

ERIE COUNTY LEGISLATURE

MARIA R. WHYTE

LEGISLATOR - 6th DISTRICT
MAJORITY LEADER



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April 7, 2011

Mr. James Gambino, Clerk
Erie County Legislature
Economic Development Committee
92 Franklin Street
Buffalo, N.Y. 14202

ED

RE: Buffalo Central Terminal Master Plan 2011

Dear Clerk:

Attached please find a copy of the Buffalo Central Terminal's 2011 Master Plan.

I am hopeful that you might be able to reach out to Mr. Mark Lewandowski to present this information to the Economic Development Committee.

Thank you for your attention to this master plan.

Sincerely,

A handwritten signature in cursive script, appearing to read "Maria R. Whyte".
Maria R. Whyte
6th District Legislator
Majority Leader

8E-3



BUFFALO CENTRAL TERMINAL

MASTER PLAN 2011



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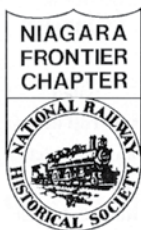
RECOGNITION & THANKS



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Dedicated in Memory of Former CTTC Presidents
Russel Pawlak & Michael Miller



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"The Buffalo Central Terminal stands in defiance of time to form a tangible link to our past and a gateway to our future."

-Central Terminal
Restoration Corporation



Prepared by:

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At the turn of the 20th century, the city of Buffalo was the eighth largest city in the United States with a population in excess of 350,000, and was a major transportation hub that linked the Northeast with the Midwest and beyond. Although the city's growth was initially spurred by the development of the Erie Canal, by the early twentieth century Buffalo had developed into the second largest railroad center in the country, served by fourteen railroad lines and 20,000 employees.

During the first decades of the 20th century, the railroad passenger facilities in Buffalo were located downtown between the Buffalo River and Terrace Street. Within this congested area were the New York Central's Exchange Street and Terrace stations, the Delaware, Lackawanna and Western station located on the Buffalo River, and the Lehigh Valley station located on Main Street at the current site of the former Donovan State Office Building. The New York Central stations were extremely problematic as they were located at-grade and caused significant delays for non-rail traffic.

1925 - Agreement signed to construct Terminal at present site 2.5 miles from downtown



1928 - 1929
BCT constructed - officially open June 1929

The solution to the congestion, delays and smog caused by the multitude of rail lines and terminals in downtown was the creation of a "union station" to combine the passenger operations of multiple railroads into one facility. Although this solution had been sought for decades, politics and disagreements amongst the railroads hindered its evolution. It was not until the early 1920's that the New York Central Railroad came to an agreement with the City of Buffalo and the Grade Crossing and Terminal Station Commission to construct a consolidated facility that would become the Buffalo Central Terminal.

The agreement stipulated that the new terminal would be constructed in East Buffalo, as there was little available land in downtown. In addition, the station would allow New York Central passenger trains to travel directly from New York City to Chicago without delay in Buffalo, which was not previously an option as trains were forced to pull into the downtown stations and reverse outward to move onward to their destinations.

The Buffalo Central Terminal was to be located at the intersection of Lindbergh (Memorial Drive) and Lovejoy (Paderewski Drive), adjacent to the Railway Express Agency building which was constructed in 1917. In order to facilitate construction, over 100 homes were cleared at the site located within the city's Polonia neighborhood.

The New York Central Railroad selected the New York City architectural firm of Fellheimer and Wagner to design the new terminal. The firm, recognized for its successful railroad station designs, designed numerous iterations including: Winston-Salem Union Station (1925), Boston North Station (1926), Cincinnati Union Station (1929), South Bend Union Station (1929), and Toronto, Hamilton and Buffalo Station (1933).



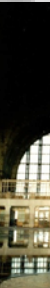
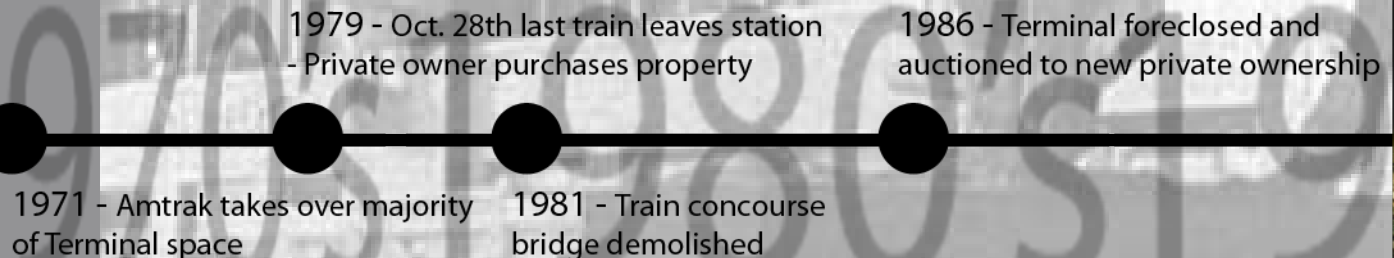
1968 - Penn Central System
becomes second owner of terminal

Complex & CTRC Timeline

Construction of Buffalo Central Terminal commenced on March 29, 1926, and included significant site work and realignment of the adjacent track work, along with construction of the terminal building and 15-story tower, passenger concourse and platforms, baggage and mail building, power plant, two signal towers and two utility buildings. The Buffalo Central Terminal was dedicated and a grand opening gala was held on June 22, 1929, following completion of the \$15 million structure.

The Art Deco masterpiece was built to handle over 200 trains and 10,000 passengers daily, as well as 1,500 New York Central employees. It included shops, a restaurant, soda fountain, parking garage and all other services required for daily passenger operations. Although the Central Terminal had the misfortune to open mere months before the onset of the Great Depression, the building was extremely busy during its first two decades of operation, with no period busier than during World War II. Following the War, passenger rail travel fell precipitously as automobiles and air travel began to dominate. In 1955, the New York Central Railroad put the Buffalo Central Terminal on the market, though there was little demand to purchase such a large building. With the decline of passenger rail service, the New York Central mothballed much of the sprawling Buffalo Central Terminal and created a small station within a station to service the remaining passengers.

In 1968, the Terminal complex was absorbed into the Penn Central Railroad following the merger of the Pennsylvania and New York Central Railroads. Penn Central continued to operate passenger trains from Buffalo Central Terminal until 1971, when Amtrak took over operations of the majority of intercity passenger rail service in the country. The final passenger train departed the Buffalo Central Terminal in October 1979.



Since 1979, the Buffalo Central Terminal has been held in private ownership. During the 1980's and early 1990's, the complex was held by a number of owners who were unable to find viable uses for the vacant complex. During this period, many of the building's Art Deco treasures and valuable materials were removed and sold. By the early 1990's, the complex was in foreclosure and the structures were left to the wrath of vandals and nature.

In 1997, the 18-acre site was acquired by the non-profit Central Terminal Restoration Corporation (CTRC) for the nominal sum of \$1 and the assumption of back taxes. Since that time, numerous cleaning, fund raising and public awareness events have revived the community's passion for the building. In 1999, the Buffalo Central Terminal returned to Buffalo's skyline as the office tower's four clocks were repaired and relit. Following additional cleaning and abatement, the main concourse of the building was reopened for public occupancy in 2003. Since its reopening, additional areas of the interior have been made publicly accessible and the concourse has been utilized for numerous large gatherings including railroad shows, holiday festivals, automobile shows, art installations and weddings.

1) Buffalo Central Terminal National Register Nomination. 1984.

2) Priebe Jr., J. Henry. Buffalo Central Terminal History and the Railroad Passenger Buffalo Central Terminal. 1997. Web. 15 Oct. 2010. <http://centralterminal.railfan.net/history.html>.

3) Dahl, John C. Buffalo Central Terminal Construction of a Transportation Landmark. Vol. 25. Oakland, NJ: Railroad Station Historical Society, 1996.



1997 - BCT transferred to CTRC

2003 - Main concourse
reopened for public use

Work begins cleaning and restoring the complex

Complex & CTRC Timeline



VISION & MISSION STATEMENT

In order to be proper stewards of the building and truly represent the Central Terminal's interests, the CTRC Board in the fall of 2009, unanimously decided to take an active role in the reutilization and redevelopment of the complex.

In order to represent this change of direction, every aspect of the organization was examined and amended to represent this new course. This included expansion of the board, adoption of updated organizational by-laws, revision of Vision and Mission statements, and creation of the organization's first Master Plan.

Over a series of meetings, in consultation with professors of Medaille College, the general framework of development came into focus. The resounding preference of the (cont. pg 8)



Vision Statement: To ensure that the original grandeur of the Buffalo Central Terminal is available to this and all future generations.

Mission Statement: To redevelop, through sustainable methods, the Buffalo Central Terminal complex and adjacent acreage to its intended purpose as a Hub of activity for the immediate neighborhood, the city of Buffalo and the region of Western New York.

