
 - Focus is placed on revitalization of commercial corridors/ nodes (Niagara Falls Blvd., Eggert Road, Kenmore Avenue, Sheridan Drive, Millersport Hwy, Main Street and ensuring they are compatible with adjacent residential uses.
 - Eggertsville needs to refocus on multi-modes of transportation and away from being strictly automobile dependent.
 - The Plan highlights the community's accessibility to Metro Rail and transit.
 - Recommends that the Town take steps to reduce the need for off-street parking.
- ***Imagine Amherst***
 - Possible Transit service comes along Eggert and continues to Niagara Falls.
 - Looking at ways to incorporate form based commercial centers/ nodes to be more walkable and multi-modal while allowing for contextual transition to adjacent residential areas.

- ***Town of Amherst Market Analysis***

Generally, the Town of Amherst Market Analysis encourages the Town to redefine its suburban character and look to redevelop existing aging commercial corridors and office parks into mixed use neighborhoods. The Analysis shows a great potential for redevelopment and adding additional retail and office jobs in the southwest portion of the Town.

- The University of Buffalo is and will continue to be a major driver of the economy for Amherst and the entire region.
- The report states that the Town of Amherst must do a better job of tapping the economic development potential of the University at Buffalo. Despite a variety of Research & Development activities at UB, there is limited space for technology transfer and commercialization activity related to UB. The University is open to entering into partnerships with the Town and the private development community in order to provide urban environments for expansion of these function.
- The overall state of the Buffalo and Western New York economy is improving for the first time in 50 years.
- Amherst is well positioned to be a leader in suburban redevelopment and remains a desirable location for suburban office and retail development.
- Amherst's suburban, automobile-oriented, land use patterns have fallen out of favor among employers and younger workers. The suburban retail corridors and business parks are not viewed favorably by younger workers, who express preference for urban locations.
- Office tenants are seeking exciting urban environments that appeal to the Millennial generation. The model is for new construction or historic renovations in walkable, urban environments, with interior spaces that reflect the industrial/ warehouse aesthetic.

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- Many existing office and industrial buildings/ parks in Amherst are ripe for redevelopment. Specifically identified are Audubon Business Park and Ridge Lea Business Park.
 - Remaking older business parks will require allowing higher density and mixed-use development. In order to derive more value out of these sites, the Town of Amherst will need to encourage the creation of more urban environments that contain mixed uses and structured parking.
 - There will be a strong demand for many different types of housing in Amherst. Recently, there is evidence of demand for other types of housing besides single-family homes. Continued growth at UB will drive demand for student housing and more dense, urban housing aimed at its recent graduates. The aging population will drive demand for age-restricted housing, including apartment or condominium buildings with elevators. Continued job growth in the region will also point demand to Amherst, due to its excellent quality of life.
 - The transportation network in Amherst is strained and must be improved. The availability of public transit should be enhanced and expanded travel options should be made available.
 - The transportation network in Amherst is a hindrance to its economic vitality. There is consensus in the business and real estate community that a limited transportation system is a major part of the reason for Amherst's recent difficulties in attracting and retaining office users. The Town will need to be proactive about expanding the transportation options available in the Town, including expansion of public transit service.
 - Growth around UB will help spur redevelopment of existing space such as Audubon Business Park and retail space along Sweet Home Road, Maple Road, and Millersport Highway.
 - The southwest portion of the Town of Amherst is expected to experience the greatest amount of commercial growth to 2040, with a total net increase of 6,600 to 10,400 jobs. The majority of the expected employment growth will be in the retail sector, which will add between 3,800 and 6,000 jobs over the next 25 years. The office sector is will add 2,500 to 4,000 jobs in this portion of the Town.
 - To accommodate the anticipated growth in the southwest portion of the Town, between 2.1 million and 3.2 million SF of additional commercial space will be needed. This will include between 1.3 million and 2.1 million SF of retail space and 444,000 to 702,000 SF of office space. Most of this development is expected to be infill and redevelopment of existing land.
- ***Williamsville Comprehensive Plan***
 - Identifies preference developing transit nodes in Neighborhood Mixed-Use land use classification based on Transit-Oriented Development principles.
 - Enhance transit opportunities that will allow Williamsville residents to “age in place”.
 - Objectives for Main Street
 - Encourage non-automobile travel.

