

# **BUFFALO CENTRAL TERMINAL MASTER PLAN**

## **APPENDIX A**

### **ANALYSIS & EXISTING CONDITIONS**

**AUGUST 2021**

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**TROPHY POINT**

**WATTS ARCHITECTURE &  
ENGINEERING**





# NEIGHBORHOOD OVERVIEW

## CHANGE IN THE BROADWAY- FILLMORE NEIGHBORHOOD OVER TIME

To understand the current existing conditions in the Broadway-Fillmore neighborhood, it is important to look back on the history of the area over the last 100 years.

Broadway-Fillmore is a neighborhood with a rich immigrant history, that dates back to Western New York's industrial boom and the First Great Migration. However, with the decline of industry, the Broadway-Fillmore neighborhood was especially impacted, leaving behind high rates of vacancy. This is seen not only in the neighborhood's population, but also in the physical fabric of the neighborhood.

**BROADWAY- FILLMORE NEIGHBORHOOD 1927**



**BROADWAY- FILLMORE NEIGHBORHOOD 1951**



Image Sources: XXX







# LAND USE & ZONING

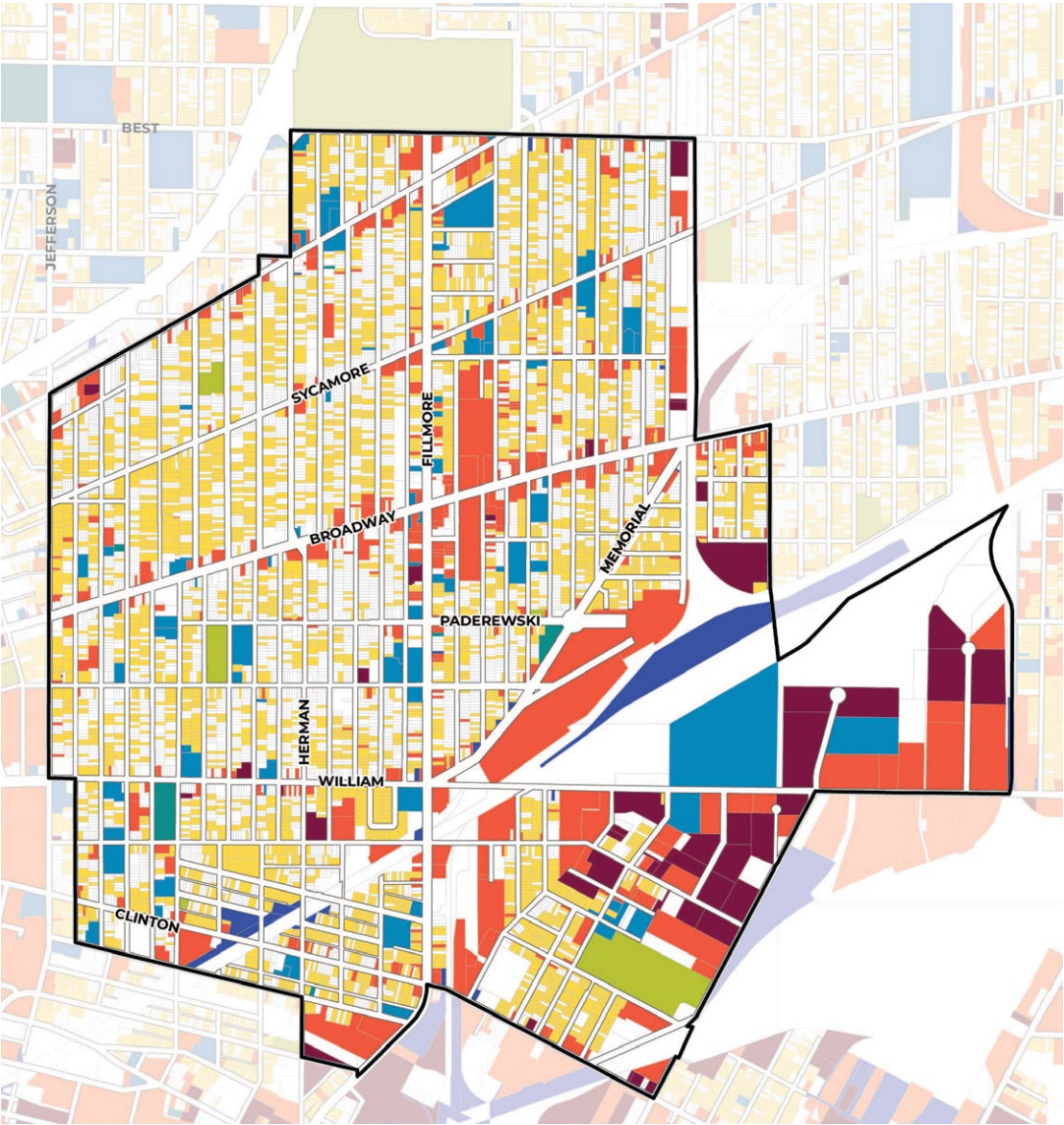
## LAND USE

Land use in the Broadway-Fillmore neighborhood is predominately residential, with commercial and industrial corridors anchoring the major thoroughfares of the neighborhood. The Broadway corridor provides access to commercial resources for the neighborhood and is anchored by the historic Broadway Market. The southeastern part of the area is characterized by industrial uses and is relatively isolated from the majority of residential areas by active freight and Amtrak passenger rail lines.

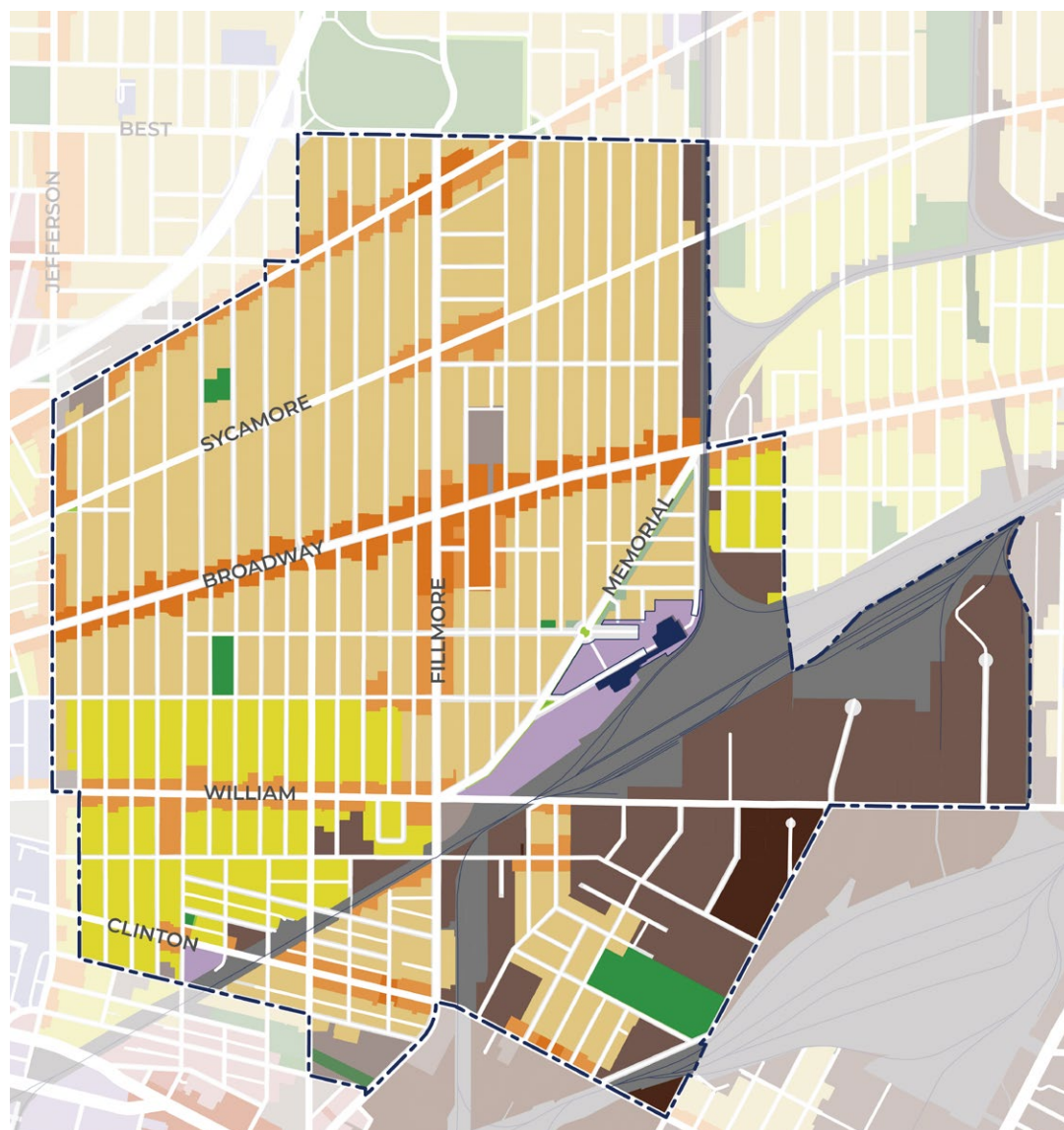
Land Use in Broadway-Fillmore



Source: Erie County, 2020.







## ZONING

The City of Buffalo's 2017 Green Code Unified Development Ordinance classifies the Buffalo Central Terminal and its grounds as N-1S, a Secondary Employment Center. This designation allows for a variety of principal uses under broad categories including residential, civic, lodging, retail and service and employment and transportation.

Broadway-Fillmore is primarily zoned for N-3R Residential, which allows for moderately compact residential blocks and small mixed-use buildings.

## Green Code Zoning Designations

N-1D Downtown Hub	D-OS Square
N-1C Mixed-Use Core	D-OG Green
N-1S Secondary Employment Center	D-ON Natural
N-2C Mixed-Use Center	D-R Residential Campus
N-2E Mixed-Use Edge	D-E Educational Campus
N-2R Residential	M-D Medial Campus
N-3C Mixed-Use Center	D-s Retail Strip
N-3E Mixed-Use Edge	D-C Flex Commercial
N-3R Residential	D-IL Light Industrial
N-4-30 Single Family	D-Ih Heavy Industrial
N-4-50 Single Family	

Source: Open Data Buffalo, 2020.





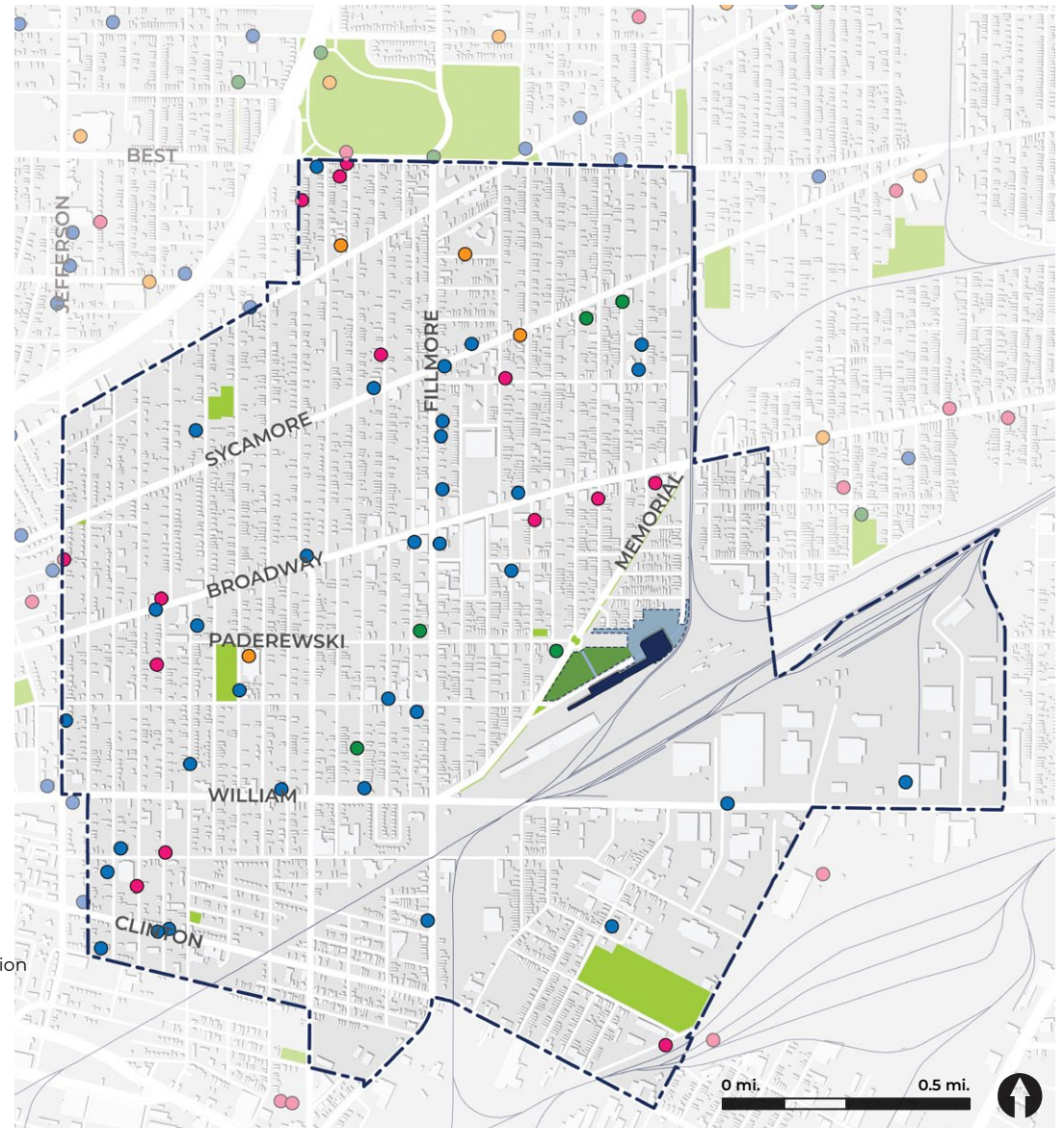
## EXISTING COMMUNITY ORGANIZATIONS & INSTITUTIONS

There are many existing community organizations and institutions that serve the various groups in Broadway-Fillmore. This presents a network of businesses that are abreast on the current needs of the diverse groups in the neighborhood. These businesses can be leveraged to identify events and opportunities that can be reflective of the community's identity.

### Existing Community Organizations

- Religious Organizations
- Arts, Entertainment and Recreation
- Healthcare & Social Assistance
- Educational Services

Source: Google Maps and Community Engagement









# POPULATION & DEMOGRAPHICS

Total Population  
in Broadway-Fillmore

**11,228**  
population

**2.38**  
square miles  
of area

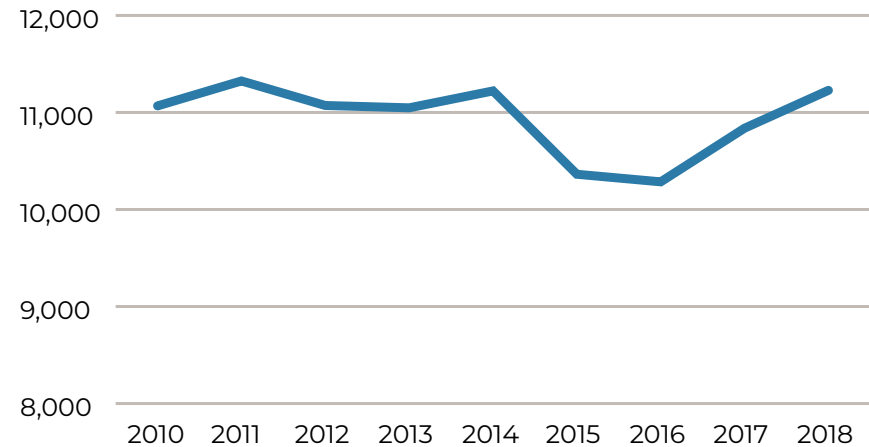
**4,723**  
people per  
square mile

Data Source: All population data from 2018  
ACS 5-year Estimates (2013-2018)

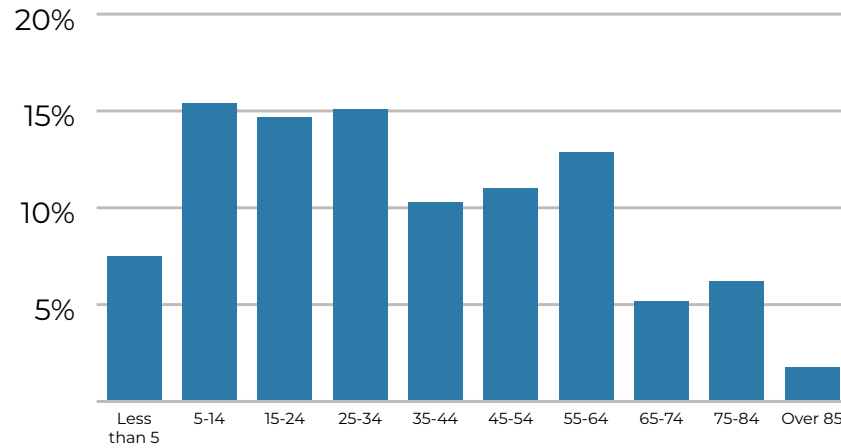
## Broadway-Fillmore Census Tracts



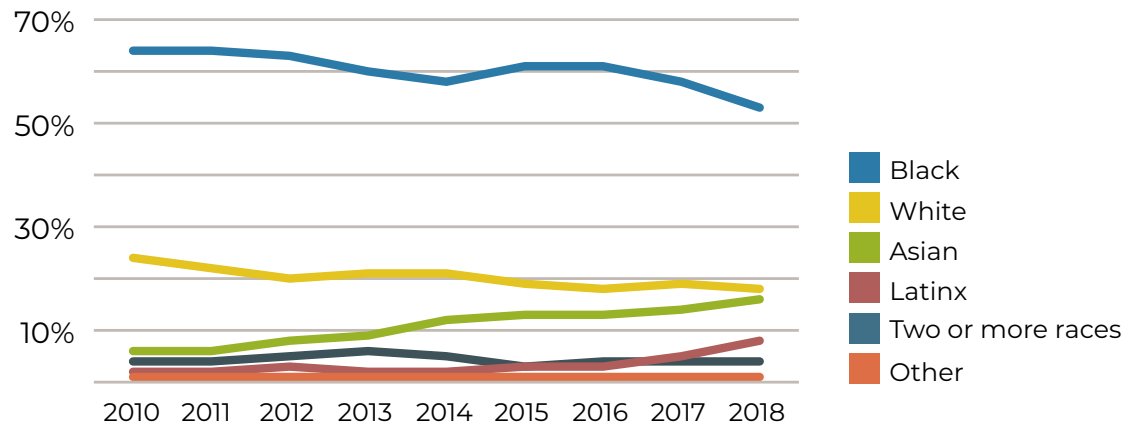
## Population Trend (2010 - 2018)



### Population by Age Range (2018)



### Population Trend by Race & Ethnicity (2010 - 2018)



Data Source: All population data from 2018  
ACS 5-year Estimates (2013-2018)



## COMMUNITY DIVERSITY

Esri's Diversity Index represents "the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups."<sup>1</sup>

Ethnic diversity, as well as racial diversity, is included in the definition. The Diversity Index calculations accommodate up to seven race groups: six single-race groups (White, Black, American Indian, Asian, Pacific Islander, Some Other Race) and one multiple-race group (two or more races). Each race group is divided into two ethnic origins, Hispanic and non-Hispanic. If an area is ethnically diverse, then racial diversity is compounded.