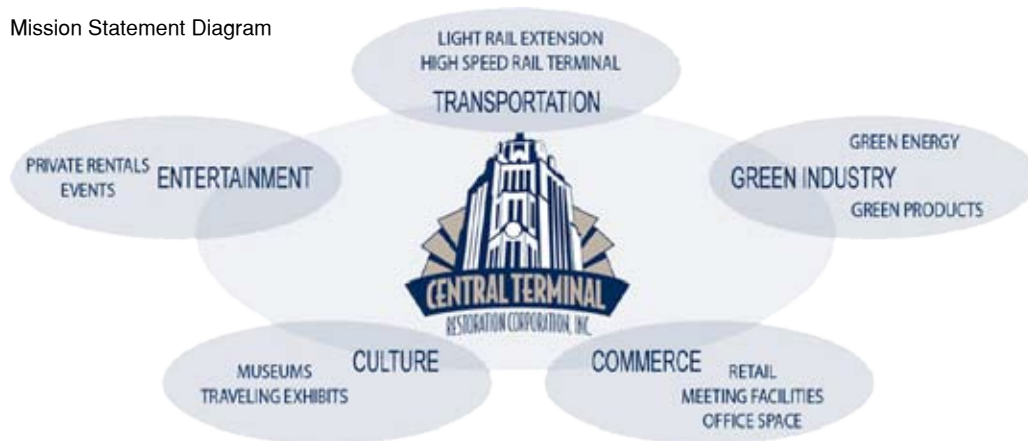
To facilitate this, the Central Terminal Restoration Corporation will continue as owner while partnering with public and private entities to redevelop and manage the property. This will result in the historic landmark being re-crafted with the intent of producing a clean, appealing and well-coordinated facility. The entire complex will be reused, offering entrepreneurial and employment opportunities, with chances for potential sponsorship. The blending of programmatic functions will create a unified Hub attracting and serving an expanding customer base. The exact mix and size of programmatic elements shall be determined through appropriate professional planning and market studies.

To promote this new direction, a professional marketing plan will present the Buffalo Central Terminal project as a unique Buffalo treasure central to the life of Buffalonians.

To accomplish this mission, the Central Terminal Restoration Corporation will continue to be a stable, well-funded organization with a capable Board, professional staff, and trained volunteers, benefiting from active revenue sources and an efficient fundraising mechanism.



Mission Statement Diagram



Organizational Objectives

Short Term (Present - 12 Months)

- o Implementation of New Website
- o Recruit Executive Director
- o Establish Volunteer Orientation Program
- o Creation of Operational Policies
- o Continued Community Outreach and NetworkingPBN partnership, and social information sessions
- o Establishment of Grants Committee and Selection of Grant Writer / Team
- o Re-establishment of Building Committee
- o Completion of updated Historic Structure Report
- o Organization Assessment Meeting
- o Expand Board and Committee Membership
- o Improve Communication Process
- o Coordinated Funding Campaign - Grants / Fundraising / Public Funding
- o Continued interfacing with Organization Consultants
- o Creation of a Master Plan

Intermediate (2-5 years)

- o Feasibility studies for proposed Master Plan projects completed for final prioritization of efforts and feasibility

Intermediate Cont. (2-5 years)

- o Creation of Development Entity through partnership with interested parties to form a development team for eventual / on-going Terminal renovation
- o RFP's for design work and construction developed and released - Sections as determined by Master Plan
- o Creation of Board & Chair Succession Plan
- o Ensure redundancy for all leadership positions
- o Establish a permanent Leasing and Property Management division for economic property sustainment

Long Term (5-10 years)

- o Establish a Foundation to support the CTCR. Creation of an endowment of at least \$25 million to support operational and staff costs.
- o Expand full time paid staff to include: historical collections personnel, membership development staff and additional administrative operations managers and staff

Ultimate Objectives

- o Maintain public access to the concourse
- o Recognition as premier intermodal transportation hub
- o Provide a concrete link to Buffalo history and vernacular culture
- o Serve as a Gateway to Buffalo

organization was for the concourse to remain public space with supplementary yet supportive programs occupying the remainder of the complex. This concept continued to be refined and eventually produced a "Hub" development approach (diagram to left) which reflected the historical use of the complex while also incorporating elements relevant to modern day and future neighborhood, city and regional demands.

To aid in facilitating the creation of the "Hub" Master Plan, CTCR created an Architectural Advisory Committee. This committee's primary task was to advise the Board on architectural and preservation issues while developing a conceptual plan and implementation strategy for the organization's new path. In doing so, the committee has developed a hierarchy for projects, the recommendations for procedures, and potential programmatic reuses to be explored and thoroughly analyzed. The following pages are the result of this initial task.

MASTER PLAN HIERARCHY & GUIDELINES

I. STABILIZATION - In order to execute the intention of the "Hub" plan, stabilization of the structure and of the remaining historical features is of the utmost priority. To achieve this, proper documentation of existing conditions through updated engineering and historic structure reports will be completed. Threats to the stability of the complex will then be identified and subsequent stabilization projects prioritized based upon the severity and threat to longevity and soundness of the complex. Due to the size and complexity of the Terminal, continued analysis of the building will regularly be completed to ensure proper maintenance and up keep.

POTENTIAL PROJECTS - Complete Updated Historic Structures Report, Continued Air Testing and Monitoring, Repair and Replacement of Damaged Masonry (specifically Tower Masonry and Concourse Roofs)

II. RECONNECT - To facilitate any redevelopment and reuse opportunities, the Central Terminal must demonstrate the ability to reintegrate itself into the neighborhood, city and greater Western New York infrastructure and culture. Historically a center of culture and transportation activity, generations of neglect and abandonment have removed the facility from the greater collective consciousness. To achieve this reconnection, an aggressive marketing plan will be implemented to raise awareness of the significance of the complex while promoting its future. To complement this initiative, CTRC public outreach will be enhanced. The eventual physical manifestation of this principle is the reintroduction of public transportation to the site.