- Encourage denser development with more active street activity.
- Create an environment that supports economic development
- **Main Street Corridor Market Study**

The Main Street Corridor Market Study focuses on the area of Main Street east of the I-290 which is really outside of the impact of the proposed Metro Rail extension.

Town of Tonawanda

- **Tonawanda Comprehensive Plan**
 - Promote a safe and efficient multi-modal transportation system. Recommends the creation of a Complete Streets policy and plan.
 - Promote smart, sustainable and well-planned economic development opportunities.
 - Enhance existing levels of public transportation service and expand transit opportunities, where feasible.
 - Continue to coordinate with NFTA to expand transit options.

Regional

- **One Region Forward**

The One Region Forward plan lays out a framework for sustainable growth in the Buffalo-Niagara Region. The Five Big Ideas support Metro Rail extension and the fundamentals behind TOD:

- Create Great Places and a Thriving Economy through Efficient Land Use
- Connect Our Places by Expanding and Diversifying Our Transportation Options
- Provide Housing Choices in Neighborhoods that are Great Places to Live
- Strengthen Our Food Systems for a Healthier Population and Economy
- Conserve Our Energy, Promote Renewables, and Prepare for the Impacts of Climate Change.

Under the 10 Broad Values We Share:

- Build a more competitive, creative, prosperous, broadly shared, locally rooted, and sustainable 21st century regional economy;
- Manage infrastructure strategically, investing in existing areas and maintaining, removing, or extending urban systems to lower costs, improve efficiency, and enhance quality of place;
- Expand transportation options to improve access to jobs, services, and recreation; meet the needs of students, seniors, persons with disabilities, and the transit dependent; move goods to market; and promote energy efficiency and safety;

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- Repair, renew, redesign, and preserve our housing stock and to provide healthy, affordable, and efficient choices to a changing population in neighborhoods that are great places, safe, accessible, well-served, and distinctive;
- Protect farmland and forests, support farmers, promote sustainable farming, encourage urban agriculture, connect farms to local markets, foster value-added processing, cultivate agri-tourism, and ensure access to healthy, affordable, locally-sourced food.
- Use less energy, promote green energy through direct incentives, technology development, and pricing policy, to reduce greenhouse gas emissions while we prepare to cope with the impacts of climate change.
- Restore and protect our water, air, soil, wildlife habitat and other natural resources to promote a healthy ecology, economy, and community.
- Protect and develop cultural, heritage, and architectural resources to preserve community identity, enrich daily life, create great places, attract visitors, and build our economy.
- Maintain, improve, expand, and connect our parks, trails, and greenways, waterfronts, recreation areas, and open spaces for a wide range of users, to protect the environment, attract visitors, and grow the economy.
- Foster collaboration, coordination, and strong implementation, share information widely, educate broadly, and plan with a diverse and engaged public including not-for-profit and community-based organizations, public bodies, and citizens in general.

Under Recommended Strategies:

- Develop a land use pattern that supports what our region values
 - Concentrate most development within the existing urbanized area, urban centers, and villages
 - Connect land use to transportation, especially public transit
- Redesign revenue-raising structures to promote land use goals
 - Review local revenue-raising structures
 - Consider Tax Increment Financing
 - Align economic development incentives with “smart growth” policies
- Establish mechanisms to manage brownfields and declining neighborhoods
 - Strengthen the land bank
 - Continue to promote “shovel ready sites”
- Promote a more compact pattern of development
 - Provide capacity for municipalities to revise zoning codes
 - Promote form-based codes
 - Locate new public facilities strategically
- Connect Our Places by Expanding and Diversifying Our Transportation Options
 - Develop a regional “hub and corridor” Transportation system

