PUBLIC FACILITY REHABILITATION AND ACTIVATION
PF1. City Auto Impound

PROJECT SPONSOR: City of Buffalo

PROJECT LOCATION: Terminus of Dart Street, immediately south of the Scajaquada Expressway and west of Grant Street

PROJECT DESCRIPTION: The City’s auto impound is located on a site that is highly visible from the Scajaquada Expressway and local streets. This facility is situated in an area associated with the former War of 1812 Naval Yard on Scajaquada Creek. In the short term, the plan is to screen this facility to improve aesthetics in the area. Long term, the facility would be relocated to a more appropriate area away from the waterfront. This site could be restored for mixed use development or integrated into an expanded Buffalo State College Campus as a part of the vision identified under BOA planning for this area.

PROJECT GRAPHIC:
PF2. Cotter Point Cinder Block Building

PROJECT SPONSOR: SUNY College at Buffalo

PROJECT LOCATION: Cotter Point east of the Great Lakes Center Lab, Foot of Porter Avenue

PROJECT DESCRIPTION: Ownership of this cinder block building, once used for US Army Reserve storage, has been transferred to the State University of New York College at Buffalo. Several proposals exist to renovate the building for use as a boating heritage amenity. The current building’s condition detracts from the high quality architecture of the adjacent Frank Lloyd Wright Fontana Boathouse and recent restoration of the historic Navy Boat House (former CPO Club).

PROJECT GRAPHIC:

Figure 1 Courtesy John Montague

Figure 2 Courtesy John Montague
PF3. Colonel Ward Pumping Station Heritage Tourism Activation

PROJECT SPONSOR: Buffalo Water Authority

PROJECT LOCATION: Foot of Porter Avenue/LaSalle Park

PROJECT DESCRIPTION: The Colonel Ward Pumping Station features high quality architectural and engineering elements, as well as a prime location on the City's waterfront. This project would study the facility to determine what, if any, portions of the facility and site could be opened up to tourism activities in light of ongoing operational and homeland security restrictions, and what types of tourism related economic development activities might be feasible.

PROJECT GRAPHIC:
Figure 1 Courtesy John Montague

Figure 2 Courtesy John Montague
PF4. City Parcels at Canalside

**PROJECT SPONSOR:**  City of Buffalo

**PROJECT LOCATION:**  West of Main Street at Erie Canal Harbor/Canalside

**PROJECT DESCRIPTION:**  The City owns several small designated development parcels west of Main Street. These parcels shall be strategically marketed for development in accordance with approved 2004 settlement provisions and the most recent Canalside Modified General Project Plans.

**PROJECT GRAPHIC:**

![Image of City Parcels at Canalside](image-url)
Figure 1 Courtesy John Montague

Figure 2 Courtesy John Montague
PF5. Delaware, Lackawanna & Western (DL&W) Terminal Reactivation

PROJECT SPONSOR: Niagara Frontier Transportation Authority (NFTA)/Erie Canal Harbor Development Corporation

PROJECT LOCATION: Foot of Main Street and South Park, Canalside/Cobblestone

PROJECT DESCRIPTION: NFTA has applied for about $200,000 from the Western New York Regional Economic Development Council to finance a feasibility study for the DL&W terminal. The NFTA has used the first floor of the facility to house its Metro Rail trains since 1984, taking up where the Erie-Lackawanna Railroad— the DL&W's successor — left off after passenger service ended in 1962. In early 2013, a private developer proposed the terminal's 80,000 square feet of indoor space along with another 60,000 square feet of outdoor patio provided an ideal venue for a public market similar to train shed developments at Union Station in St. Louis or the Reading Terminal Market in Philadelphia.

PROJECT GRAPHIC:
PF6. Ford Terminal Complex Reactivation

PROJECT SPONSOR: Niagara Frontier Transportation Authority

PROJECT LOCATION: Fuhrmann Boulevard

PROJECT DESCRIPTION: The NFTA owned Ford Terminal Complex occupies approximately 50 acres of land, including over 655,000 square feet of former office/light manufacturing/warehousing building space. Access to the site from downtown has been improved by Fuhrmann Avenue and Ohio Street streetscape improvements.

The Buffalo Harbor Brownfield Opportunity Area identified strong community support for redevelopment of the site as an activity center for the larger Outer Harbor. The site is designated for mixed use redevelopment under the draft Unified Development Ordinance.

In May 2014, the NFTA announced that it would be re-issuing an RFP for the site.

PROJECT GRAPHIC:
PF7. Cargill Superior and Concrete Central Grain Elevator

PROJECT SPONSOR: City of Buffalo

PROJECT LOCATION: Buffalo River

PROJECT DESCRIPTION: The City of Buffalo owns two major vacant grain elevators on the Buffalo River. The Concrete Central Elevator is listed on the National Register of Historic Places, built between 1915 and 1917 at the height of World War I. Due to it being the largest grain elevator in the world and concern over German sabotage, Concrete Central’s method of construction was top secret. The facility was utilized for grain storage until 1966. Concrete Central stretches along the Buffalo River for almost a quarter of a mile and is the largest elevator ever built in the Buffalo area. When in operation, it had the capacity to handle a total of 4.5 million bushels of grain. The elevator allowed crews to load and unload 20 railroad cars an hour and three marine legs along the Buffalo River could load and unload three massive lake freighters at one time.

The Cargill Superior Elevator has been identified by the State Historic Preservation Office as eligible for listing on the National Register of Historic Places. The Cargill Superior was designed and built by local architect A. E. Baxter in 1914 with section “A” and section “B” added in 1919. A final section, “C”, was added in 1925.

Both structures remain vacant and abandoned. This project would examine the necessary actions to stabilize the sites, as well as opportunities for short term heritage interpretation and long-term adaptive reuse.

PROJECT GRAPHIC: