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The Buffalo Central Terminal is an outstanding example of early twentieth-century railroad station planning and design and an enduring reminder of Buffalo's contributions to the historical development of rail transportation in the United States. It is located on a 61-acre site at 495 Paderewski Drive at the eastern edge of the city's historic Broadway-Fillmore neighborhood. The Buffalo Central Terminal is owned by the Central Terminal Restoration Corporation (CTRC), a nonprofit organization founded in 1997 that is dedicated to its preservation and revitalization. The CTRC owns 12.5 acres of the terminal.

The Buffalo Central Terminal (originally called the New York Central Terminal) was designed & built between 1926 and 1929 by architects Fellheimer & Wagner. The Terminal and 61 acres were listed on the National Register of Historic Places in 1984. The Terminal and Tower only were designated as a local Buffalo landmark in 1979. (Figure 1)

The purpose of this abbreviated Cultural Landscape Report (CLR) is threefold: to enhance understanding of and appreciation for the Buffalo Central Terminal landscape by providing a carefully researched account of its history and significance; to document the existing character of the landscape and identify the features that contribute to its significance; and to provide guidelines for its management, treatment, and use. This CLR is divided into two parts. Part 1 (Analysis and Evaluation) contains a site history that addresses the historic events, landscape design trends, and significant organizations and individuals that influenced the development of the Buffalo Central Terminal landscape, presents a narrative chronology of the landscape's morphology from the early twentieth century to the present, and compares findings from the site history with existing conditions to identify which elements and features of the landscape define its historic character and contribute to its significance. The final chapter in Part 1 presents an evaluation of the significance of the landscape, identifies character-defining features, and provides an analysis of the landscape's historic integrity. Part 2 (Treatment) presents preservation strategies and treatment guidelines for the landscape consistent with its significance, condition, and

This CLR forms the second volume of a comprehensive study of the Buffalo Central Terminal sponsored by Central Terminal Restoration Corporation that includes a Historic Structures Report (Volume 1) and Appendices (Volume 3). Together these volumes provide an important tool for the long-term management of the Central Terminal, which was listed in the National Register of Historic Places in 1984.

The report was prepared by a multidisciplinary team led by Barbara A. Campagna/Architecture + Planning, PLLC. Primary team members include Elizabeth Kennedy Landscape Architect, PLLC, landscape architects, and Robinson & Associates, landscape historians. The full team for all three volumes is described in the HSR and listed in the frontispiece.



Figure 1: Terminal and Landscape, looking East from Memorial Drive. (Photo Copyright Nancy J. Parisi.)

HISTORICAL OVERVIEW

The Buffalo Central Terminal was designed by the New York architectural firm Fellheimer & Wagner and constructed by the New York Central Railroad. When it opened to the public after three years of construction on June 23, 1929, the terminal was hailed as a marvel of beauty and ingenuity. The terminal complex occupied approximately 70 acres of land and featured a magnificent Art Deco-style passenger concourse with an attached office tower, fourteen main track lines accessed by an elevated train concourse, a five-story mail and baggage building, a dedicated power plant, numerous auxiliary structures, and carefully laid out vehicular and pedestrian approaches. The landscape was a critical element of the terminal complex that contributed to its operational safety and efficiency, enhanced the passenger experience, and helped integrate the facility into the existing urban fabric. Fellheimer & Wagner was responsible for the overall site plan and the design of the station plaza, with Buffalo Parks Department landscape architect Roeder J. Kinkel making important contributions to the design and planting of the station approaches. For decades the Buffalo Central Terminal played an important role in the city's transportation system, its Art Deco tower serving as a beacon for residents and visitors alike. (Figure 2)