POTENTIAL PROJECTS - Development of Comprehensive Marketing Plan, Re-Introduction of Public Transportation (Stops at or Near Complex)



III. REHABILITATION - Historic and character defining elements of the complex will be restored or recreated per the Department of the Interior's standards for historic preservation. The point of rehabilitation will be determined in conjunction with the State Historic Preservation office to the period of significance as determined by the National Register nomination. Original materials and artifacts will be reused where possible within feasibility of project.

POTENTIAL PROJECTS - Restoration / Recreation of Concourse Kiosks, Recreation of Center Clock Information Booth, Recreation of Historic Light Fixtures, Cleaning / Refurbishment of Historic Material (Guastavino Tile, Terrazzo Floor, Marble Fascia), Recreation of the Buffalo Statue

IV. REUSE -Although original scope of programmatic elements is no longer feasible, the reuse of spaces per design intent is manageable. As a result of original business procedures, the majority of the complex, once off concourse, consists of large open floor plates which can easily be adapted to a variety of potential tenant demands. Since the original design was tailored to departments functioning independently, this allows current space to be divided as needed without jeopardizing functionality of space. Space can be built to suit as requested, without impacting other tenants of the complex.

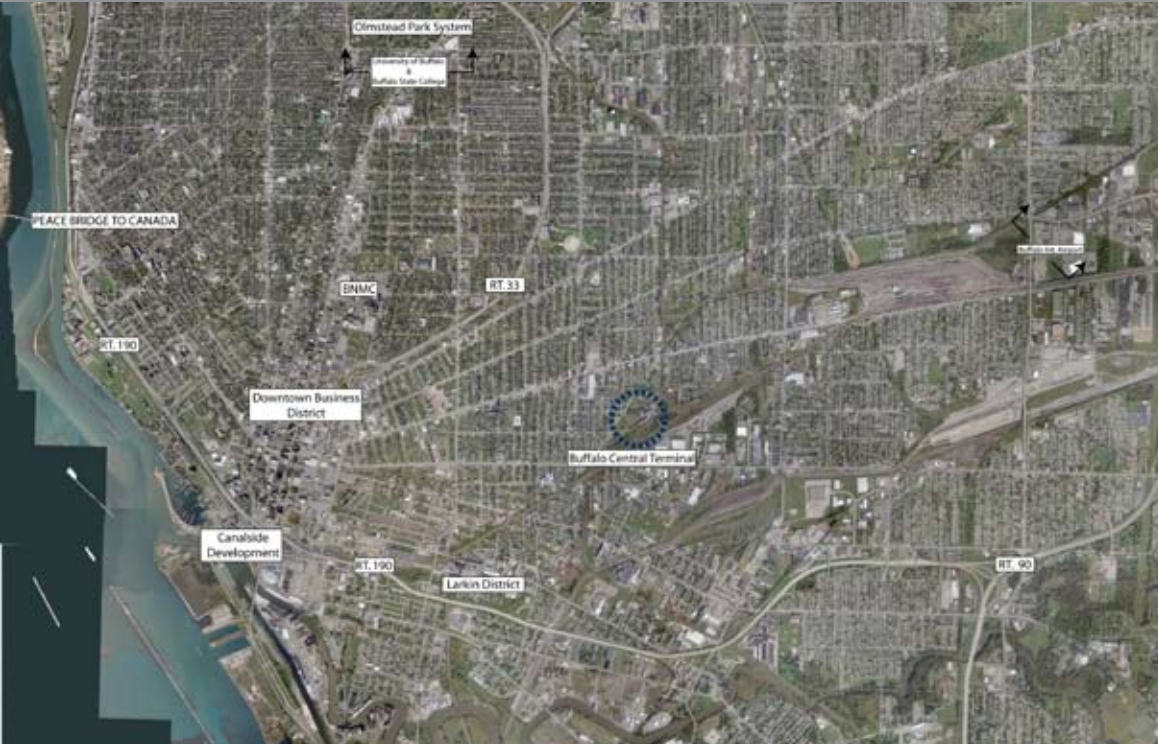
POTENTIAL PROJECTS - Reintroduction of All Necessary Utilities to Complex, Creation of Property Development / Management Division of CTRC, Tenant Space Advertisement and Fit Out - (CTRC Office)

V. REJUVENATION - Historic programmatic intent of some spaces may not be feasible given current or potential reuse plans. Those spaces which fall into this category will most likely become complementary space to main programmatic elements similar to the auxiliary stores which formerly lined the concourse. Where this condition does exist, historic evidence of previous use will be preserved, making patrons aware of the past while experiencing the present.