<sup>1</sup> Esri Diversity Index, 2020. [Link](#)

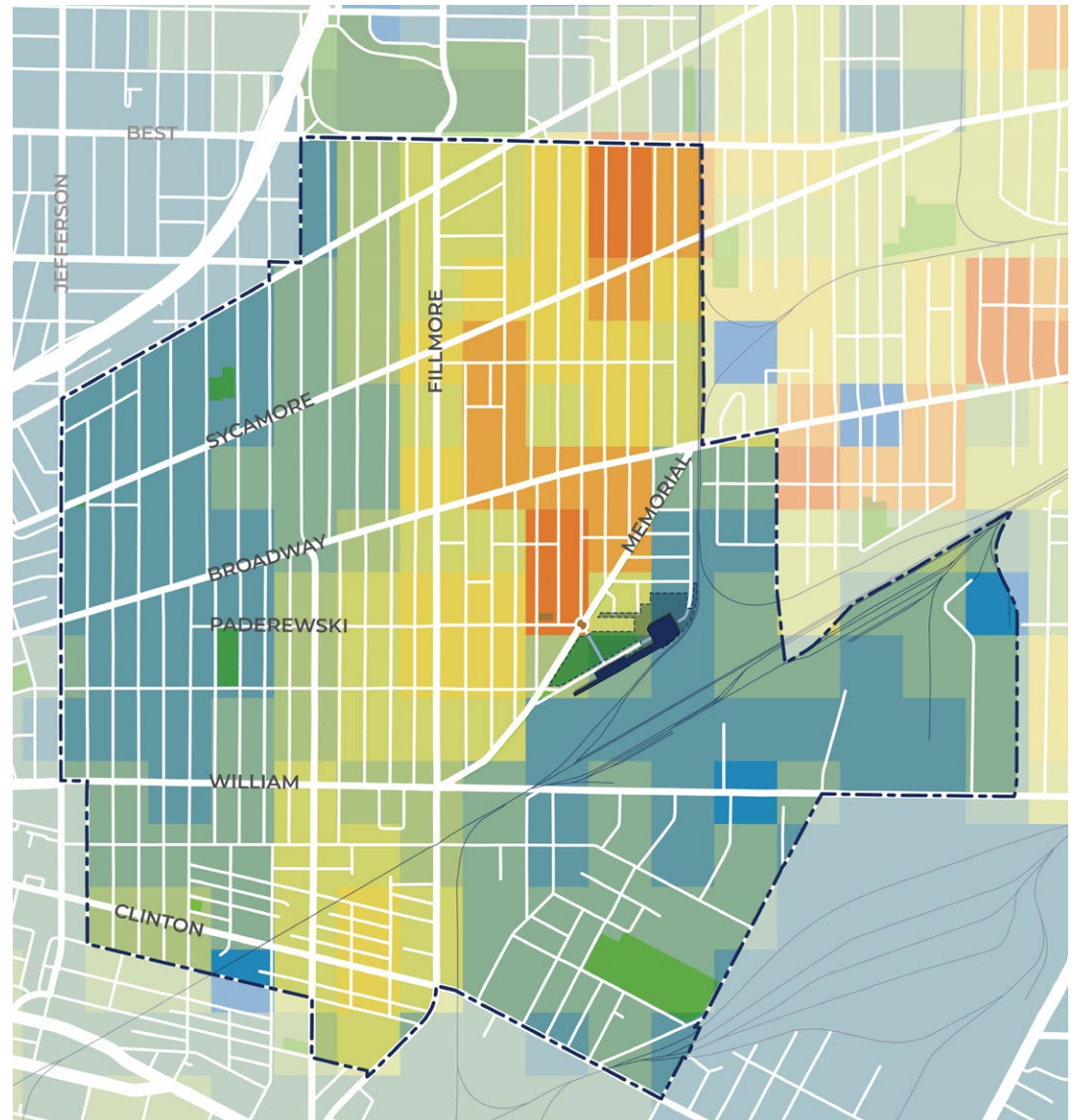
### Esri Diversity Index (2020)



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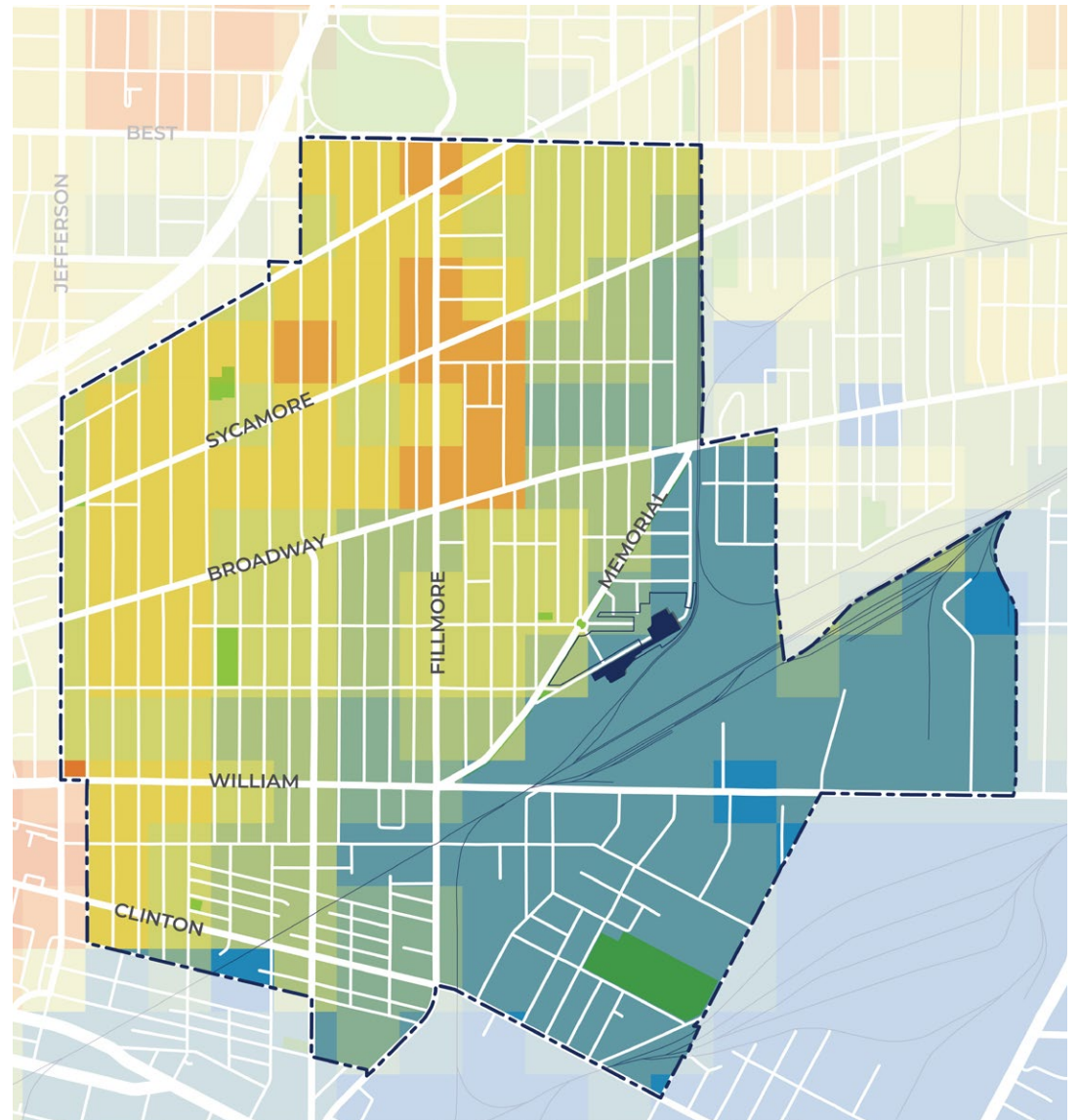
Source: Esri Diversity Index, 2020.



**Black or African  
American Population  
Density (2019)**



Source: ACS, 2019 5-year Estimates (2014 - 2019). Population density is calculated at number of persons per area.





## HOUSING UNIT DENSITY

Of the many challenges facing neighborhood households, cost burden of housing for renters is one of the most glaring.

As reuse of the Buffalo Central Terminal advances, it is critical that policies are identified and put into place to mitigate potential increase in rent costs that displace residents. Additionally, policies aimed at providing paths to purchase homes could be critical in reducing the number of renters in the neighborhood who are cost burdened.

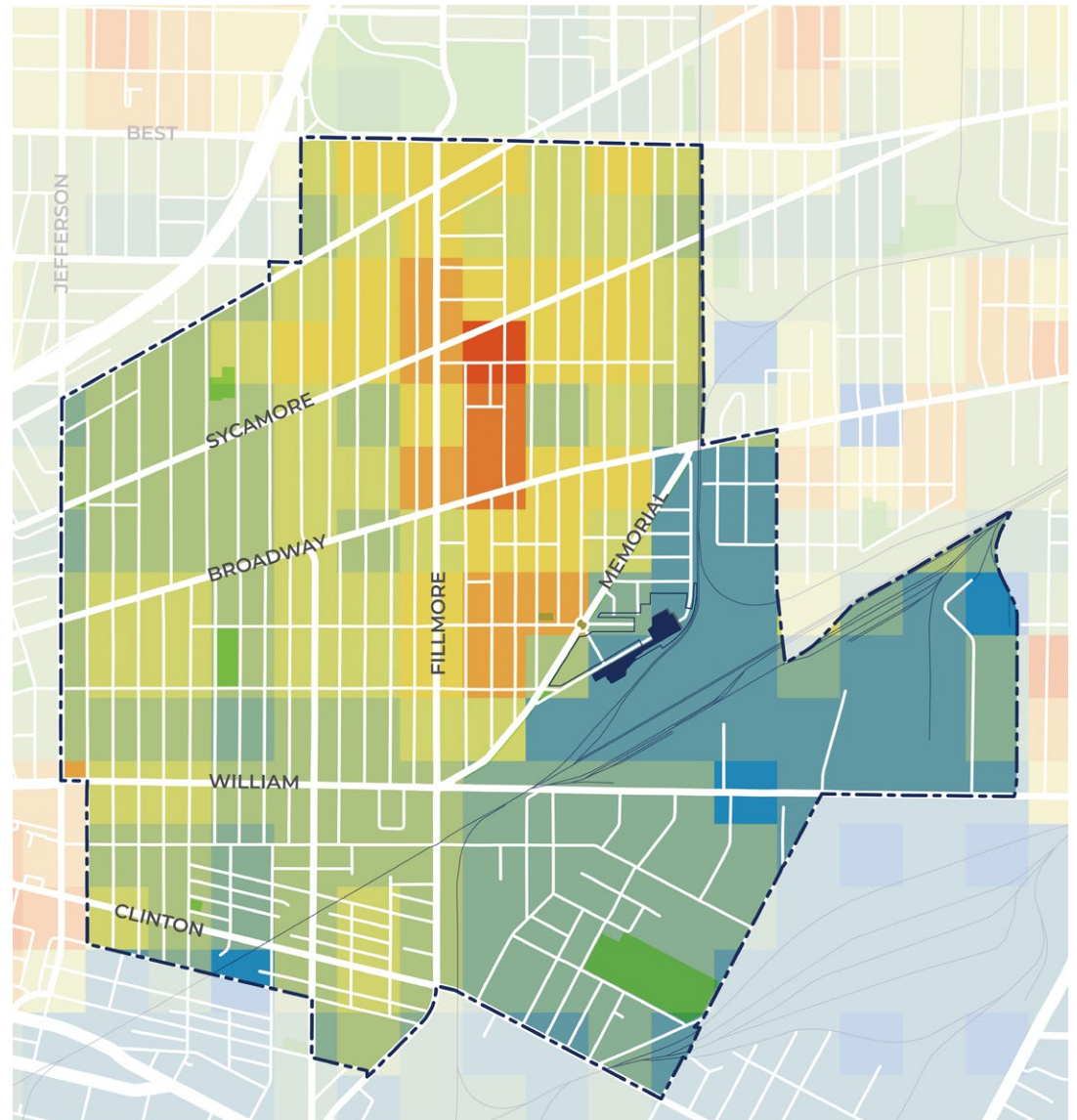
### Housing Unit Density (2019)



0 mi. 0.5 mi.



Source: ACS, 2019 5-year Estimates (2014 - 2019). Housing unit density is calculated at number of housing units per area.



## HOUSEHOLD DENSITY

Household Density  
(2019)

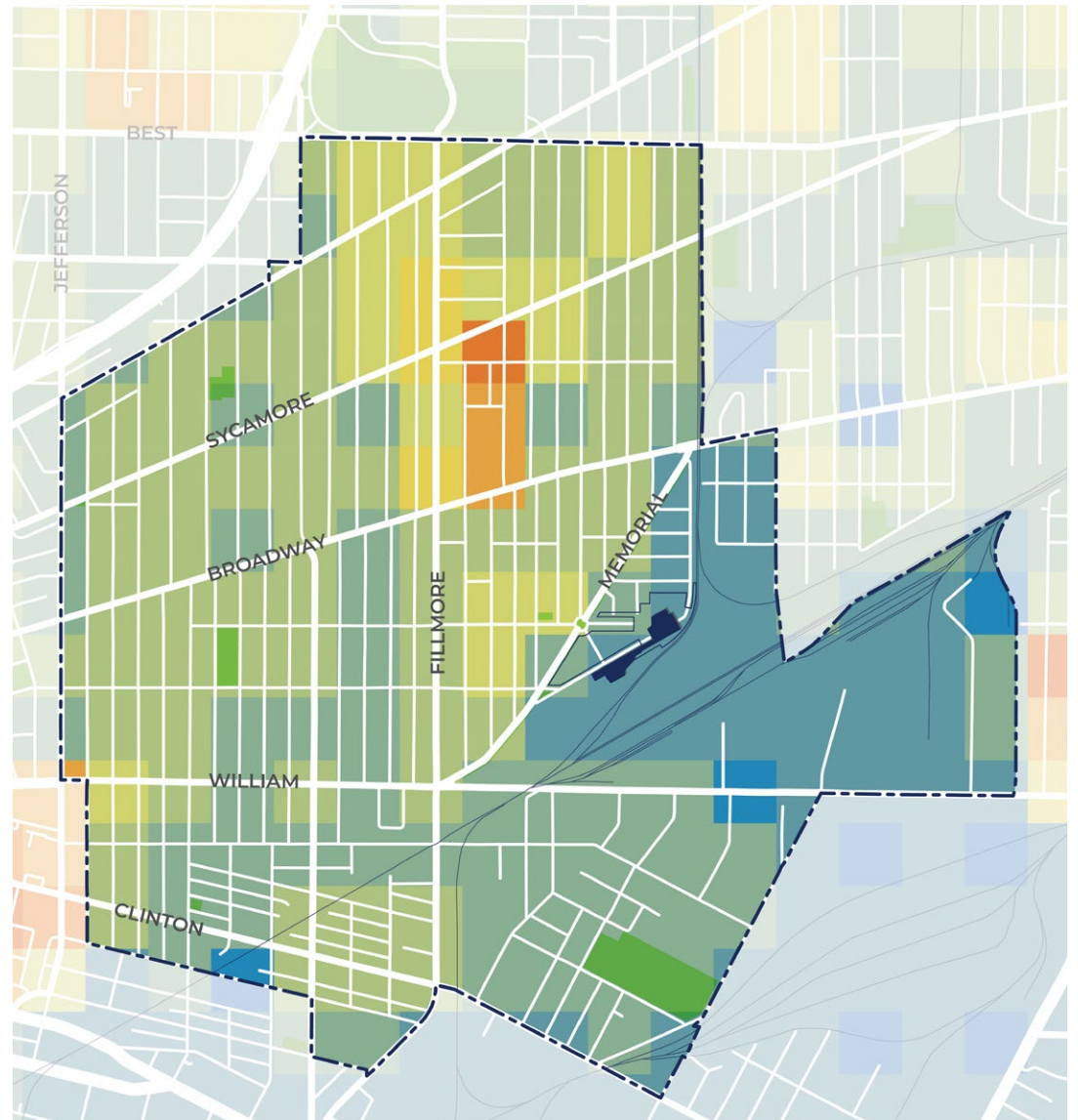


Low High

0 mi. 0.5 mi.