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- Provide high quality transit
- Promote Transit-Oriented Development
- Joint development as a value capture strategy
- Complete Streets as a means to promote alternative transportation means
- Promote corridor makeovers (more walkable environments)
- Create bicycle infrastructure and incentives
- Consider innovative parking programs and management
- Establish transportation management associations
- Embrace emerging technologies
- Create innovative financing mechanisms
- Develop options for regional financing
- Provide Housing Choices in Neighborhoods that are Great Places to Live
 - Deploy new housing models
 - Relieve regulatory roadblocks to housing innovation
 - Pursue neighborhood-specific asset-based strategies for redevelopment
 - Focus and coordinate public investments in neighborhoods with strategic assets
 - Leverage the energy of new demographic groups
- Conserve our Energy, Promote Renewables, and Prepare for the Impacts of Climate Change
 - Work for greater energy efficiency and conservation in our buildings and transportation system
 - Develop alternative energy infrastructure
 - Design and manage infrastructure to meet new threats
- ***Erie Niagara Regional Framework***

The Erie Niagara Regional Framework sets a regional vision for conservation, development, and public infrastructure investment. The Framework provides:

- A vision for how we wish the region to grow and redevelop over the next 15 years;
- Direction regarding growth and redevelopment matters to county decision-makers and other regional organizations linked to the two counties via funding, membership, and other relationships;
- Information on the ways local governments, private sector, and non-profit actions and initiatives can reinforce the overall regional visions; and,
- Mechanisms to insure that the goals, concepts, and recommendations of the Framework for Regional Growth are implemented in an efficient and accountable manner.

Recommendations:

- Improved Access & Mobility
 - The region’s transportation infrastructure should be designed to promote reinvestment in developed areas, improve interstate and cross-border connectivity, strengthen alternative modes of transportation, and enhance the livability of neighborhoods. The counties favor development that supports transit use, walking, ride-sharing, and more efficient commuting patterns.
- Efficient Systems and Services
 - The location, quality, and capacity of the region’s public infrastructure and facilities have a powerful influence on the pattern and pace of development. Erie and Niagara Counties support public investment to maximize the use of existing infrastructure and facilities, improve the competitive position of underutilized lands and buildings, promote the reuse of brownfield and grayfield sites, and encourage the preservation and adaptive reuse of historic sites and buildings.
- Sustainable Neighborhoods
 - To serve the increasingly diverse needs of the region’s households, Erie and Niagara Counties promote efforts to improve the livability of the region’s urban neighborhoods and create more compact, walkable communities in developing areas. Through carefully planned reinvestment, infill development, and new compact development, the region can accommodate anticipated growth on a smaller “footprint,” slow the pace of rural land conversion, ease pressure on the road network, lessen demand for new public infrastructure and facilities, and reduce long-term infrastructure operation and maintenance costs.

Future Development Strategies:

- Spark reinvestment, attract new households and businesses, and improve the livability and economic vitality of the region’s existing communities. Additionally, support the conservation and stabilization of existing neighborhoods, compact, pedestrian-oriented, mixed-use development, and higher-density, employment-intensive, mixed-use development in regional centers and growth corridors.
 - The Main Street corridor and area of Millersport/ Audubon north of UB are identified as Growth Corridors; Downtown and the UB North Campus are identified as Regional Centers
- ***WNY Regional Strategic Economic Plan (A Strategy of Prosperity)***

The WNY Regional Strategic Economic Plan places emphasis on:

- Implement Smart Growth
 - Investing in smart growth infrastructure to pave the way for private investment.
 - Develop more sustainable neighborhoods
 - Encourage redevelopment of downtowns and main streets (promote investment in public spaces, reuse of vacant and underutilized buildings, historic

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preservation, walkability, energy efficiency, transit-oriented development, and mixed use, live/work development. Create environments that:

- Encourage private investment
 - Employers and employees find appealing
 - People want to live in and visit
 - Leverage urban strengths
 - Create a sustainable 24/7 sense of vibrancy and economic vitality
- Invest in Buffalo Central Business District
 - Reestablish high quality multi-modal transportation corridors that link Main Street, the Genesee Gateway, and the Buffalo Niagara Medical Campus located in Downtown Buffalo – the regional hub for business, culture, entertainment, government, and education - to strategically connect the Downtown Districts through investment in streetscape and infrastructure development. The project will support the investment of more than \$1 billion in projects currently proposed or planned for Downtown. The goal of the project is to seamlessly connect these regionally significant investments and create a vibrant, walkable, mixed-use environment that retains 65,000 jobs, and attracts 21st century businesses and talented human capital that will drive the regional economy.
- **2040 Metropolitan Transportation Plan**