POTENTIAL PROJECTS - Refurbishment, Redevelopment and Reuse of all Terminal spaces and amenities







Besides being an instantly recognizable element of the Buffalo skyline and a cultural landmark, the Terminal could once again serve as a gateway to the city by utilizing the opportunities presented by its location and the current system of networks which pass through or near the structure. Through reactivation of these dormant systems, the Terminal could provide transportation for suburbanites to the city, welcome both domestic and international tourists to the city, and connect the east coast to midwest without delays, all from its existing site and without severe infrastructure disturbance or interruption.

The same historic reasons for locating the Terminal in its present location are still as valid today as they were a century ago. The structure's proximity (2.5 miles or less) to downtown and Larkin business districts, while being adjacent to a historic walkable neighborhood (Polonia), presents the Terminal with the opportunity to be the cornerstone of a renaissance.

Following the current trend of urban reinvestment and emphasis on green development, the Terminal, in conjunction with a coordinated city and regional planning initiative, could be energized as the intended intermodal "Hub" facility. This could be accomplished through expansion of a commuter light rail system (connecting the Buffalo International Airport, Walden Galleria, Buffalo Central Terminal, and the Downtown Business Core), reestablishment of public transportation and incorporation of anticipated High Speed Rail (proposed terminus of the Empire Corridor connecting New York City, Albany, Syracuse, Rochester and Buffalo). This opportunity is further enhanced by recognizing the present availability and accessibility of abandoned existing infrastructure.



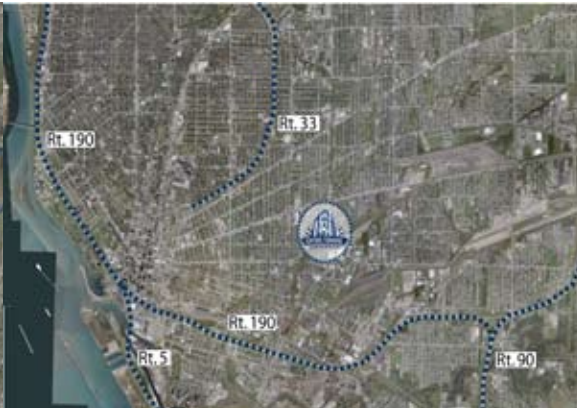
MACRO DESIGN – LOCATION

PROXIMITY



- Immediately Adjacent to Polonia Neighborhood
- 2.5 Miles to Downtown Business District
- 1.5 Miles to Larkin District

ACCESSIBILITY



- 4 Miles to Buffalo Int. Airport
- Near I-190 and Rt. 33 Interchanges
- Adjacent to Miles of Remaining Infrastructure Right of Way

HISTORIC DENSITY



- 1 of 85 National Register of Historic Places sites
- Element of potential Polonia Historic District
- Neighbor of Historic Broadway Market
- 1.5 miles to Buffalo Museum of Science and Olmsted Park System



I. URBAN HABITAT CLASSROOM :

Creation of Urban Habitat Classroom to serve as regenerative garden, and an example of responsible planning principles to be implemented elsewhere in the Master Plan. For further explanation, please see Urban Habitat Classroom page.

II. PADEREWSKI RESTORATION :

Accurate restoration, both architecturally and in terms of landscape elements, of historic Paderewski Drive from Memorial Circle to Central Terminal parking lot. This includes recreation of historic lamp posts, necessary sidewalk repair, and replacement of street trees lining the drive.

III. COMPLEX RESTORATION:

Accurately restore the portion of the Buffalo Central Terminal currently under Central Terminal Restoration Corporation control to original historic grandeur, including but not limited to replacement of existing roof (both flat and concrete tile), replacement in kind of double hung windows in tower, restoration of large glazed concourse walls, replacement in kind of ornate concrete canopies, necessary restoration and replacement where needed of masonry walls, and recreation of all missing decorative elements such as flag poles and lighting fixtures.

IV. TRANSPORTATION CONNECTION :

Reuse of existing rail lines and intended public transportation space for expanded bus service, and potential light rail expansion, as well as serving as Buffalo terminus for New York State's portion of High Speed Rail system. Bicycle paths and trails will also be incorporated into expanded network

V. TRANSPORTATION EXPANSION :

Possible expansion of public transportation system including but not limited to expanded bus and taxi service area, potential light rail station and service area, and potential High Speed Rail platform and support space.

VI. TERMINAL EXPANSION :

Possible area of expansion for programmatic elements in completed Central Terminal Restoration.

MACRO DESIGN – URBAN HABITAT CLASSROOM DETAIL



The first significant landscaping project under the guidance of the CTRC is a partnership with local landscaper and ecologist Dave Majewski of Premscape Landscaping, resulting in the Urban Habitat Classroom (referred to as UHP). The UHP, as designed by Matthew Dore, will be a complete sustainably developed and managed native urban habitat environment, demonstrating green development principles beyond those depicted by LEED requirements. By utilizing Regenerative Design principles the project will not only serve as a learning environment, but will also contribute to returning the environmental conditions to that of centuries ago, thus reversing the effects of years of neglect and abuse. Functioning as a living inner-city classroom for schools, community centers, churches and residents, the habitat when completed will be a Buffalo first, serving as a model for future developments in the city.