Source: ACS, 2019 5-year Estimates (2014 - 2019). Household density is calculated at number of households per area.





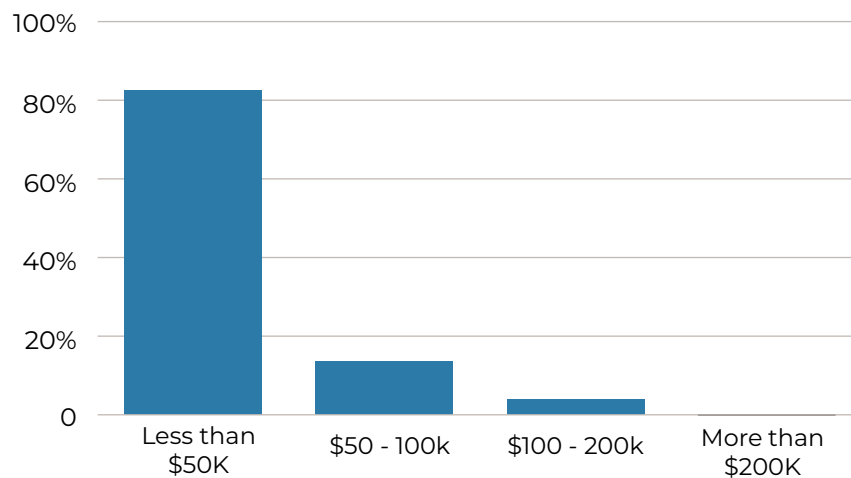
# WEALTH & INCOME

## INCOME

**\$21,000**

Median Household Income in Broadway-Fillmore. This is significantly lower than that of the City of Buffalo (**\$35,900**) and New York State (**\$65,000**).

**Households by Household Income**  
in Broadway-Fillmore (2018)

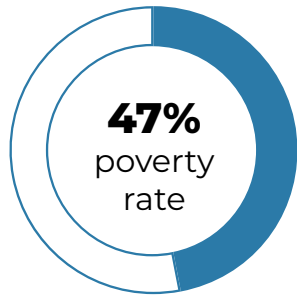


**39%**

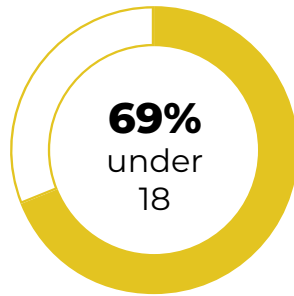
of households  
in Broadway-  
Fillmore have  
income below  
\$15,000

Source: ACS, 2018 5-year  
Estimates (2013 - 2018).

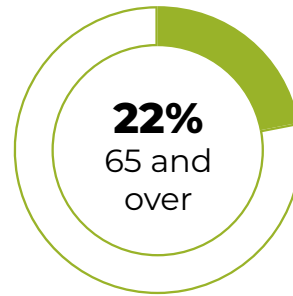
## POVERTY



**30%** City of Buffalo  
**15%** New York State



**46%** City of Buffalo  
**21%** New York State



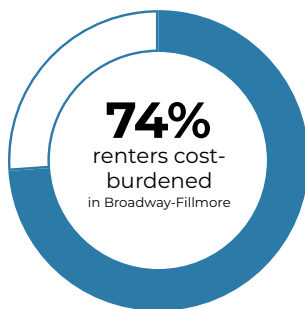
**16%** City of Buffalo  
**12%** New York State

## COST-BURDENED HOUSEHOLDS

Of the units that are occupied, nearly 3/4 of renters are cost burdened (paying more than 30% of income each month for housing expenses), along with nearly 1/5 of owners — overall, fully 50% of neighborhood households are cost-burdened.

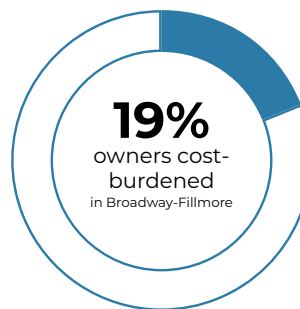
**50%**

of all Broadway-Fillmore households are cost-burdened



### Renter Cost Burden in Broadway-Fillmore (2018)

**74%** of renters in Broadway-Fillmore are cost-burdened, compared to **54%** in the City of Buffalo and **53%** in New York State



### Owner Cost Burden in Broadway-Fillmore (2018)

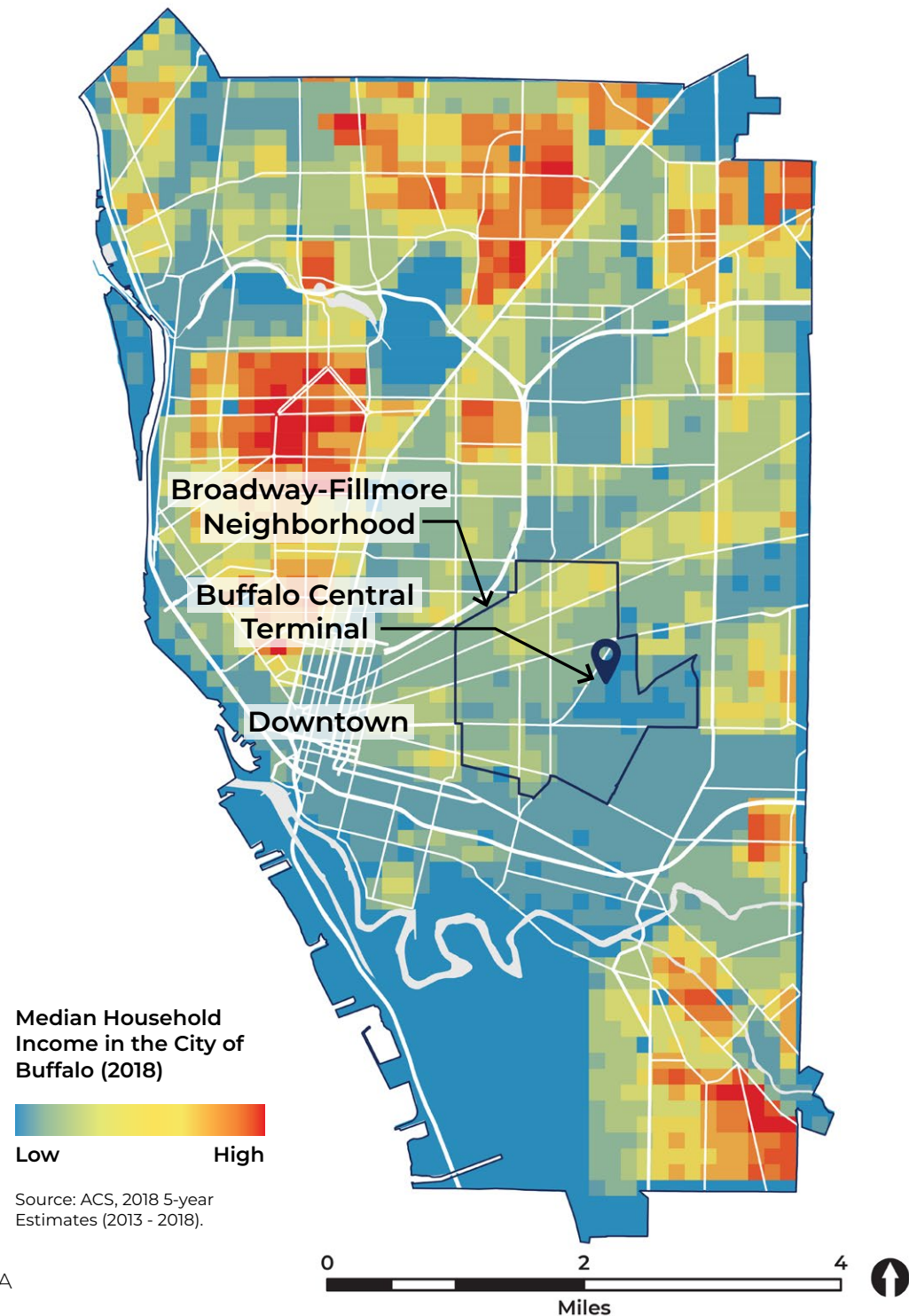
**19%** of owners in Broadway-Fillmore are cost-burdened, compared to **19%** in the City of Buffalo and **29%** in New York State

Source: ACS, 2018 5-year Estimates (2013 - 2018).



## MEDIAN HOUSEHOLD INCOME

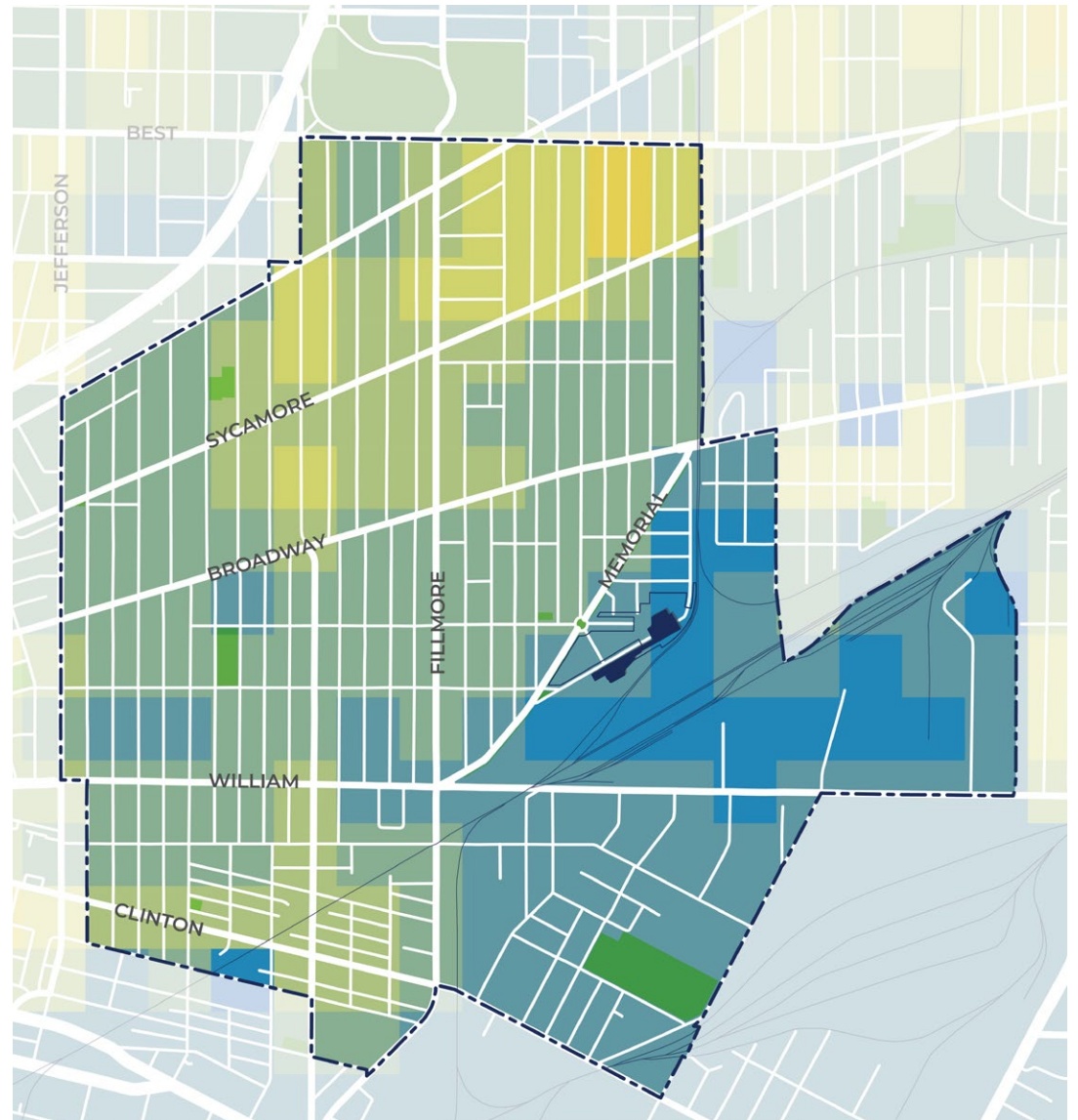
One of the legacies of disinvestment in urban cores are concentrations of poverty. The Median Household Income in Broadway-Fillmore is just \$21,059 — slightly below the federal poverty line for a household of three. Of all the households in Broadway-Fillmore, about 39% of households have an income below \$15,000. Overall, 47% of neighborhood residents are living in poverty, which are more than three times the Buffalo Metropolitan Area average.



Median Household  
Income in Broadway-  
Fillmore (2018)



Source: ACS, 2018 5-year  
Estimates (2013 - 2018).





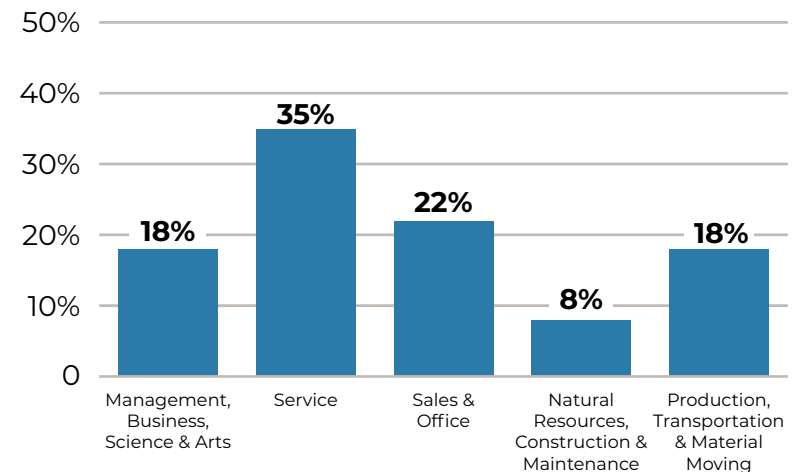
## EMPLOYMENT AND OCCUPATION

Broadway-Fillmore residents are over-represented in the service sector, at 35% of total resident employment, compared to 24% in Buffalo overall. Meanwhile, they are underrepresented in occupations that tend to have greater career potential, with only 18% of workers employed in management, business, science, or the arts, compared to 34% of workers citywide.

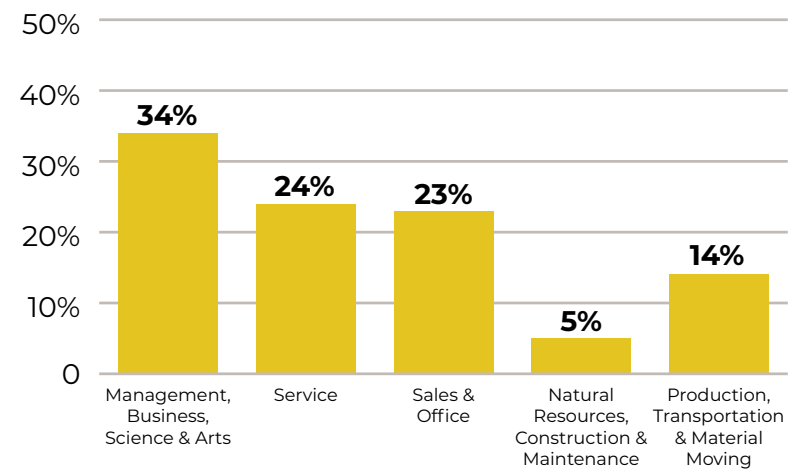
Though many residents are gainfully employed, Broadway-Fillmore is also home to a large concentration of unemployed residents. The highest concentration of unemployment is among residents who live directly next to the Buffalo Central Terminal.

Future reuse strategies for the Buffalo Central Terminal may present employment opportunities for these neighbors. Additionally, workforce training and other services intended to strengthen employment opportunities for residents could have positive impacts that help to alleviate unemployment in the area.

### BROADWAY-FILLMORE EMPLOYMENT BY OCCUPATIONAL CATEGORY (2018)



### CITY OF BUFFALO EMPLOYMENT BY OCCUPATIONAL CATEGORY (2018)



Source: ACS, 2018 5-year Estimates (2013 - 2018).