Passenger train service in the United States entered a period of decline in the 1950s and 1960s due to the development of the interstate highway system, the rise of commercial aviation, and other factors. By the mid-1950s, the Buffalo Central Terminal was losing revenue, and, in 1956, the New York Central Railroad put the property on the market. Passenger rail service continued to decline over the next decade. In 1968, the New York Central Railroad was absorbed by the Pennsylvania Railroad, and ownership of the terminal transferred to the Penn Central Transportation Company. Amtrak assumed the carrier obligations of Penn Central in 1971 and maintained passenger service at Buffalo Central Terminal until 1979. Subsequent changes in ownership resulted in years of deferred maintenance during which time the buildings and grounds fell into a state of advanced disrepair. Concurrently, public interest in the preservation of the terminal took root. Successful initiatives included the listing of the complex in the National Register of Historic Places in 1984. In 1997, the main terminal building and 12 acres of the original complex were acquired by the Central Terminal Restoration Corporation, a group dedicated to the site's adaptive reuse and preservation.



Figure 2: Buffalo Central Terminal under construction. Looking Southeast across the site, 1928. (Courtesy Angevine Collection, Plate 138)

The site is bordered by Memorial Drive to the west, Paderewski Drive and Marginal Street to the north. The southern boundary is the south edge of the outermost track that passes under the train concourse. The eastern boundary was established at the approximate point at which the series of train tracks curve to pass under the train concourse. This occurs at a point approximately 225 feet to the east of signal station No. 48. surrounding the complex (Building No. 8A now demolished in Figure 4). The northeastern boundary was drawn to exclude the site of five coach repair shops - structures once associated with the complex but which were demolished in the 1960's. No features associated with the repair shops survive and the boundary was drawn to exclude their site. It also excludes another group of tracks which bypassed the station. The northern boundary encompasses the city tax lots on which were constructed the terminal and its support structures (now owned by the Central Terminal Restoration Corporation). Paderewski and Memorial Drives and the circular traffic plaza form the northwest edge of the Central Terminal Historic District. These thoroughfares, along with Curtiss Street to the south, delineate a triangular open green space which was designed to serve as a "courtyard" for the complex. Constructed to handle the huge volume of traffic flowing into the terminal, the roadways form a dramatic visual focal point for the entire railroad complex. The southwest boundary follows the property lines of the CTRC as established by city maps and excludes other tracks which bypass the station. (Figure 4)

SCOPE AND METHODOLOGY

The content, format, and objectives of this CLR have been modified to address the specific requirements of the CTRC but are generally guided by two National Park Service publications: Guide to Cultural Landscape Reports: Contents, Process, and Techniques (1998) and Preservation Brief 36: Protecting Cultural Landscapes – Planning, Treatment and Management of Historic Landscapes.

While the main focus of the site's history chapter is the 12.5-acre CTRC project area, the text addresses key elements of the historic landscape that fall outside

1 Claire L. Ross, National Register of Historic Places Inventory – Nomination Form, "New York Central Terminal," 1984, section 7, page 2.

the project boundaries. For example, the evolution of Memorial Drive and the Memorial Drive traffic circle are documented due to their role in defining the approach to the terminal. Similarly, the segment of Paderewski Drive between the Memorial Drive circle and the station plaza is documented due to its fundamental role in the terminal's historic design, operation, and passenger experience. Curtiss Street, while outside the project area, is also addressed due to is importance as a key access corridor serving the terminal complex. The existing conditions text and treatment recommendations primarily focus on the 12.5-acre project area to best serve as a planning document for the CTRC.