RAIN GARDEN



GREEN ENERGY



NATIVE MEADOW



BAT HOUSE



Why the Central Terminal Site ?

The Central Terminal site is significant in that it, and the adjoining community, were at one time the hub/heart of the city of Buffalo. The historical significance of this, as well as the remaining facility and site, warrant that a level of respect and reverence is given to her and the community. This is a consummate example of sustainability; taking a once perceived liability that was forgotten and neglected and then turning it into a tremendous asset with numerous benefits for the city, community, environment and the Central Terminal itself. Through its completion, the project will be a successful foundation for the future renovation and rebirth of the complex, serving as the epitome of the design principles and intentions.

UHP Partners & Participants :

Dave Majewski of Premscape Landscaping, Matthew Dore of Buffalo Horticulture, The Buffalo Central Terminal Restoration Corporation, River Keeper, Daemen College, Nardin HS, Buffalo Public Schools, CUFF, Matt Urban Center and the HOPE Center, NYS DEC, community youth and residents, Mayor's Summer Youth Program, UB Engineers for a Sustainable World, The Environmental Network, 21st Century Program, Youth Construction Initiative, Keep WNY Beautiful, Ameri Corps, Grass Roots Gardens of Buffalo, and Ground Works Buffalo to name a few.

Habitat to include: (instant impact with large specimen plants)

- o Large groves of native trees for birds, bees and butterflies
- o Meadow and native grass areas
- o Trees and shrubs that are sustainable/edible/medicinal/historical
- o Include the Native American element and traditional uses of regional plants
- o All plants will provide a specific function and objective
- o 4-season foliage, texture, fruit and color
- o Zoned areas for demonstration purposes
- o Natural regeneration area
- o Native fruiting shrubs and trees
- o Grassland/meadow areas
- o Native wildflower zone already constructed/annexed across the street
- o Managed perennials areas
- o Areas designed for attracting specific birds and insects
- o Water/wetland zone
- o Bee and bat conservation areas
- o Storm Water Runoff demonstration section that utilizes the existing topography of the site for capturing runoff and using it within a wetlands area
- o Solar panels for energy needs in the wetland pump and site lighting
- o All fully interpretative with educational signage and descriptions
- o Seasonal educational and demonstration sessions





ZONE B : CONCOURSE



ZONE A : BAGGAGE BUILDING



ZONE D : TRANSPORTATION



ZONE C : TOWER

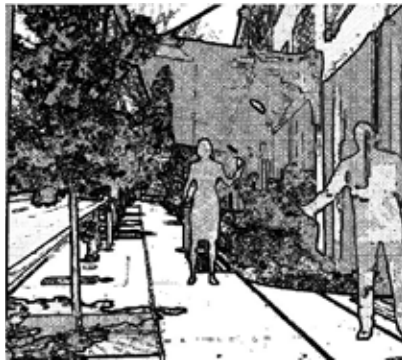
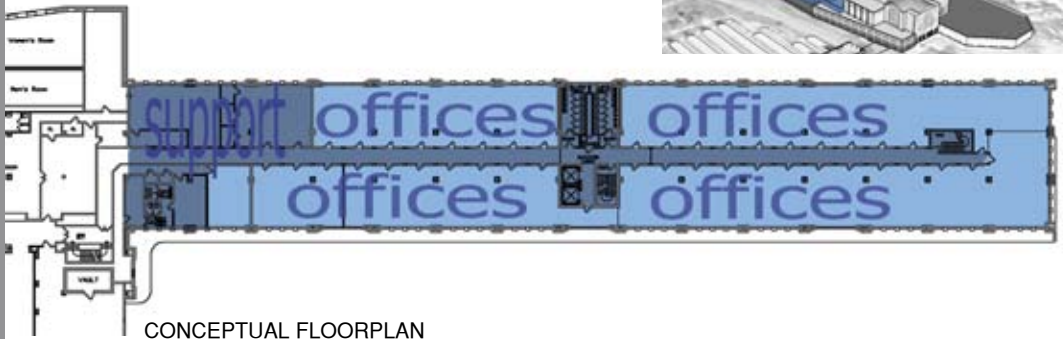
One of the key components to the CTTC's "Hub" plan is the dissecting of the complex's 500,000 sq.ft. into manageable sections or phases. Upon examination, three potential boundary lines become fairly evident as depicted in the diagram on the left. These boundary lines are made possible by the Terminal's original programmatic uses which called for separated programmatic functions to operate autonomously while still collaborating for a common goal. This results in the opportunity for development of four independent, individually viable phases, which upon separate completion could work jointly towards the larger common good of complete facility reuse and occupation. This subdivision of space can be continued within identified zones following similar historic evidence and functionality. The following pages will explain in greater depth the primary programmatic intent of each of these major zones.