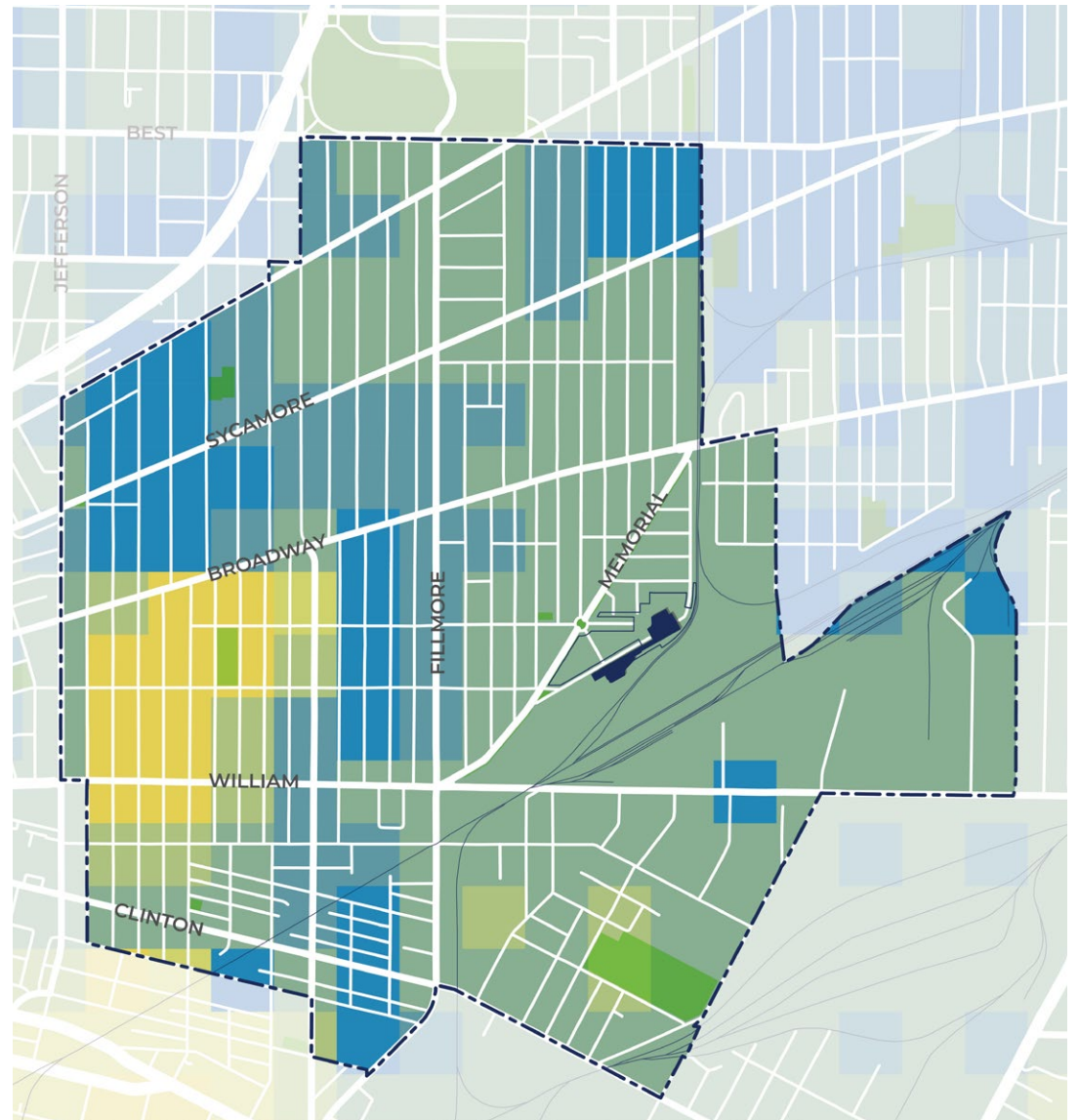
**Total Employee  
Density (2018)**



0 mi. 0.5 mi.



Source: ACS, 2018 5-year  
Estimates (2013 - 2018).



## UNEMPLOYMENT RATE

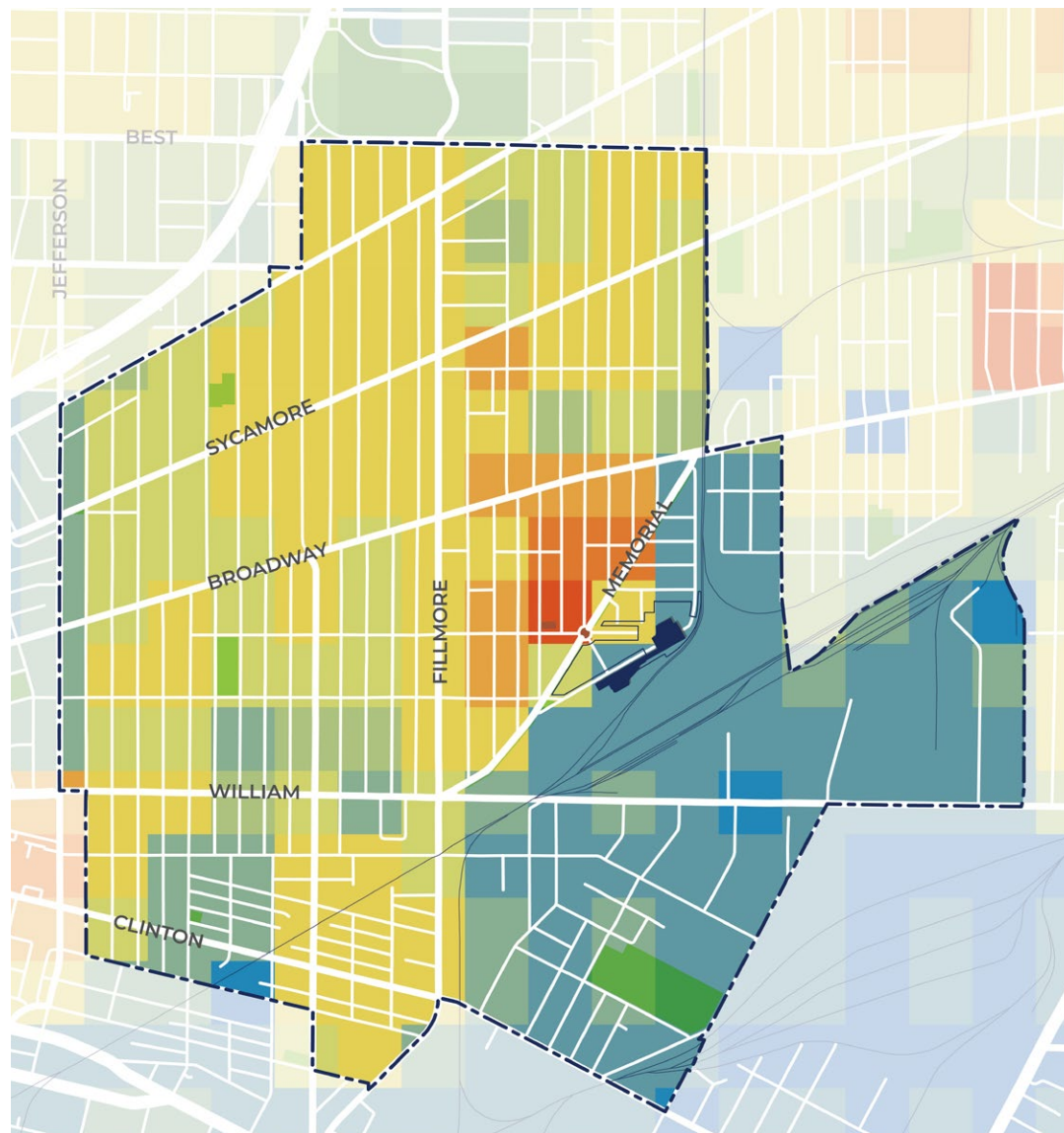
Unemployment Rate  
(2018)



0 mi. 0.5 mi.



Source: ACS, 2018 5-year  
Estimates (2013 - 2018).





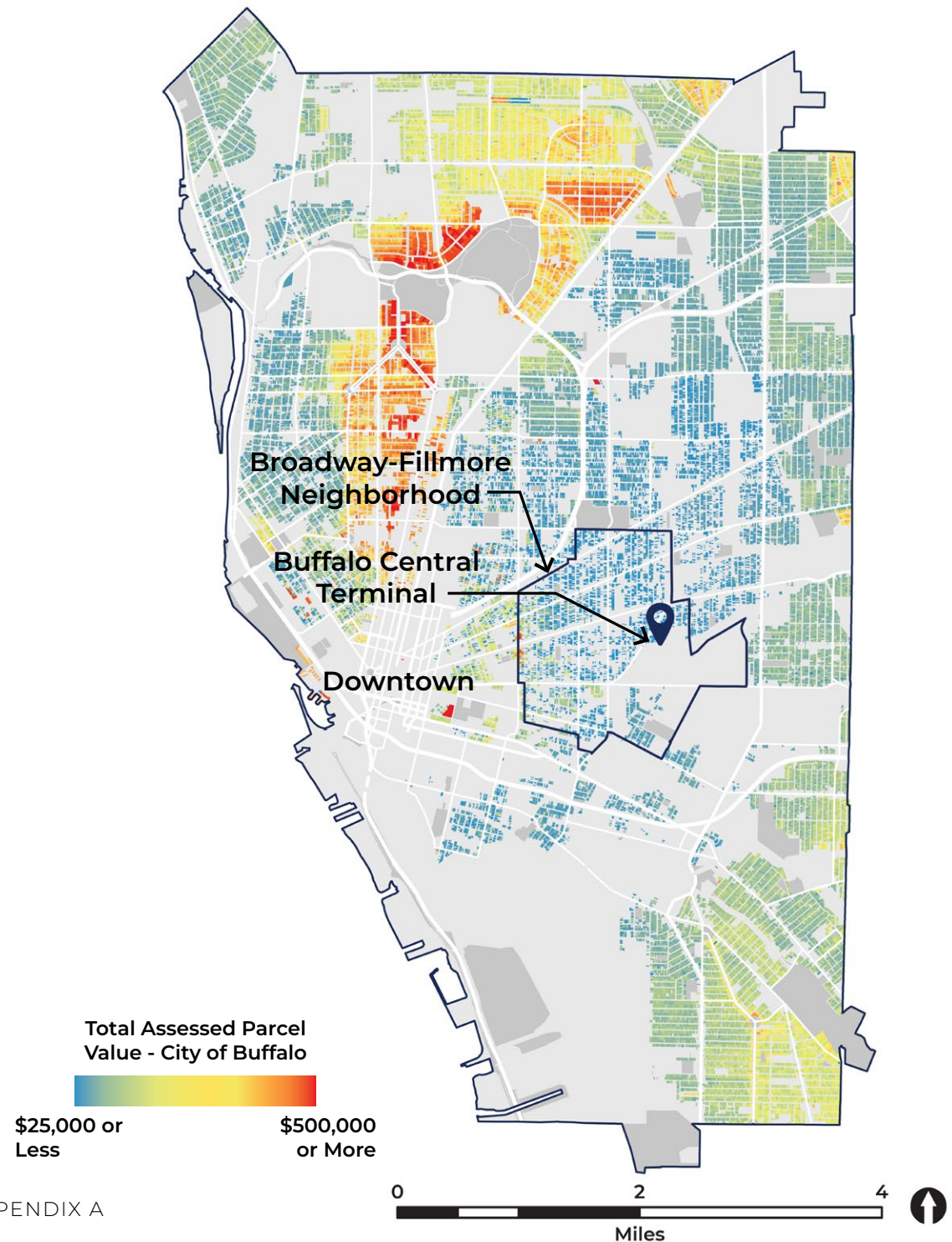


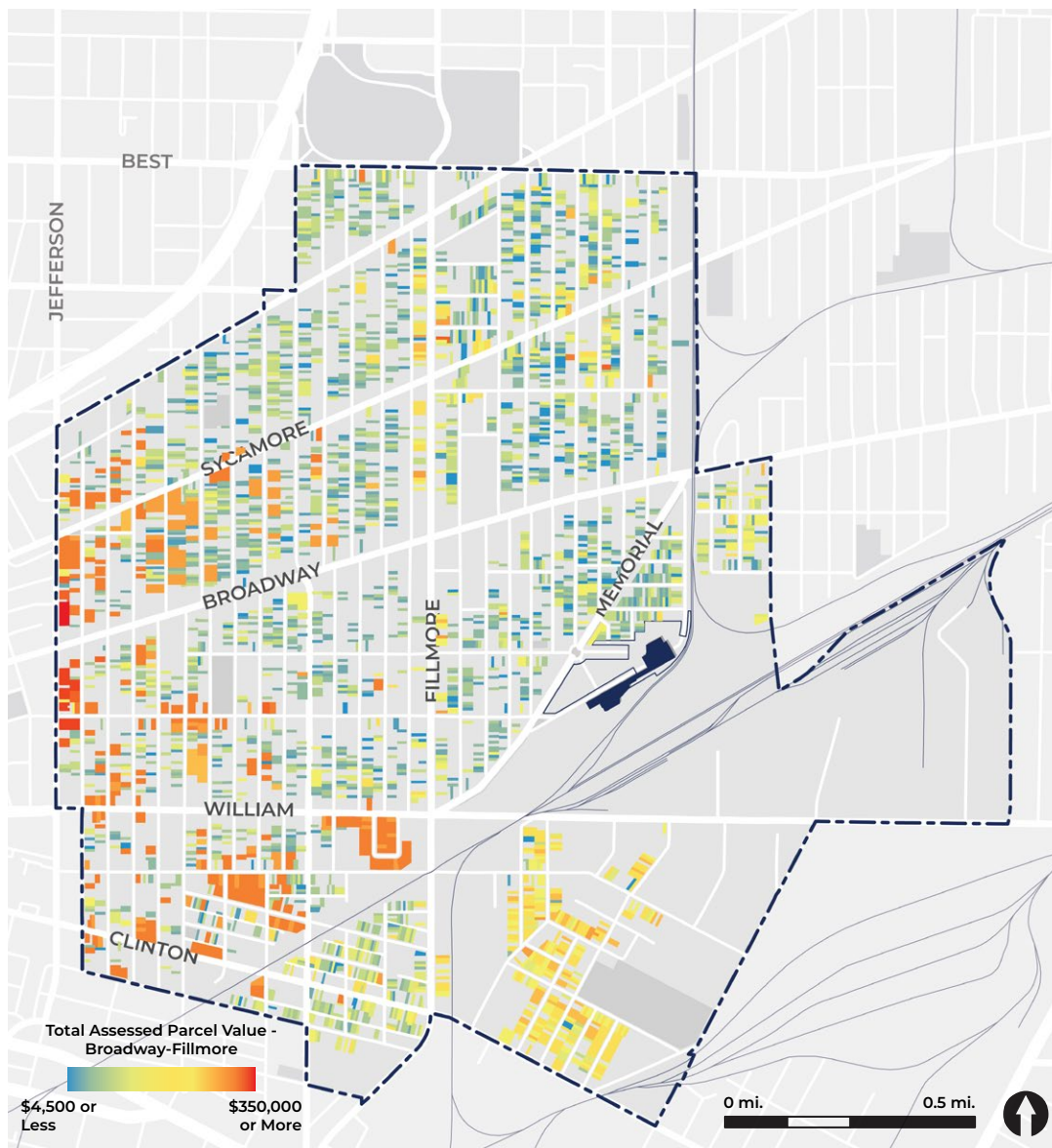
## ASSESSED PROPERTY VALUES

The average total assessed value of residential properties in the Broadway-Fillmore neighborhood is less than a quarter of the average value of other residential properties across Buffalo.

Some of the lowest valued parcels are located directly adjacent to the Buffalo Central Terminal and the northeast section of the planning area. Parcels with relatively higher assessed values are predominately located along the western extents of the area, closer to downtown. A large cluster of mid-range values are found along of the rail lines to the south.

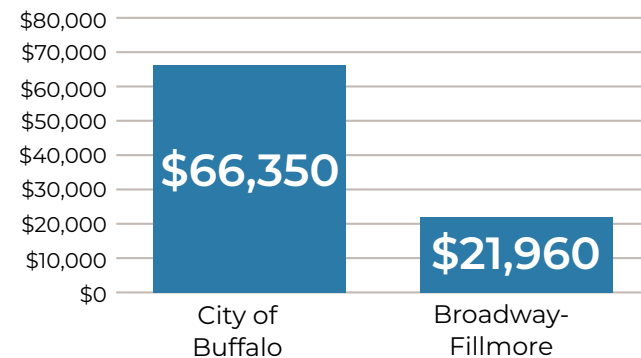
Though there is a diversity of assessed values in the area, the average value of residential parcels in the neighborhood is well below the city's average and is a contributor to a diminished tax base for the area.





**\$46,136**  
 median value of  
 owner-occupied homes in  
 Broadway-Fillmore

**Average Total Assessed Value of  
 Residential Parcels (2020)**





# TRANSPORTATION & MOBILITY

## MOBILITY, ACCESS AND SAFETY

39% of Broadway-Fillmore households lack access to a car, leaving them reliant upon other modes of transportation to get to work -or none at all. In fact, 60% of workers either drove alone or worked from home, indicating that alternate commuting methods are largely being used due to necessity, rather than by choice. Among drivers, there are also significant hazards with collisions especially along Broadway.