RESEARCH METHODOLOGY

Research methods used in the preparation of this report included the examination of both primary and secondary resources gathered by the project team from repositories in New York as well as from digital archives. Primary source material included the original Fellheimer & Wagner drawings for the terminal, which are archived at the Avery Architectural and Fine Arts Library at Columbia University and included a plot plan and a drawing of the station plaza. Another important source of information were contemporary journals that covered the railroad industry, such as Railway Age and the Railroad Gazette, as well as those focused on architecture, landscape design, and planning. Journal articles written by Alfred Fellheimer on the Buffalo Central Terminal and on the topic of railroad terminal design in general were especially informative. Historic newspapers provided coverage of the planning and site preparation leading up to the terminal's development, coverage of its design and construction, and information on changes in ownership over time. Historic maps and photographs located at the Buffalo History Museum or available from online collections were another important source of information on the development of the landscape. The City of Buffalo Common Council meeting minutes from the 1920s and early 1930s were a key source of information on the municipality's role in site preparations for the development of the Central Terminal. Secondary sources included: the 1984 National Register nomination; books on Buffalo history, the Olmsted park and parkways plan, the design of railroad stations, and other relevant topics; magazine articles; and various reports and technical studies commissioned by the CTRC, among others.

SITE SURVEY METHODOLOGY

EKLA performed a detailed reconnaissance of the station's existing physical conditions, locating and recording all built elements.

The process of examining the Buffalo Central Terminal site conditions began with an on-site visit in June 2023 allowing the team to explore and experience the conditions of navigating the station landscape. These findings were then documented through drone and ground photography. In parallel, the site survey by Frandina Engineering in 2019 and the Environmental Site Assessment Report (ESA)

by Watts Architecture and Engineering in 2021 were referenced alongside various relevant materials – articles, published and unpublished documents, photographs, aerial photographs, plans, and maps – providing evidence of physical conditions, property character, and land uses over time. (Figure 5)

An AutoCAD base map was developed to create an existing conditions plan. Period plans were also developed and augmented appropriately to present details of the evolving landscape character throughout the station's history.

SUMMARY OF FINDINGS

The Buffalo Central Terminal landscape is significant in the area of community planning and development for its association with the expansion and modernization of Buffalo's rail transportation system during the second quarter of the twentieth century. The landscape is also significant in the area of landscape architecture as a notable example of an early twentieth-century transportation precinct planned by the preeminent New York architectural firm Fellheimer & Wagner with contributions by Buffalo Parks Department landscape architect Roeder J. Kinkel. The period of significance of the Buffalo Central Terminal landscape is 1926-30. This period encompasses the original construction period, the date of the Analysis. During this time, key landscape characteristics, including the approach drives, the service roads, the plaza, the lawns, the trackage, and key plant materials were established. Major alterations to the landscape, such as the loss of street trees due to Dutch elm disease, the replacement of the original streetlights, the demolition of the power plant, and the insertion of an urban habitat garden, to name a few, have all occurred after 1930. (Figure 6)

The management philosophy for the Buffalo Central Terminal landscape embraces the site's historic significance while reimagining its contemporary use. The treatment approach recommends adaptive preservation, rehabilitation, and restoration for those elements contributing to the landscape's historic character per CRTC's goal for an inclusive, equitable community asset.

The station's original design master plan embodied the principles of the City Beautiful movement to reconcile the orthogonal city grid and diagonal rail infrastructure and distinguish the station grounds from the Broadway-Filmore neighborhood. By elevating the main terminal building plaza above the surrounding grade, the landscape reinforced the separation of passenger services and mail, and baggage operations. While Memorial Drive and Paderewski Drive are wide thoroughfares that offer a ceremonial approach to and striking sense of arrival at the elevated terminal plaza that, with the station's iconic tower, symbolizing the site's importance within the Buffalo landscape, Curtiss Street and Marginal Street are closely associated with ground-level rail operations and are integral parts of the station's functional landscape.

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The linear arrangement of these elements departs from City Beautiful design principles to accommodate the operational requirements of the station. (Figure 7)

The site vision entails design guidelines and programming aimed at harmonizing with the landscape and urban fabric of the Broadway-Fillmore neighborhood. At present, the station exists as an anomaly, underscoring the disconnect between the station and the surrounding neighborhood. The Lawn area between Paderewski Drive and Curtiss Street, and the turning circle at the intersection of Paderewski and Memorial Drive, organize the station's landscape to accentuate the vistas in and around the Terminal. They are the dominant characterdefining landscape features. This vision addresses these site constraints by utilizing open spaces to benefit the local community, integrating sustainable practices, and enhancing site accessibility while honoring the historic design of the terminal and promoting cohesion and inclusivity within the area.