ZONE A : BAGGAGE BUILDING

SQUARE FOOTAGE:
92,000 sq. ft.

INTENT :

Serve as a Green Business Incubator Facility. Due to existing conditions of large open floor plates with columns 20' on center, this space can easily be adapted to accommodate both small business and light industrial operations. As an incubator facility, common administrative support space will also be incorporated. Adjacency to Curtiss St. and the Urban Habitat Classroom provides ample off street parking, potential covered public transportation stops and easily accessible public recreation space. Design will maintain industrial nature with existing loading docks along street facade and breeze-way along tracks.



DESIGN SKETCH



CONCEPTUAL RENDERING

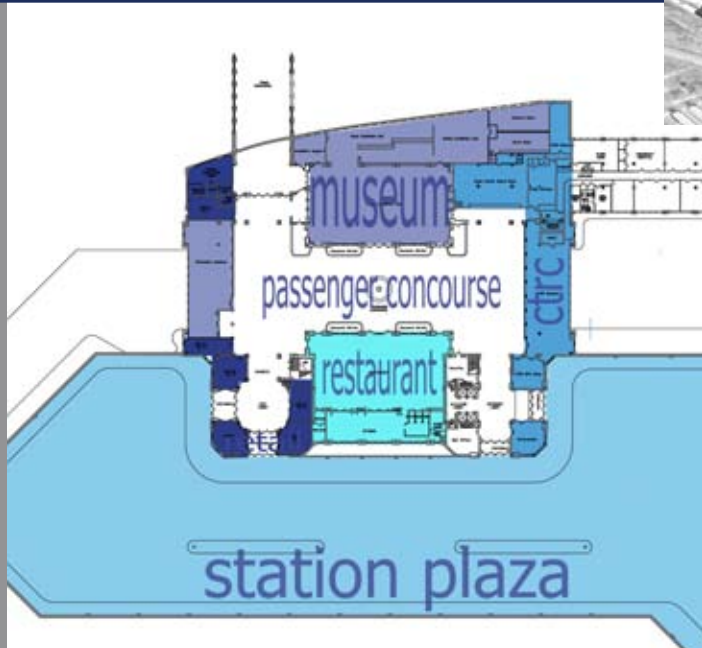


ZONE B: CONCOURSE

SQUARE FOOTAGE:
213,560 sq. ft.

INTENT:

The concourse is to remain true to its design intent in order to always be publicly accessible space. In support of this, the Central Terminal Museum and CTCRC offices will relocate to this level to facilitate the management of the space. A part of this office suite will be the Russell Pawlak Memorial Conference Center and the Michael Miller Memorial Non-Profit Center. Other programmatic elements on this floor would include the restored restaurant, a large and small gallery / exhibition space, several restored, seasonally operated, independent kiosks, and other commercial and educational ventures.



CONCEPTUAL FLOORPLAN



DESIGN SKETCH



CONCEPTUAL RENDERING

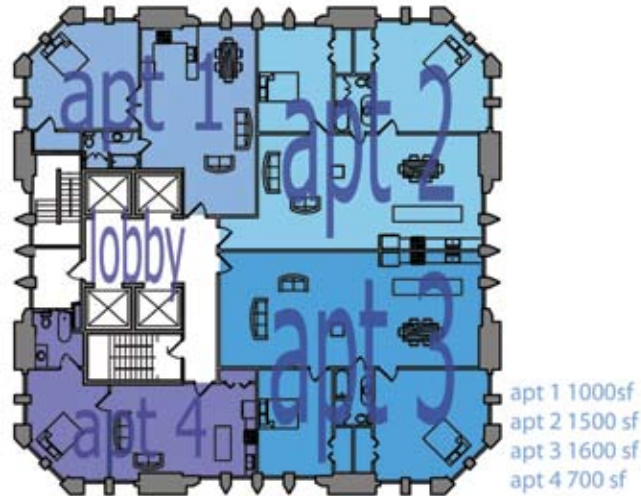


ZONE C: TOWER

SQUARE FOOTAGE:
69,100 sq. ft.

INTENT :

To be designed as residential space with the opportunity to have a work / live component added to the program. The exact make-up of available units will be determined by market analysis and could range from large work / live units on the lower floors, to medium sized loft style units on the mid floors, to large penthouse units on the upper floors. To facilitate this use, the historic elevators and lobbies will be refurbished providing uninterrupted access from the parking garage. To cap off the tower, the former water tank room will be renovated into a 360 degree viewing level providing views of the city and of Western New York.