### Mobility, Access and Safety

#### Pedestrian Safety

- Vehicle with Bike Collisions
- Vehicle with Pedestrian Collisions

#### Mobility Infrastructure

- Existing Bike Lane
- NFTA Transit Route

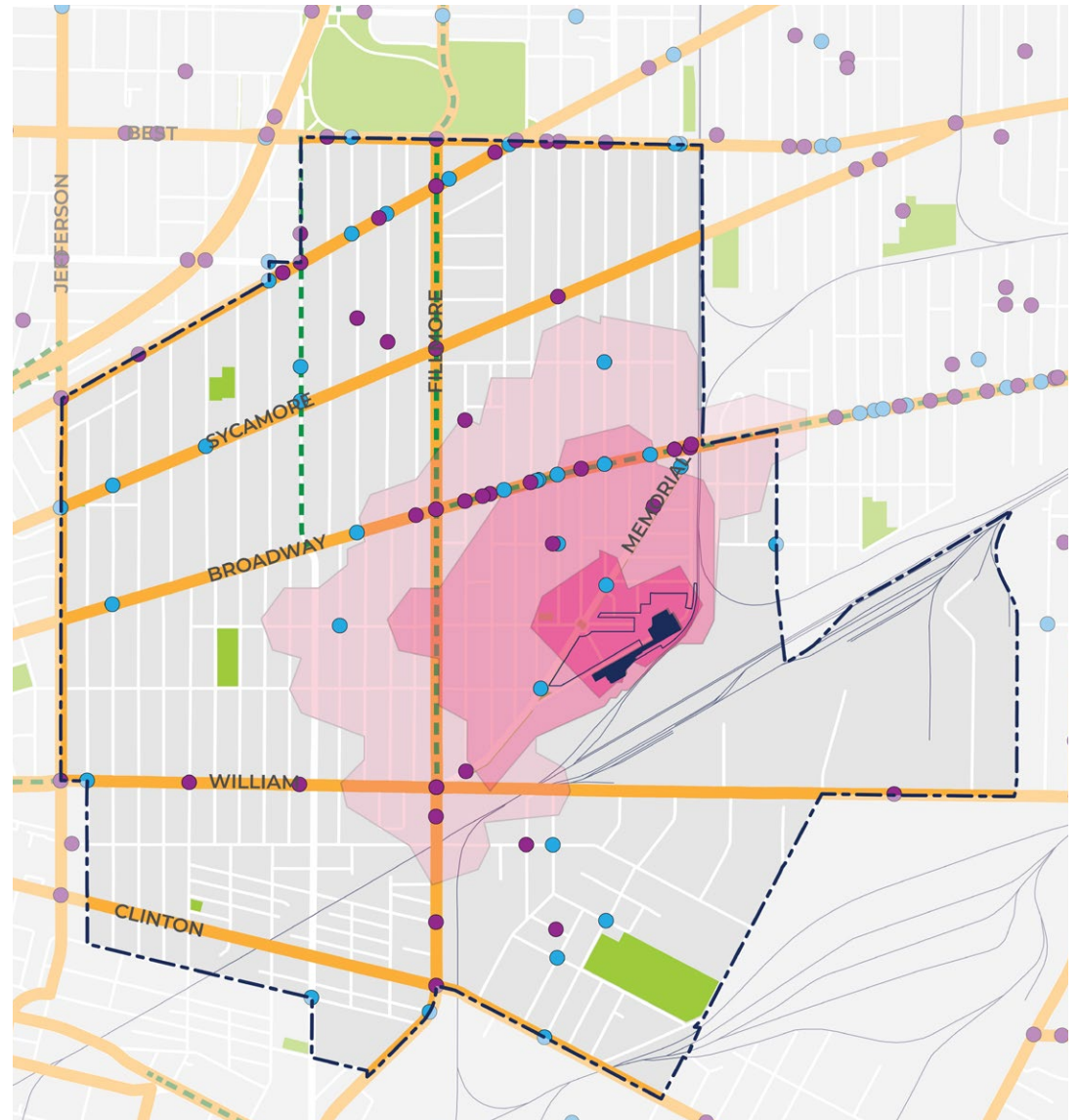
#### Walking Distance from Buffalo Central Terminal

- 5 minutes
- 10 minutes
- 15 minutes

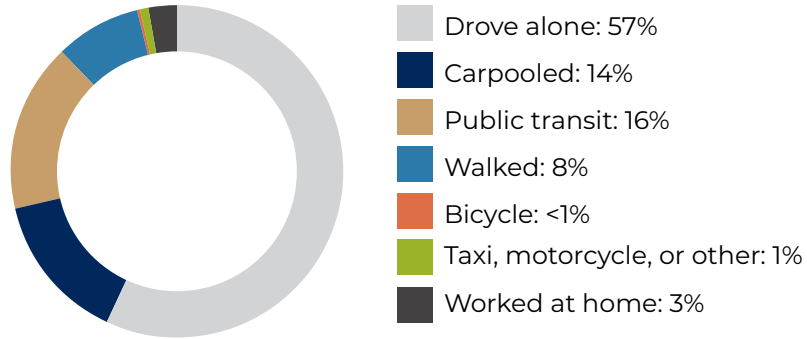
0 mi.  0.5 mi.



Source: ACS, 2019 5-year Estimates (2014 - 2019). Housing unit density is calculated at number of housing units per area.



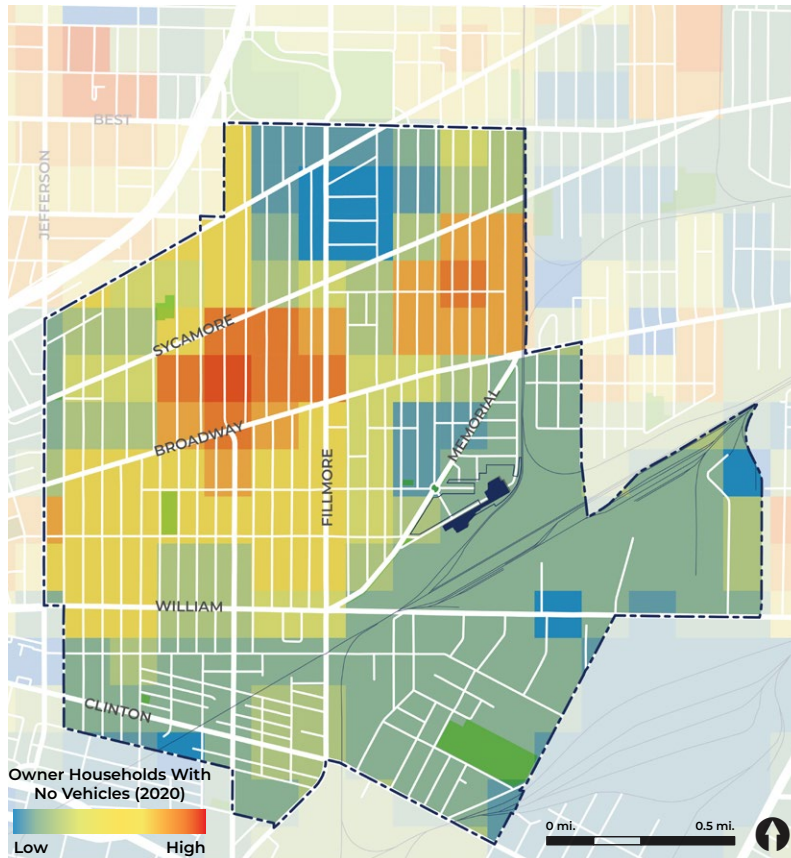
## HOW DO PEOPLE GET TO WORK?



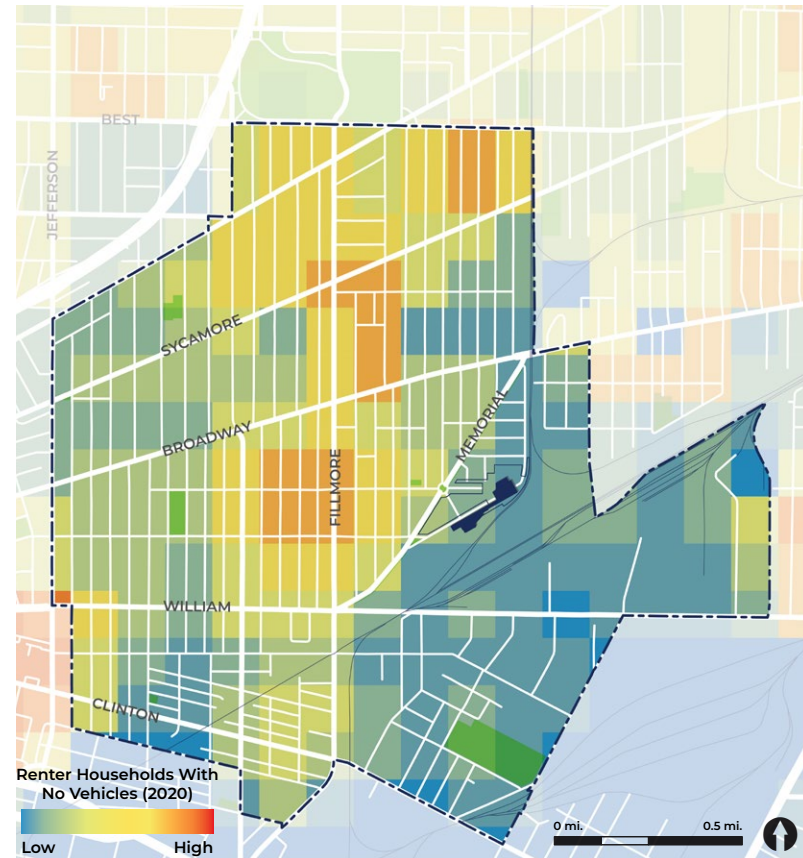
**39%**  
of Broadway-Fillmore  
households lack  
access to a car

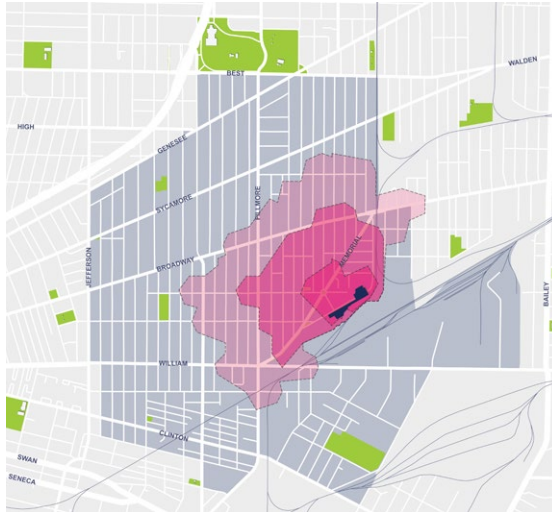
**21.8 minutes**  
average commute  
time for residents in  
Broadway-Fillmore

Density of Owner Occupied Households  
Without Vehicle Access (2019)



Density of Renter Occupied Households  
Without Vehicle Access (2019)





### **WALKING DISTANCE AND ACCESS TO BIKE LANES**

While Broadway-Fillmore is a dense neighborhood, the walkability to neighborhood goods and services is very low. While many anchors are close in proximity, the actual walking experience is longer than perceived. This creates zones of unprotected biking areas and inequitable

access to biking facilities. In expanding multi-modal transit options in Broadway-Fillmore, residents can have increased access to other resources throughout the community.

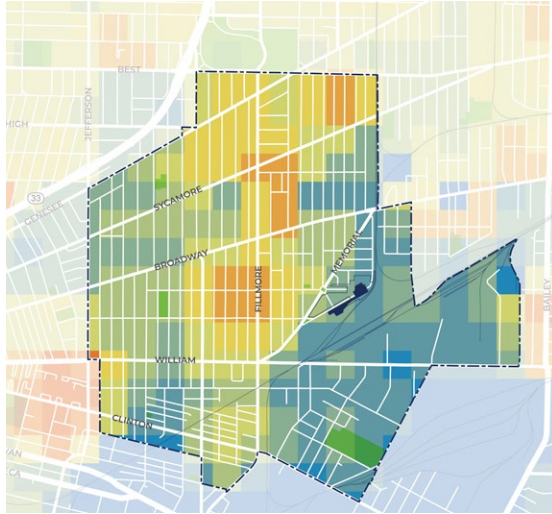


### **PUBLIC RIGHTS-OF-WAY**

Many of the roadways in Broadway-Fillmore are very wide, which promotes speeding and uncontrolled traffic. These expansive impervious surface also collect a lot of stormwater run-off that can be further managed and mitigated off-road. In reutilizing some of the public right of way for more complete streets and protected

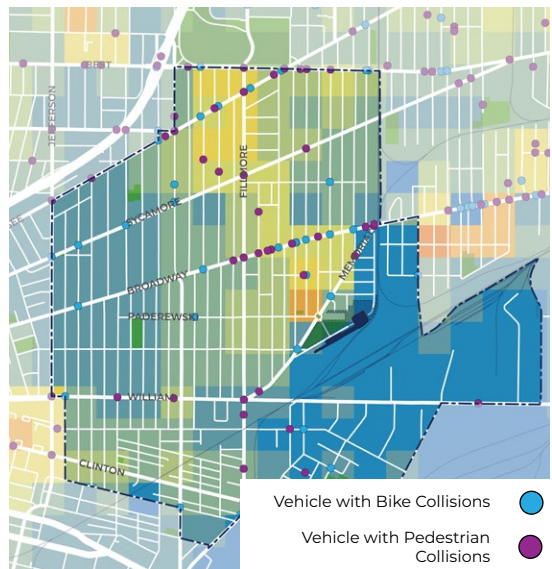
bicycle facilities, drivers, bikers and walkers can embrace a safer public street with green stormwater infrastructure.





### LIMITED ACCESS TO A VEHICLE

39% of Broadway-Fillmore households lack access to a car, leaving them reliant upon other modes of transportation to get to work. In fact, 60% of workers either drove alone (57% percent) or worked from home (3%), indicating that alternate commuting methods are largely being used due to necessity, rather than by choice.



### PEDESTRIAN SAFETY

There are several reported vehicular-pedestrian and vehicular-cyclist collision across the neighborhood, undermining the perception of safety when walking or biking. Improved crosswalks with clear signage and lighting can support safer crossing for resident, workers and students across the neighborhood.

# PARKS, OPEN SPACE AND VACANCY

## VACANCY AND CITY-OWNED PARCELS

While vacancy is an overall challenge in the Broadway-Fillmore neighborhood, the potential to provide active and passive open space or recreational opportunities or to sustainably manage stormwater by utilizing contiguous vacant parcels is high.

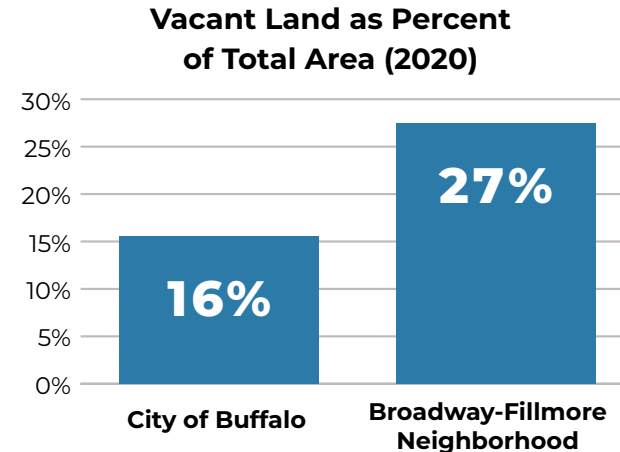
**345**  
acres of vacant land in  
Broadway-Fillmore

Source: Erie County Parcel Data, 2020.



Broadway-Fillmore comprises nearly

**6%**  
of parcels in the  
City of Buffalo, yet  
contains more than

**10%**  
of the City's vacant  
parcels



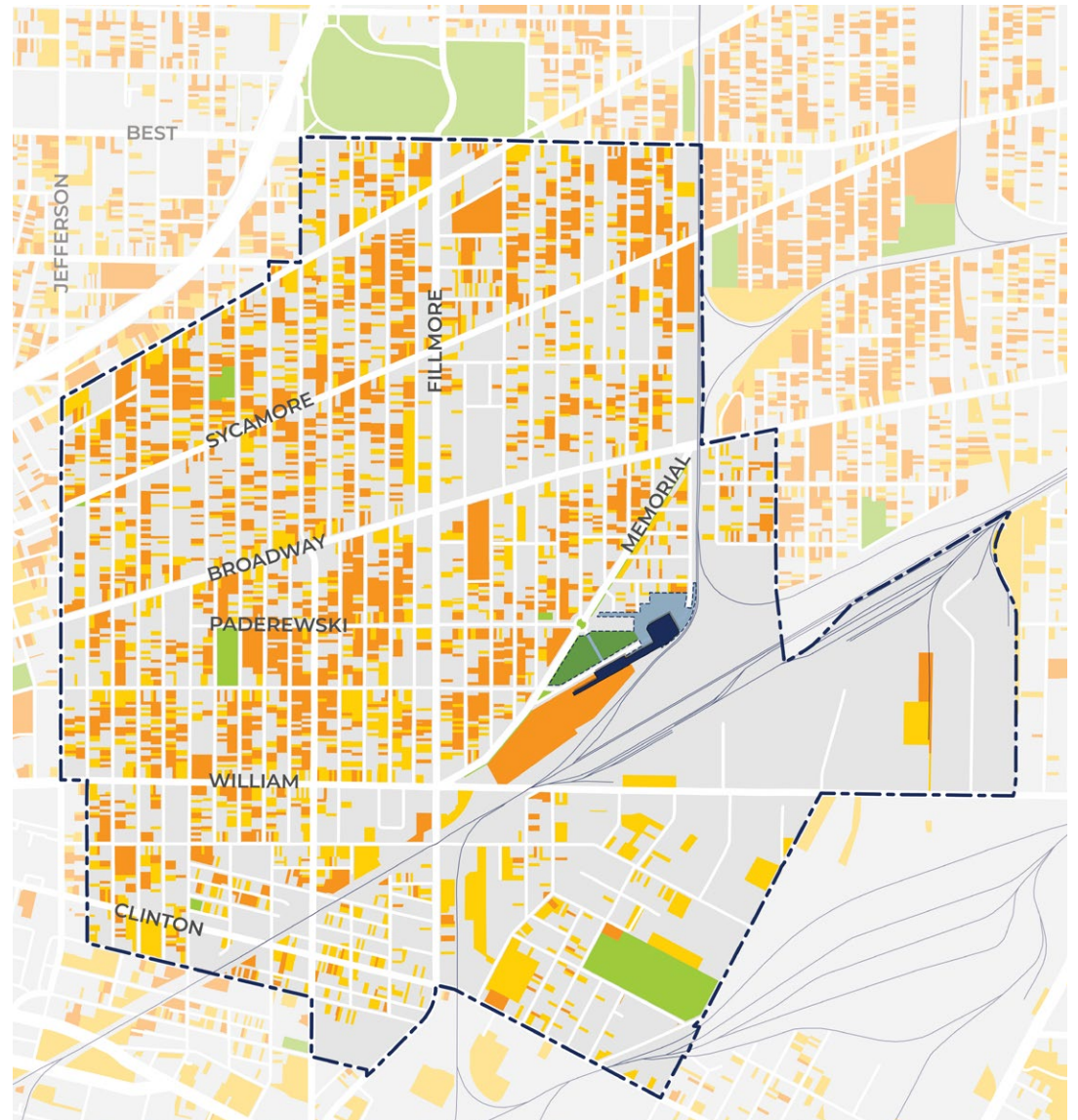
### Vacant Parcels and City-owned Parcels

-  City of Buffalo Owned Parcel
-  Vacant Parcel

0 mi.  0.5 mi.