The 2040 MTP Regional Vision is:

- To promote smart growth through transportation investment in priority development areas and areas with existing infrastructure
- Foster regional economic competitiveness through targeted transportation investment
- Create an environmentally healthy, resilient region
- Promote safe, equitable regional service for all residents

Economic Development Goals focus on the following:

- Focus transportation investments and projects to work in coordination with the efforts of the WNY Regional Economic Development Council
- Improve the accessibility of the transit-dependent, low-income individuals to employment opportunities
- Provide transportation services to promote higher density urban redevelopment and infill development projects in, and adjacent to, existing neighborhoods
- Encourage the concentration of employment and activity sites within transit corridors with multi-modal access to maximize transportation efficiency

Mobility and Accessibility Goals focus on the following:

- Create a more balanced transportation system that enhances modal choices by efficiently connecting regional centers and corridors
- Enhance mobility for all members of the community

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- Provide an integrates multi-modal transportation system that offers efficient and safe mobility of people and a variety of accessible mode choices to regional activity sites
- Emphasize the development of effective alternatives to single occupant vehicle travel to reduce vehicle miles traveled

Land Use and Transportation Connection goals focus on the following:

- Promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Coordinate the regional transportation plan with municipal plans
- Encourage transit-oriented development to connect mixed-use developments with multi-modal transportation connections
- Encourage new development to integrate with existing land use and transportation patterns

Environment and Climate Change goals focus on the following:

- Provide transportation services to those areas with existing infrastructure and thereby limiting sprawl

- ***Transportation Improvement Program***

- Major projects completed within the corridor include:
 - Cars on Main Street (500 Block)
 - Cars on Main Street (600 Block)
 - BNMC Site Improvements Phase I
 - Maple Road at Flint Road
- Major Projects under development
 - North Buffalo Rails-to-Trails
 - Kenmore Avenue, Main Street to Starin Ave
 - BNMC Site Improvements Phase II
 - BNMC Phase III – Allen St Extension
 - Fruit Belt Corridor Project – Carlton; Michigan to Jefferson
 - Safety Improvements on Parkside Ave near Florence Ave
 - SR 198 Scajaquada Corridor
- Major Projects proposed
 - Cars on Main Street – Lower Main
 - Williamsville Picture Main Street

- ***WNY Sustainability Plan***

WNY Sustainability Plan outlines several Transportation and Land Use and Livability goals

- Transportation Goals
 - Increase and improve alternatives to driving alone (public transit, car/vanpool, park and ride, bicycle, walking) through interagency partnerships and cooperative efforts, especially in serving transportation disadvantaged populations.
 - Improve regional fuel efficiency, especially in public and commercial fleets and through public and private investment in infrastructure and planning to increase the use of alternative fuels.
 - Prioritize transportation infrastructure projects in line with regional smart growth efforts in existing communities and corridors, especially through projects that exemplify “Complete Streets” principles.
- Land Use and Livable Communities Goals
 - Increase the number of local municipalities that are developing, adopting, and implementing “smart growth” policies.
 - Develop a mechanism for regional land use planning assistance and collaboration.
 - Encourage and focus development in areas served by existing infrastructure.
 - Encourage the expansion of location-efficient housing that increases access to employment centers and transportation options.
 - Preserve, protect, and enhance the viability of agriculture, including agricultural lands and urban agriculture.
 - Encourage, enhance, and coordinate regional park, greenway, and waterfront planning to connect the public with the region’s natural resources and promote economic development and recreational opportunities.

- ***Buffalo Billion Investment Development Plan***

The Buffalo Billion Investment Development Plan indicates that the following is necessary to support economic growth:

- Dense, mixed-use, mixed-income communities with excellent transportation and virtual connections are best positioned to support the transition to a productive, sustainable, and inclusive economy.