CONCEPTUAL FLOORPLAN



DESIGN SKETCH



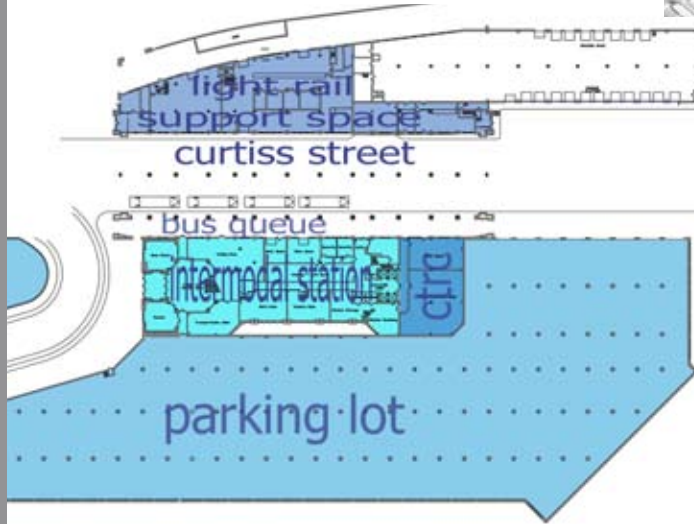
CONCEPTUAL RENDERING

ZONE D: TRANSPORTATION

SQUARE FOOTAGE:
108,700 sq. ft.

INTENT :

To return a percentage of the complex to its original design intent as a "Hub" of transportation for the city while serving as its eastern gateway. Included in this will be the modernization of the parking garage for tenant and patron use, reactivation of vehicular public transportation stops and also service centers, introduction of expanded light rail network (connecting the city to suburbs) and introduction of High Speed Rail as a terminus for the currently planned Empire Rail Corridor. To accommodate this, necessary management and support space will be allocated, as well as patron services such as delis, convenience stores and newsstands.



CONCEPTUAL FLOORPLAN



DESIGN SKETCH



CONCEPTUAL RENDERING

POTENTIAL FUNDING OPPORTUNITIES

The following are potential incentives that may be applicable for the rehabilitation of the Buffalo Central Terminal. The incentives listed to the right and on the following page may not be useable in all situations and are not all available by right.

These incentives include those available at the local, state and federal level and do not include private funding sources. The list is representative of potential assistance opportunities available for the rehabilitation.

Federal Incentive Opportunities

- o Rehabilitation Tax Credit
- o 20% Tax Credit on Qualified Rehabilitation Expenditures (QREs)
- o New Markets Tax Credit Program
- o Up to a 39% Tax Credit on qualified equity investments (QEI)s
- o Low-Income Housing Tax Credit
- o Federal Renewal Community Designation Incentives
- o Surface Transportation Funding (Currently funded as SAFETEA-LU)
- o Transportation Enhancement Program
- o High Priority Projects (HPP)
- o Projects of National and Regional Significance (PNRS)
- o Transportation Improvement Program
- o Transit Capital Investment Program (TCIP)
- o Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- o U.S. Department of Housing and Urban Development (HUD)
- o Community Development Block Grant Program (CDBG)
- o Brownfields Economic Development Initiative (BEDI)
- o Section 108 Loan Guarantee Program
- o Congressional Grants
- o Neighborhood Initiative Grants
- o EDI - Special Projects Grants

New York State Incentive Opportunities

- o New York State Rehabilitation Tax Credit
- o 20% of the Qualified Rehabilitation Expenditures (QREs) up to \$5,000,000
- o NYS Community Development Block Grant Program
- o Empire Zone Incentives
- o Brownfield Redevelopment
- o Environmental Restoration Program (ERP)
- o Brownfield Opportunities Area Program (BOA)



Local Incentive Opportunities

- o Erie County Industrial Development Agency
- o Adaptive Reuse Program
- o Industrial revenue bonds and leases
- o Federal tax exempt revenue bonds
- o Local property tax abatement
- o State and local property tax exemptions
- o Construction materials sales tax exemptions
- o Non-production equipment sales tax exemptions
- o Mortgage recording tax exemptions
- o Buffalo Urban Renewal Agency Programs
- o City of Buffalo PILOT (Payment In Lieu of Taxes) Programs
- o City of Buffalo Historic Property Exemption Law
- o 10 Year Diminishing tax abatement (check w/city for requirements and limits)

"Green" Design & USGBC Certification

The Buffalo Central Terminal is also a prime candidate for certification under the United States Green Building Council's LEED rating system, in the Building Design & Construction category (LEED BD+C). Conservative estimates given the proposed programmatic elements and public transportation involvement makes the completed project easily eligible for gold certification. Specifically the project scores very well in the Sustainable Sites and Material Reuse categories. Highlights of the design which contribute to scoring well are reuse of 75% or more of existing structure, recycling and reuse of post consumer building materials, anticipated green energy production and utilization, exceeding municipality green space requirements, reuse of previously developed site, building within an urban context (exceeding population density requirements), and proximity / incorporation of public transportation.

In addition to being eligible for individual listing, the completed "Hub" plan could play a significant role in certifying the Historic Polonia District as a "green" neighborhood, utilizing the LEED Neighborhood Development (LEED ND) system. If LEED ND certified, the district would be the first of its kind in Western New York.

- LEED BD+C Analysis provided by Paul R. Lang LEED AP BD+C - written copy of extended analysis available upon request

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THE TIME IS COMING...