Source: Erie County Parcel Data, 2020.





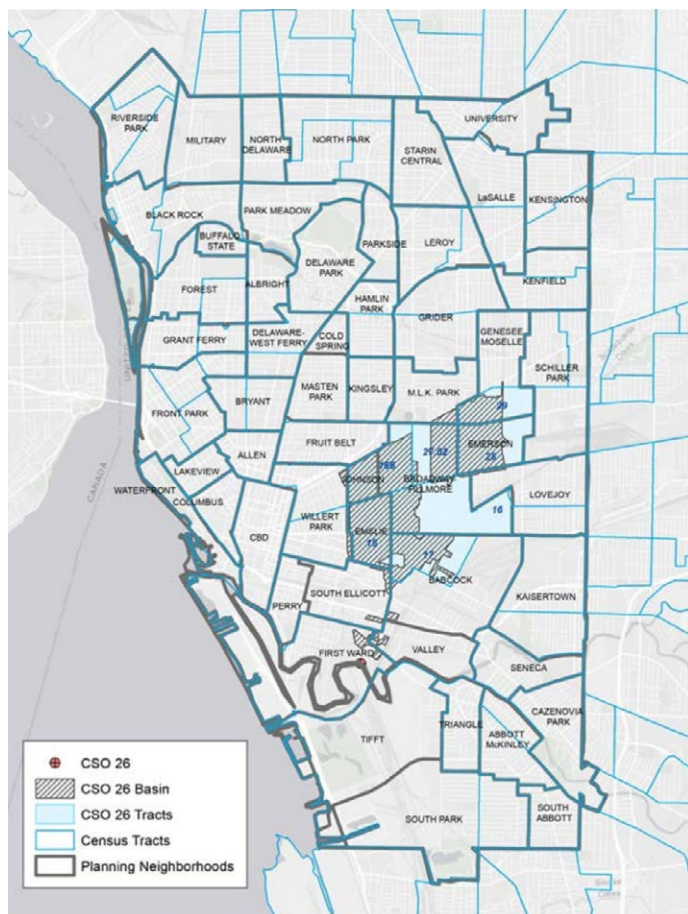


Image Source: RainCheck 2.0 Opportunity Index

## PUBLIC HEALTH INDEX FOR CSO 26 NEIGHBORHOODS

The RainCheck 2.0 Green Stormwater Infrastructure Initiative is grounded in an opportunity index that assesses the environmental advantages or disadvantages in various neighborhoods where the RainCheck will respond to Combined Sewer Overflow (CSO). These metrics include access to green space, employment opportunities and public health indicators. The following public health indicators are a few that are specific for CSO 26 neighborhoods, which includes Broadway -Fillmore.

### MENTAL HEALTH

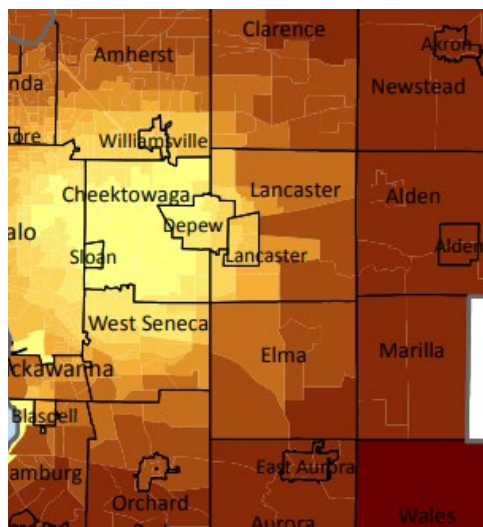
About 19.1% of adults aged 18 years or older living in CSO 26 neighborhoods reported frequent instances of poor mental health. This proportion is higher compared to adults across the city overall (15.8%).

### CURRENT ASTHMA

About 14.0% of adults aged 18 years or older living in CSO 26 neighborhoods report having asthma, which can increase likelihood of adverse outcomes such as missed school and work, emergency department visits, hospitalizations and death. This proportion is higher compared to adults across the city overall (12.1%).

### PHYSICAL INACTIVITY

Nearly 44% of adults aged 18 years or older living in CSO 26 neighborhoods reported that they did not regularly participate in any physical activities or exercises. This proportion is higher compared to adults across the city overall (35.1%).



## COMMUNITY DIVERSITY

The Environmental Health Index also reveals more detrimental environmental conditions in neighborhoods where Blacks and other minorities live compared to the neighborhoods where whites live. Against an overall regional score on the index of 73, whites' neighborhoods are ranked at 76, while blacks' neighborhoods (indexed at 58) compare at an 18-point deficit. The deficit for Hispanics (68, 8 points lower than whites) is somewhat higher than blacks and roughly comparable with other race and two or more races (69). The Asian/Pacific Islander score is slightly lower than the regional score (71, of 5 points lower than whites), and the neighborhoods of Native Americans (79) are slightly better than the average,






Table 12. Disparities in Access to Neighborhood Opportunity by Race and Ethnicity

Opportunity Dimensions	All persons	White	"Black /African American"	Hispanic or Latino	Asian/ Pacific Islander	Native American	Other Race	Two Or More Races
Poverty Index	55	61	25	33	53	45	43	44
School Proficiency Index	55	62	18	31	51	40	43	44
Labor Market Engagement Index	55	60	27	37	57	37	46	46
Job Access Index	51	51	50	53	59	59	53	52
Housing Stability Index	85	87	73	77	81	70	80	80
Food Access Index	55	54	57	56	55	48	55	55
Environmental Health Index	73	76	58	68	71	79	69	69

## OPPORTUNITIES FOR GREEN STORMWATER INFRASTRUCTURE

The Broadway-Fillmore neighborhood is one of many neighborhoods across the city of Buffalo that are the focus of the Rain Check Buffalo program, a green stormwater infrastructure initiative looking to manage the run-off of Buffalo's impervious surfaces. The mission of this program is to, “tackle our stormwater challenge, respond to the climate emergency and advance social and environmental justice.”

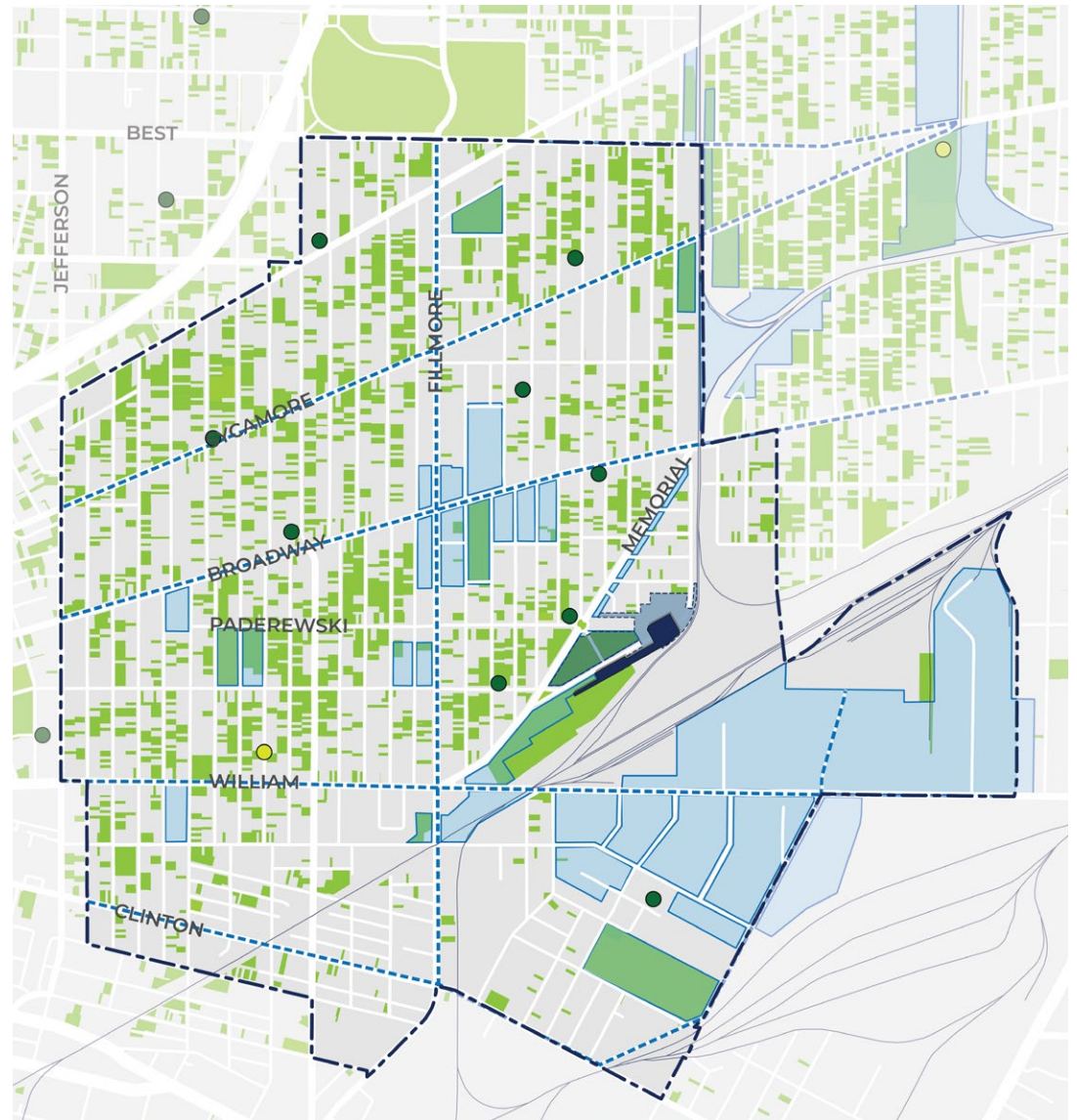
### Opportunities for Green Infrastructure

-  City of Buffalo Owned Parcel
-  Rain Check 2.0 Cluster
-  Rain Check 2.0 Corridor
-  Grassroots Gardens of Western New York
-  Buffalo Public Schools Community Gardens

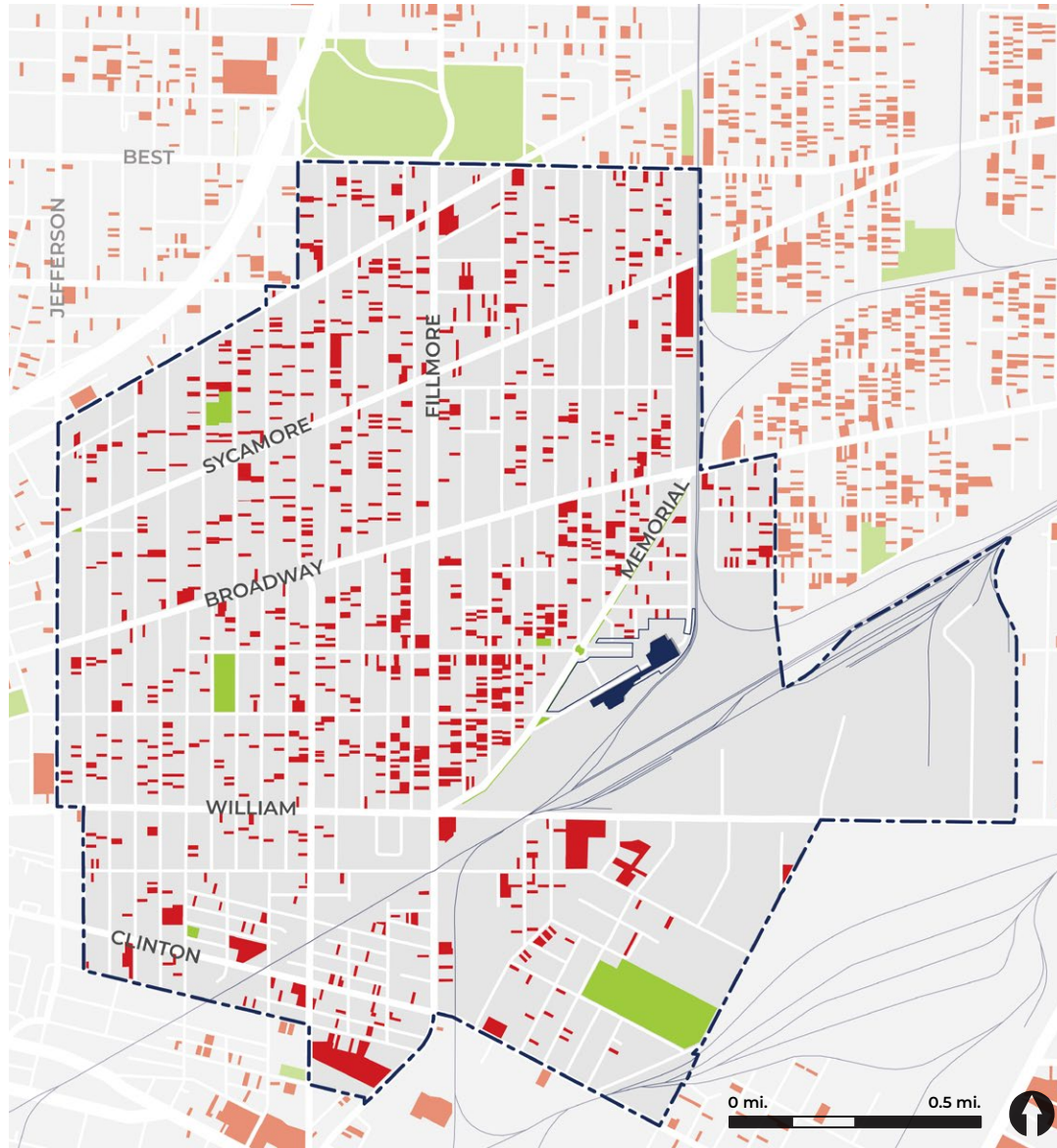
0 mi. 0.5 mi.



Source: City of Buffalo, Rain Check 2.0 and Erie County Parcel Data, 2020.







## DEMOLITION PERMITS SINCE 2007

Over the past 14 years, the Broadway-Fillmore neighborhood has had numerous demolition requests for vacant homes that have deteriorated over time — many of these homes among the oldest in the neighborhood. Today, 27% of housing units in the neighborhood are vacant, even after a concerted, multi-year City demolition effort to remove hundreds of the worst-condition properties.

### DEMOLITION PERMIT REQUESTS 2007 - 2020

■ Parcel Where Demolition Permit Was Requested

# COMMUNITY ENGAGEMENT

## BUILDING CONDITIONS SITE TOUR

The Buffalo Central Terminal is the main focus of the planning process and understanding its current condition, in addition to its historic and current uses was critical in planning its new life and identity. The planning team performed a robust conditions analysis of the building and its grounds to assess the cost of repairs, as well as understand the feasibility of community-informed ideas for the Terminal. The findings can be found in the Buffalo Central Terminal Building Conditions Report.

## COMMUNITY MAPPING

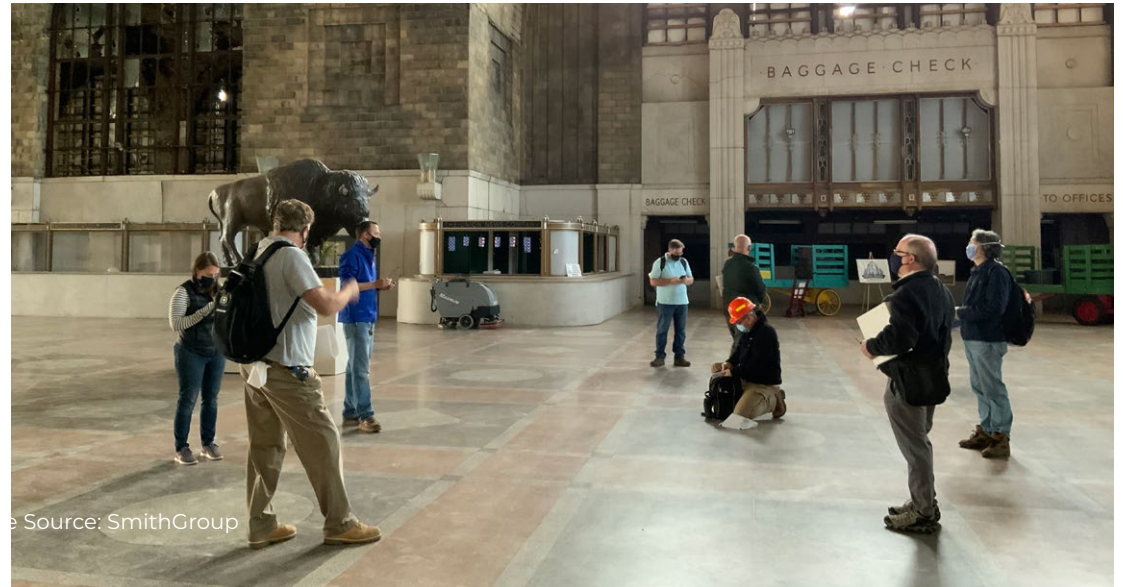
The planning team developed a static and dynamic maps for engagement participants and CAC members to support the existing conditions research on the Broadway-Fillmore neighborhood. This allowed the planning team to understand critical on-the-ground challenges and details that would not have been possible to glean from existing data, official maps or walking tours. Participants identified important routes and sites and areas of concern or perceived danger.