- ***Dollars and Sense Buffalo Niagara***

- In nearly each town, the core of tax production efficiency can be found in its Villages or along main street downtowns.
- The Main Street Metro Rail corridor cumulatively contains 39% taxable parcels that have a combined property tax assessment value of \$919,503,065, a net value of \$1,040,778 per acre.

- **UB 2020**

UB's 2020 Plan calls for Growth, Migration, and Transformation, under the theme "Three Campuses, One University"

- The plan guides development of a single university located on three well-connected campuses, each one organized by a compelling academic concept, each one responding to powerful practical realities arising from the history of the institution.
 - Downtown Campus: 5 health sciences schools
 - South Campus: Interdisciplinary professional education campus.
 - North Campus: College of Arts and Sciences, School of Management, and School of Engineering
- UB's growth projections are as follows (includes faculty, staff, and students):
 - North Campus: from 29,018 to 30,440 (an increase of 2,422)
 - South Campus: from 7,629 to 8,013 (an increase of 384)
 - Downtown Campus: from 520 to 13,999 (an increase of 13,479)
 - Other Locations: from 2,758 to 225 (a decrease of 2,533)
 - Total University: from 38,925 to 52,677 (an increase of 13,752)
- Annual economic impact of UB is expected to grow from \$1.7 billion annually to \$3.6 billion annually. This will result in increased demand for housing, retail, restaurant, transit ridership, and neighborhood redevelopment.
- The plan indicates a desire to reclaim parking lots for other uses.
- Of the key tasks needed to achieve the Three Campuses, One University vision, two are directly attributable to this study:
 - Connecting – The plan supports connecting within each campus, between campuses, and across campus boundaries through improved community linkages, transportation, and wayfinding. New programming and physical connections will bring UB closer to their neighbors, while a cooperative approach to planning will encourage mutually beneficial development around the campuses. The needs of pedestrians, bicyclists, transit riders, and drivers will be balanced to broaden transportation options.
 - Seamless Connections – The success of UB's three-campus model and the integration of UB and the surrounding community depend on convenient, safe, reliable local and regional connections. While cars will still be used by many to make these connections, other modes of travel must play a bigger role than they do now.
 - Follow regional plans to focus growth along the Main Street/ Millersport Corridor from Downtown to the UB North Campus.
 - Encourage mutually beneficial development- a growing UB needs the neighborhoods around the campuses to offer more stable housing, more retail, dining, entertainment, and commercial services, and

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employment opportunities. And the neighborhoods around the campuses need more steady homeowners, a bigger market for businesses and services, and better access to jobs.

- Minimize impacts on municipal infrastructure – the plan’s comprehensive transportation strategy will support improvements to public transit and reduce dependence on cars.
 - Broaden transportation options – Involves 4 key strategies: creating walkable, bike-friendly campuses, providing smooth transit connections, improving the fit between cars and campuses, and promoting sustainable transportation alternatives.
 - The inter- and intra- campus transit operated by UB carries about 3.5 million passengers annually, mostly students.
 - Work with NFTA to expand Metro Bus service – improve direct campus connections and schedules.
 - Improve transfers between modes of travel – New transit pavilions, located where shuttle, Stampede, Metro Rail, and Metro Bus stops converge at the core of each campus will make the experience of using alternative modes of transport easier, more comfortable, and more pleasant.
 - Long term: Support a “one-seat ride” between all three campuses – In order to cut travel times and reduce parking requirements and traffic impacts of the Downtown campus, the plan strongly supports the extension of Metro Rail service to North Campus and major commercial centers beyond to all travel between all three campuses.
 - Placemaking – The plan supports placemaking by improving the public realm and landscape to enhance the unique character of each campus, building on the best of three different, but distinctly UB, campus environments. Outdoor areas will be reorganized, redesigned, and connected to make great public spaces.
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- ***Tonawanda-Cheektowaga-Amherst CDBG Plan***
 - Two overarching objectives of plan are:
 - Providing decent affordable housing
 - Creating suitable living environments
 - There is a need to foster redevelopment in the town’s older neighborhood business districts and create/retain jobs for lower-income persons.