## MOBILE ENGAGEMENT KIT

For residents and participants that could not join during the scheduled meetings, the mobile engagement kit was developed to take the session contents on the road! The kit included a series of activities that were performed during the public meetings to connect with residents where they are within the neighborhood and larger communities.

### Social Media Storytelling

Social media, including Facebook, was used to share information related to upcoming public engagement sessions and to reconnect with participants between



# OUR FUTURE IS BRIGHT.

GIVE YOUR INPUT ON THE FUTURE OF OUR BUFFALO CENTRAL TERMINAL AND OUR NEIGHBORHOOD.



## PUBLIC VIRTUAL MEETING

DEC 9TH, 6-8PM EST  
HOSTED ON ZOOM

Join us in the Buffalo Central Terminal online public forum series! Tell us what you would like to see the Buffalo Central Terminal become. Your participation and input will build on the strength of and reflect the values of the community.

**ACCESS THE ZOOM MEETING AT:**  
[buffaloterminalplan.org](https://buffaloterminalplan.org) or call in at: 267.831.0333  
Webinar ID: 821 4067 8607



**LEARN MORE AT:**  
[buffaloterminalplan.org](https://buffaloterminalplan.org)

**HAVE QUESTIONS? CONTACT US:**  
Call 716.754.6142 or email [info@buffalocentralterminal.org](mailto:info@buffalocentralterminal.org)

meetings. These digital platforms were also used to highlight members of the Broadway-Fillmore community, especially those who have demonstrated a commitment to Terminal and neighborhood revitalization. This celebrates the movers and shakers that are currently working to build a stronger community.

### DYNAMIC POSTER IMAGERY

To solicit excitement for the overall process, dynamic imagery was selected to emulate the focus of the Buffalo Central Terminal with cultural diversity and richness of the Broadway-Fillmore neighborhood. The imagery captured important places and characteristics that were fundamentally Buffalo to remain rooted in place and people.

### PRECEDENT OUTREACH

One-on-one interviews were conducted with groups across the country that have successfully transitioned historically significant buildings into dynamic economic engines for their respective communities and cities. Their insight helped to identify important partners, national networks and other players needed that supported the success of their building renovations and programming.



# ENGAGEMENT ON THE BOARDS

The engagement process ran through the various changes with executive orders related to the COVID-19 pandemic, which allowed the planning team to take advantage of as many digital tools as possible to solicit important and meaningful feedback. With virtual whiteboards and meetings, residents, visitors and stakeholders were able to make real-time comments and feedback with the planning team that helped to shape and sharpen the proposed recommendations.

The planning team engaged the residents, business owners and institutional leaders through an assembly of public town-hall virtual meetings, focus groups and one-on-one interviews to understand the future identity of the Buffalo Central Terminal by assessing the ideal experiences and memories they were looking to build around the site. Using the Priority Setting exercise, the community at-large identified critical values for future efforts to focus on.

## **TRANSPORTATION AND ACCESSIBILITY**

For the theme of Transportation and Accessibility, the highest priorities included improvements in Public Transportation and Connectivity & Accessibility.

As a historic train station, many participants expressed a desire to return the Buffalo Central Terminal to a regional transit hub with opportunities to connect locally and nationally with bus and train services, rideshare and paratransit and bicycle facilities. Participants asked for improved connectivity to other Broadway-Fillmore anchors like the Broadway Market or the Tubman School, and improved accessibility of the Terminal's grounds to make trips to and fro inviting and easy, especially for the neighborhood's elderly.

## **ARTS, CULTURE AND COMMUNITY**

For the theme of Arts, Culture and Community, the highest priorities included celebrating the neighborhood's Historic & Cultural Significance and leveraging Community Identity.

The CTRC has activated the Buffalo Central Terminal through an assortment community events and many participants elected for this to continue. Given the scale of the building, the Terminal was identified as a great location to host both large-scale and small scale creative and cultural events to celebrate city and neighborhood diversity. Prospective events types included performing arts, musical performances, youth events and other indoor or outdoor programming.

## **OPEN SPACE AND PLACEMAKING**

For the theme of Open Space and Placemaking, the highest priorities included establishing Placemaking & Community Gathering and activating the surrounding Vacant Spaces & Blight.

For the Buffalo Central Terminal, the existing grounds presents a great opportunity to activate a large and underutilized green space into a park-like asset for the both building use and for the community at-large. This green space must be flexible to respond

## TRANSPORTATION & ACCESSIBILITY

### GOAL

Identify opportunities for connecting the Central Terminal building and grounds to neighborhood points of interest or community assets, and to identify possible options for enhancing multi-modal connectivity.

### WHAT WE HEARD

Consider using the Central Terminal for regional transit opportunities with bus, train, wheelchair, etc. to get around.

Reroute buses to improve access to the Terminal with covered shelters.

Reimagine the Central Terminal with more seating and activity to keep the area lively.

Improve streetscapes to improve lighting and safety.

Improve both on-street and off-street bike infrastructure.

### TOP PRIORITIES

Improve accessibility of the grounds to accommodate all abilities.

Improve on-street and off-street bike infrastructure.

### WHAT COULD IT LOOK LIKE?

The images below are examples of potential improvements that may be possible in the future reuse of the Central Terminal building, grounds, and in the Broadway-Fillmore neighborhood. Some of these images are from projects in Buffalo, and some are from similar projects in other places. Some improvements can occur sooner, while others will need more time to be achieved.

### WHAT DO YOU THINK?

● **POSITIVE** - WOULD NOT LIKE TO SEE AT CENTRAL TERMINAL OR IN BROADWAY-FILLMORE (CAN DO SO NOW AND ON)

● **NEUTRAL** - WOULD NOT LIKE TO SEE AT CENTRAL TERMINAL OR IN BROADWAY-FILLMORE (CAN DO SO NOW AND ON)

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### CENTRAL TERMINAL BUILDING

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### BROADWAY-FILLMORE NEIGHBORHOOD

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to all of the desired programming and maintain its present scale to match the grandeur and historic use of the Terminal.

### ECONOMIC DEVELOPMENT

For the theme of Economic Development, the highest priorities included supporting Commercial Development and leveraging Equitable Growth opportunities for residents in the area.

Considering the various space types within the Buffalo Central Terminal, many participants expressed opportunities for small business space, including offices and job training facilities within the building.

### HEALTH AND WELLNESS

For the theme of Health and Wellness, the highest priorities included responsible Environmental Sustainability and access to Educational Resources.

Many participants expressed a desire for the Buffalo Central Terminal to host historical tours for children and schools to learn more about the Terminal and the neighborhood. Similarly, participants encouraged an expansion of natural resources in the area to improve environmental quality and expose youth to regional habitats and ecological education.



## ARTS, CULTURE & COMMUNITY

## ECONOMIC DEVELOPMENT

GOAL	WHAT WE HEARD	TOP PRIORITIES
Celebrate the diverse and unique character of the Broadway-Fillmore neighborhood and highlight ways the Central Terminal building and grounds can showcase the arts and culture of the community.	<ul style="list-style-type: none"> <li>Central Terminal should be a place where artists and small businesses can thrive and showcase their work.</li> <li>Connect with local artists to provide space to sell and promote their work.</li> <li>Establish small retail spaces within the Terminal to showcase creative businesses.</li> <li>Consider performing arts programming in the Terminal (Shakespeare, Dance, Jazz etc.)</li> <li>Opportunities to engage youth to around culture and identity.</li> <li>Establish indoor and outdoor performance spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Central Terminal Building</li> <li>Central Terminal Grounds</li> </ul>
<b>WHAT COULD IT LOOK LIKE?</b> The images below are examples of potential improvements that may be possible in the future reuse of the Central Terminal building, grounds, and in the Broadway-Fillmore neighborhood. Some of these images are from projects in Buffalo, and some are from similar projects in other places. Some improvements can occur sooner, while others will need more time to be achieved.		
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<b>BROADWAY-FILLMORE NEIGHBORHOOD</b> ● ● ●		

GOAL	WHAT WE HEARD	TOP PRIORITIES
Identify opportunities for programming of different types within the Central Terminal building, on the grounds, and in Broadway-Fillmore that can support investment in the Central Terminal and support economic development in the community.	<ul style="list-style-type: none"> <li>Partnerships with local businesses and organizations to provide training and direct contributions to the Terminal's renovation.</li> <li>Focus on workforce development for neighborhood residents.</li> <li>Small business incubator and acceleration programs for local business and entrepreneurs.</li> <li>Avoid gentrification that will displace residents from the area.</li> <li>Small business space in the Central Terminal.</li> </ul>	<ul style="list-style-type: none"> <li>Central Terminal Building</li> <li>Central Terminal Grounds</li> </ul>
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## PLACEMAKING & OPEN SPACE

### GOAL

Reflect and strengthen the identity of the Central Terminal and Broadway-Fillmore neighborhood to create active, safe, and welcoming places for people and to identify programming for open spaces that can serve people of all ages and abilities.

### WHAT WE HEARD

Placemaking is essential for creating an identity within the community.

Address vacant and blighted areas across the City.

Offering spaces for local events, youth and arts.

Need an open space that matches the scale of Central Terminal.

Opportunities for nature-based activities (hiking, trail, bird watching etc.).

Provide clear maintenance plans for any new open space opportunity.

### TOP PRIORITIES



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### CENTRAL TERMINAL BUILDING



### CENTRAL TERMINAL GROUNDS



### BROADWAY-FILLMORE NEIGHBORHOOD



## HEALTH & WELLNESS

### GOAL

Incorporate strategies or programming for enhancing overall health and wellbeing for community members by providing opportunities for active recreation and learning, and also including environmentally friendly improvements.

### WHAT WE HEARD

Community gardens can support local restaurants and vendors, and support healthy lifestyles.

Support for mental health in the community through open space and programs.

Expansion of natural resources in the area to improve environmental quality.

Historical tours for children and schools to learn more about the terminal and the neighborhood.

Public safety should include the overall clean-up of the neighborhood.

### TOP PRIORITIES



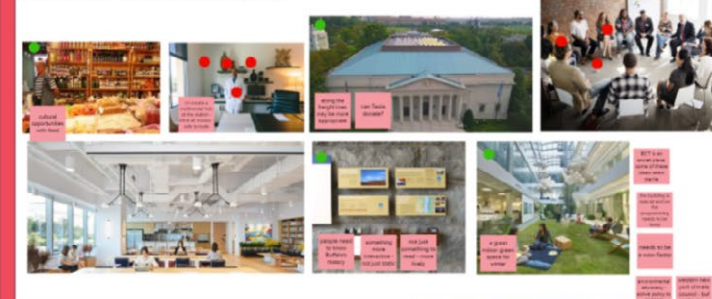
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### CENTRAL TERMINAL BUILDING



### CENTRAL TERMINAL GROUNDS



### BROADWAY-FILLMORE NEIGHBORHOOD



## TRANSPORTATION & ACCESS

### COMMUNITY INPUT

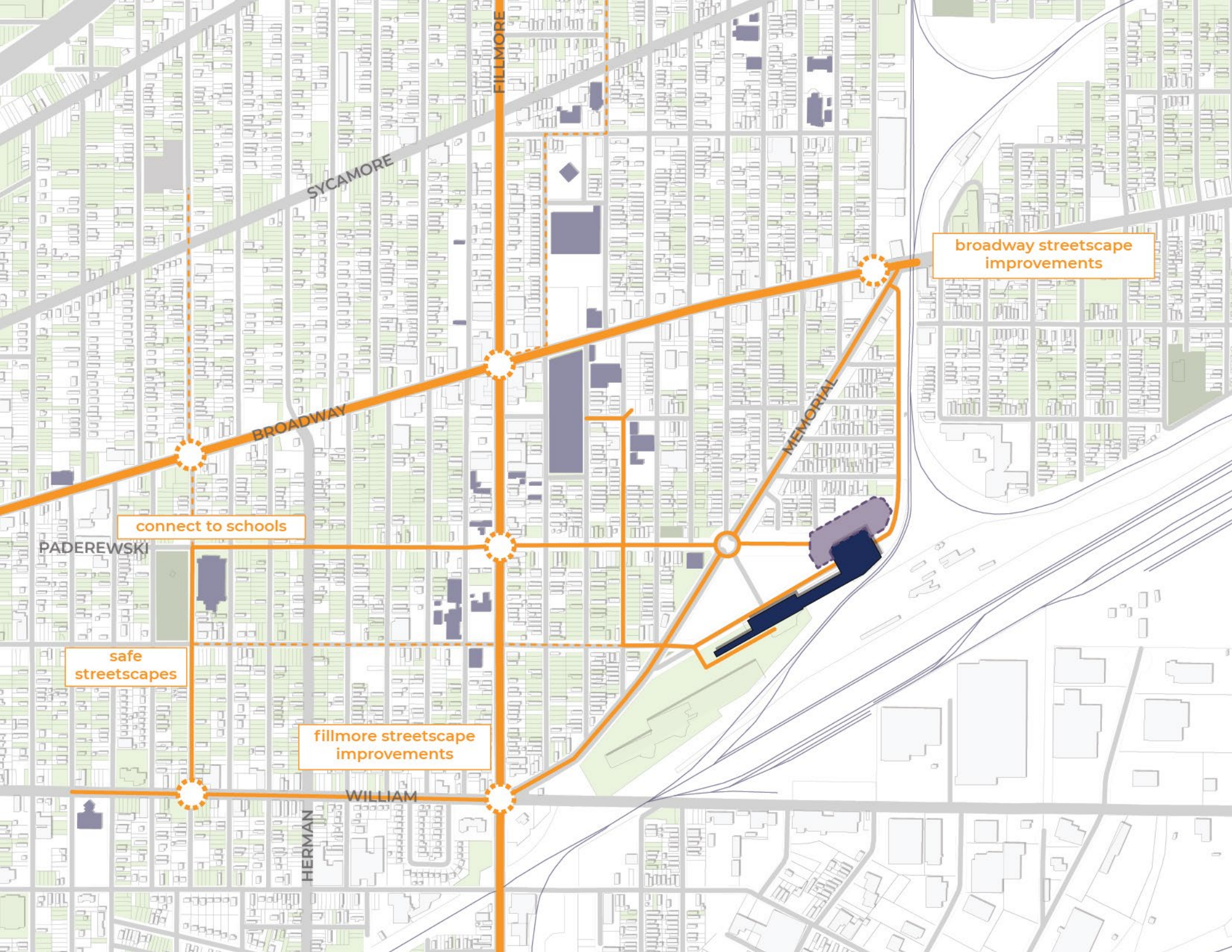
Through a series of public engagement sessions and virtual whiteboards, the planning team asked Broadway-Fillmore residents and other Terminal stakeholders to share their ideas on how the neighborhood could be better served through transportation and accessibility. Some detailed comments included:

- The redevelopment of the Terminal would create density and the need for bike infrastructure and safety. The area needs protected on- and off-road bike lanes where drivers speed through (like Memorial and Paderewski Drives).
- Parking is always a concern, especially for the neighborhood seniors. There should be parking that is close to the destination with accessible pathways to walk around.
- Consider incorporating rideshare options for families that cannot afford a car (Zip Car location or electric charging stations)
- Regional transit can be a long-term goal to better connect the neighborhood to regional employment centers and other destinations.

**“If we establish a large demand for people to go to the Terminal, we can bring more buses and traffic to the Terminal . It would be a good way to help establish a presence of people.”**

– Participant, Virtual Public Meeting #1





SYCAMORE

FILMORE

broadway streetscape improvements

BROADWAY

MEMORIAL

connect to schools

PADEREWSKI

safe streetscapes

fillmore streetscape improvements

WILLIAM

HERMAN



## ARTS, CULTURE & OPEN SPACE

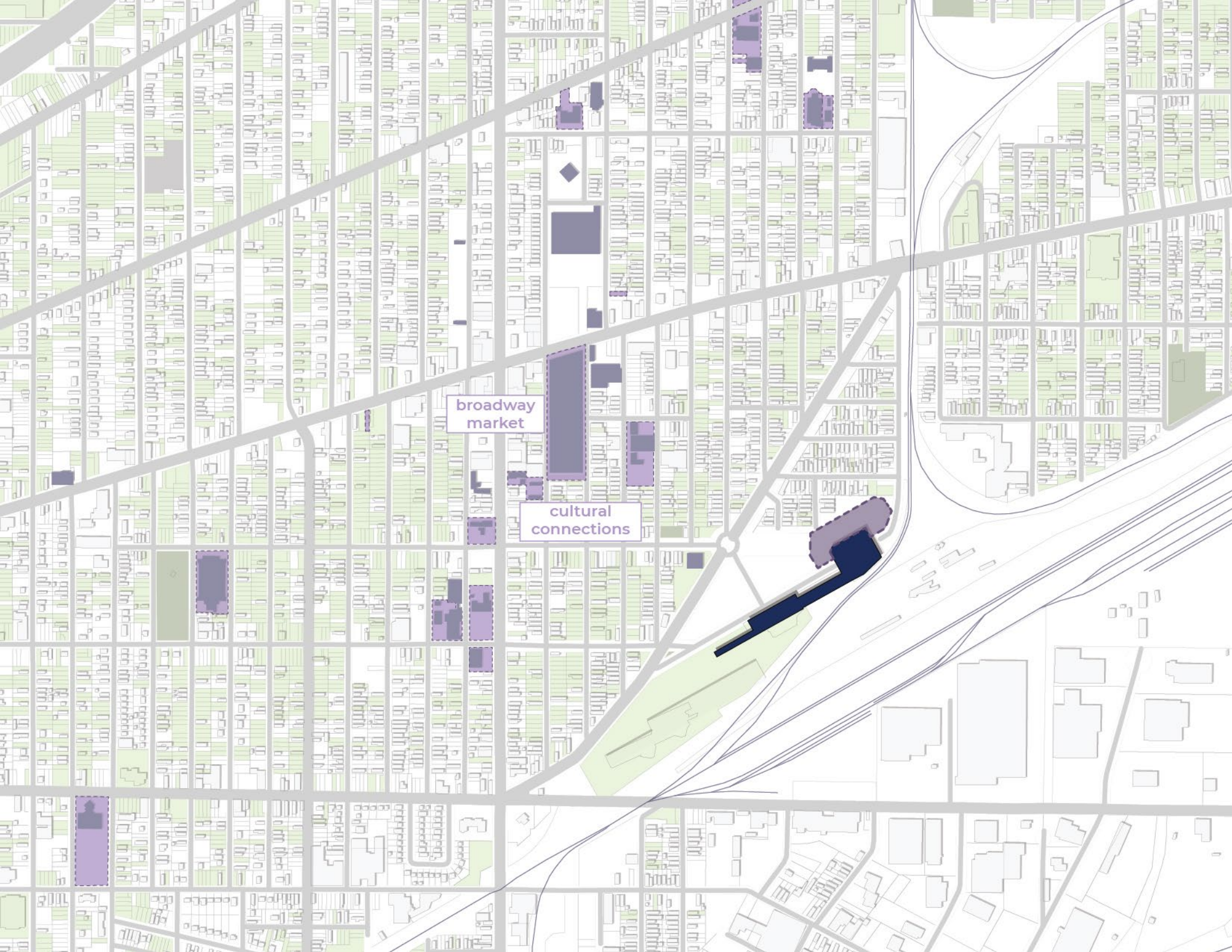
### COMMUNITY INPUT

Through a series of public engagement sessions and virtual whiteboards, the planning team asked Broadway-Fillmore residents and other Terminal stakeholders to share their ideas on how the neighborhood could be better served through arts, culture and community. Some detailed comments included:

- Broadway-Fillmore is dynamic and Buffalo Central Terminal can be a platform to celebrate that. Consider musical events inside and outside of the Terminal.
- The Terminal is a piece of public art itself. Consider a lighting strategy that illuminates the building at night for all to enjoy.
- There is so much underutilized space inside the Terminal. Let's rent space to creative tenants to support yearlong culturally relevant programming
- Provide more accessible family-friendly events like movie nights or summer festivals to keep the youth engaged.

**“Other rehabilitation projects have events like cultural dance performance and parties that really bring people from all over the places together. It will be great to see it happens in Central Terminal.”**

– Participant, Virtual Public Meeting #1



broadway  
market

cultural  
connections

## ECONOMIC DEVELOPMENT

### COMMUNITY INPUT

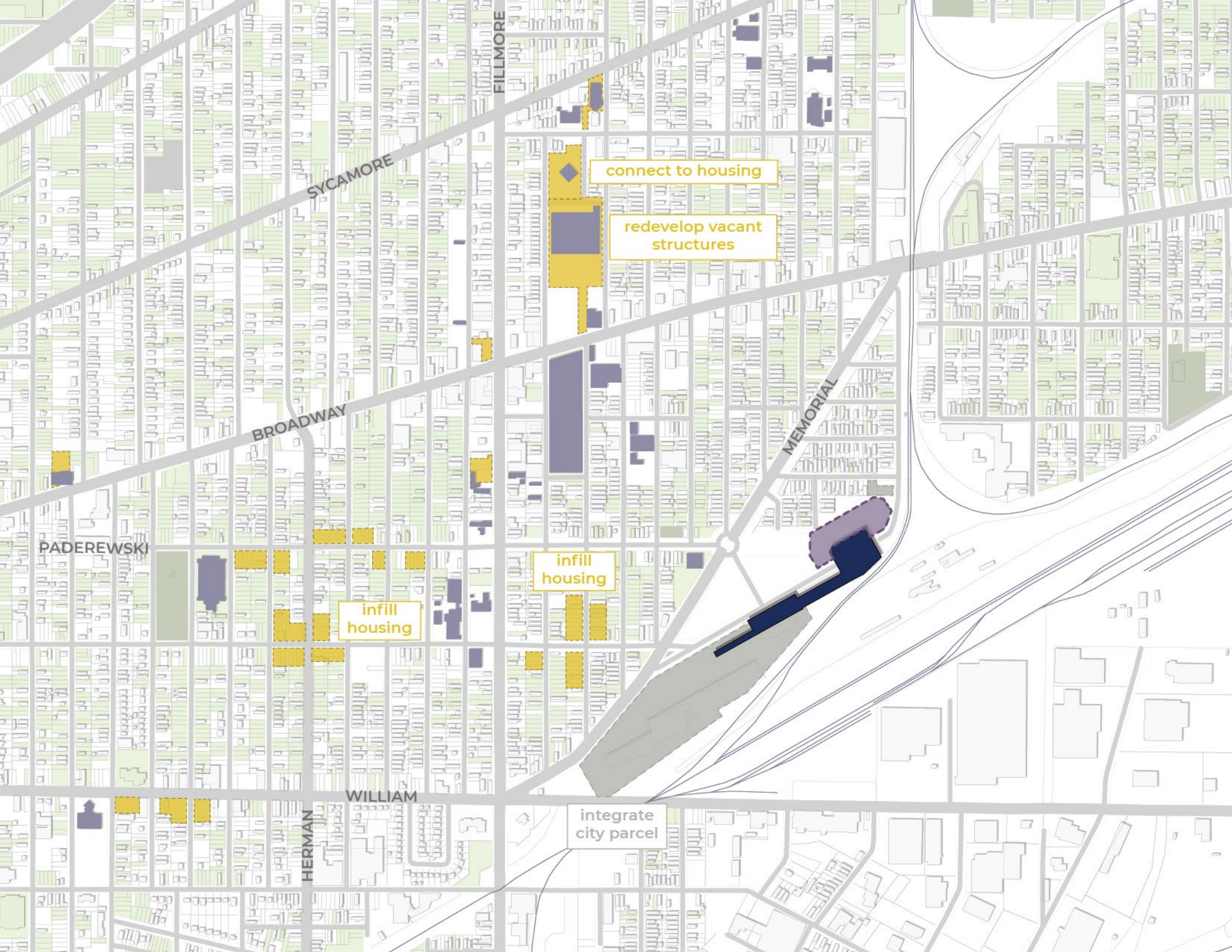
Through a series of public engagement sessions and virtual whiteboards, the planning team asked Broadway-Fillmore residents and other Terminal stakeholders to share their ideas on how the neighborhood could be better served through economic development. Some detailed comments included:

- Development in Broadway-Fillmore should focus on anti-displacement strategies that help longstanding residents stay in the neighborhood
- It is important to build more partnerships and opportunities for local entrepreneurs . They create more businesses and jobs that support the community. Economic development for the area should focus on a 2 mile radius from the Terminal to keep opportunities in the neighborhood.
- Housing is a critical component that should be emphasized. Consider income-based housing opportunities and easier pathways to homeownership.

**“I would love to see a small business incubator. We have people with ideas but need resources and capital to develop them. How about, ‘Startup Central’ at Buffalo Central Terminal?”**

– Participant, Virtual Public Meeting #2





SYCAMORE

FILMORE

BROADWAY

MEMORIAL

PADEREWSKI

WILLIAM

HERMAN

connect to housing

redevelop vacant structures

infill housing

infill housing

integrate city parcel

## PLACEMAKING & OPEN SPACE

### COMMUNITY INPUT

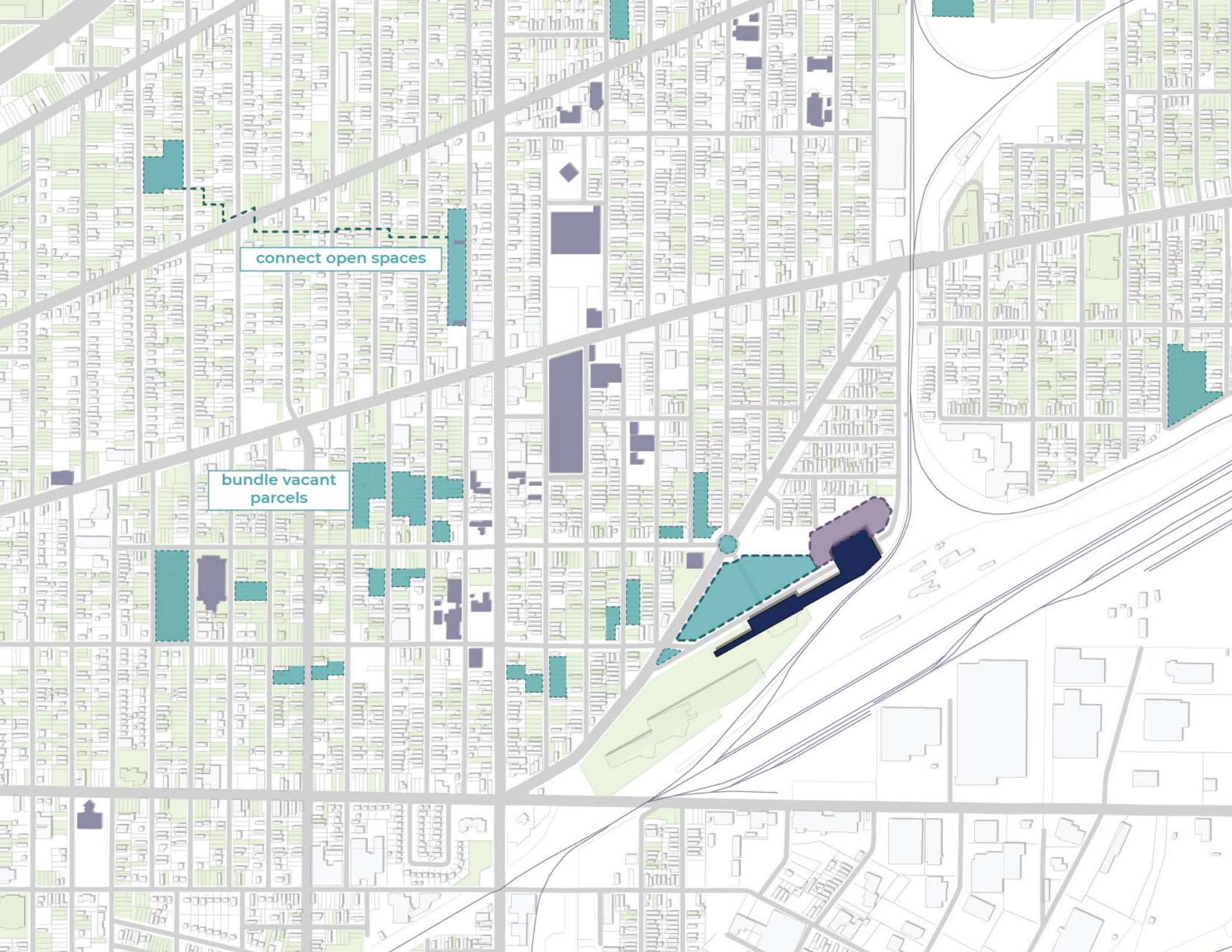
Through a series of public engagement sessions and virtual whiteboards, the planning team asked Broadway-Fillmore residents and other Terminal stakeholders to share their ideas on how the neighborhood could be better served through placemaking and open space. Some detailed comments included:

- Broadway-Fillmore is experiencing a lot of blight, but the neighborhood has many beautiful historic assets worth preserving. Transform the vacant lands in a way that honors the history and supports more traffic to these places.
- There are lots of new parks around Buffalo. We need that activity in Broadway-Fillmore, where our children can play safely. Look at Canalside. 15 years ago, there was nothing there. Now, it is a vibrant community resource, with great gathering spaces.
- There are a few community gardens in the area. expand on this network to support fresh food access for Broadway market and residents in the area.

**“Site activation is important. The building feels so isolated and the scale is intimidating. We need public access and something to keep people coming back.”**

– Participant, Virtual Public Meeting #1







## HEALTH & WELLNESS

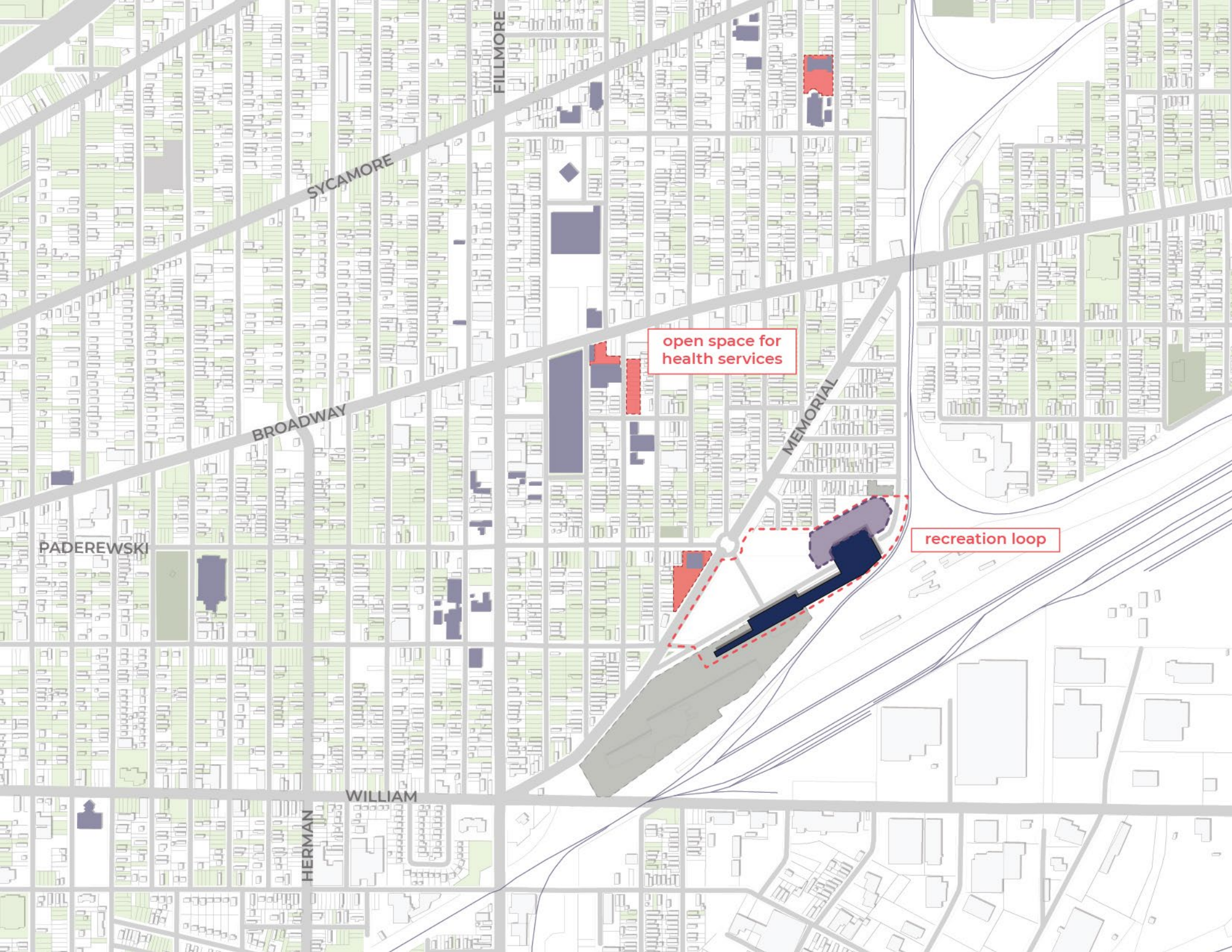
### COMMUNITY INPUT

Through a series of public engagement sessions and virtual whiteboards, the planning team asked Broadway-Fillmore residents and other Terminal stakeholders to share their ideas on how the neighborhood could be better served through health and wellness. Some detailed comments included:

- Education is a priority for the youth in the community. It is also important to provide educational resources and job training for adults to ensure they can compete economically in Buffalo.
- The area around Buffalo Central Terminal is a bit of a food desert. We can use the vacant lands to support food access in the neighborhoods with local food production.
- A lot of great things that could happen regarding environmental sustainability within the landscape. The Terminal currently has the Urban Habitat Project. Consider more opportunities to allow residents to get more involved with nature, especially the neighborhood youth.

**“Health and Wellness is beyond care. The neighborhood also needs better safety. We need access to broadband. We need ways to keep families in their homes.”**

– Participant, Virtual Public Meeting #2



SYCAMORE

FILLMORE

BROADWAY

MEMORIAL

PADEREWSKI

WILLIAM

HERMAN

open space for  
health services

recreation loop