The treatment plan recommendations incorporate historical character-defining landscape features that shape the station's spatial characters and organize them into a set of adaptive reuse strategies. By prioritizing the activation of key treatment zones – such as Paderewski Drive, Main Terminal Building, Curtiss Street, Lawn, Marginal Street, and Memorial Drive – the station's historic integrity blends into the contemporary context. (Figure 8)

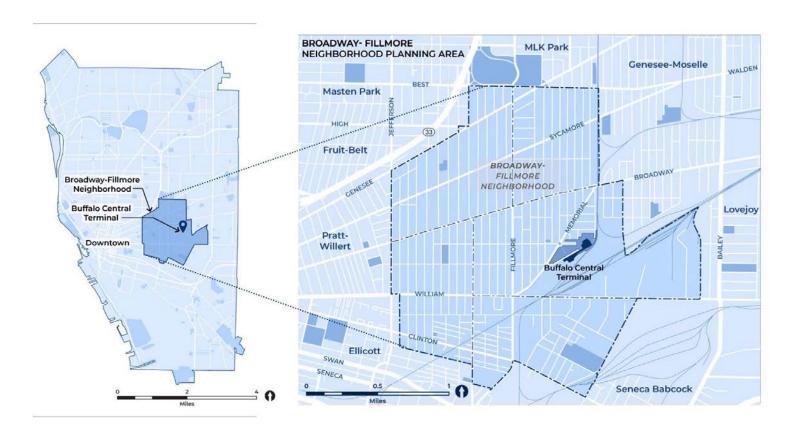


Figure 3: Maps of City of Buffalo and Broadway-Fillmore Neighborhood. Prepared by Smithgroup, Buffalo Central Terminal Master Plan, page 34, 2021.

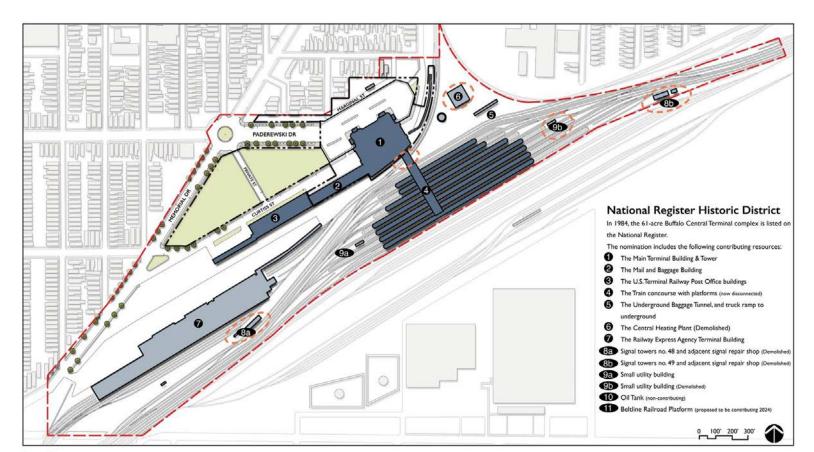


Figure 4: National Register of Historic Places Buffalo Central Terminal Historic District.



Figure 5: EKLA Team Surveying the track side of the site. (Courtesy Elizabeth Kennedy Landscape Architecture, PLLC)



Figure 6: Looking West across the site from the terminal, June, 2023. (Courtesy Elizabeth Kennedy Landscape Architecture, PLLC)



Figure 7: Terminal, Mail & Baggage Building, Railway Post Office Building and landscape looking Southwest from Paderewski Drive. (Courtesy Elizabeth Kennedy Landscape Architecture, PLLC)

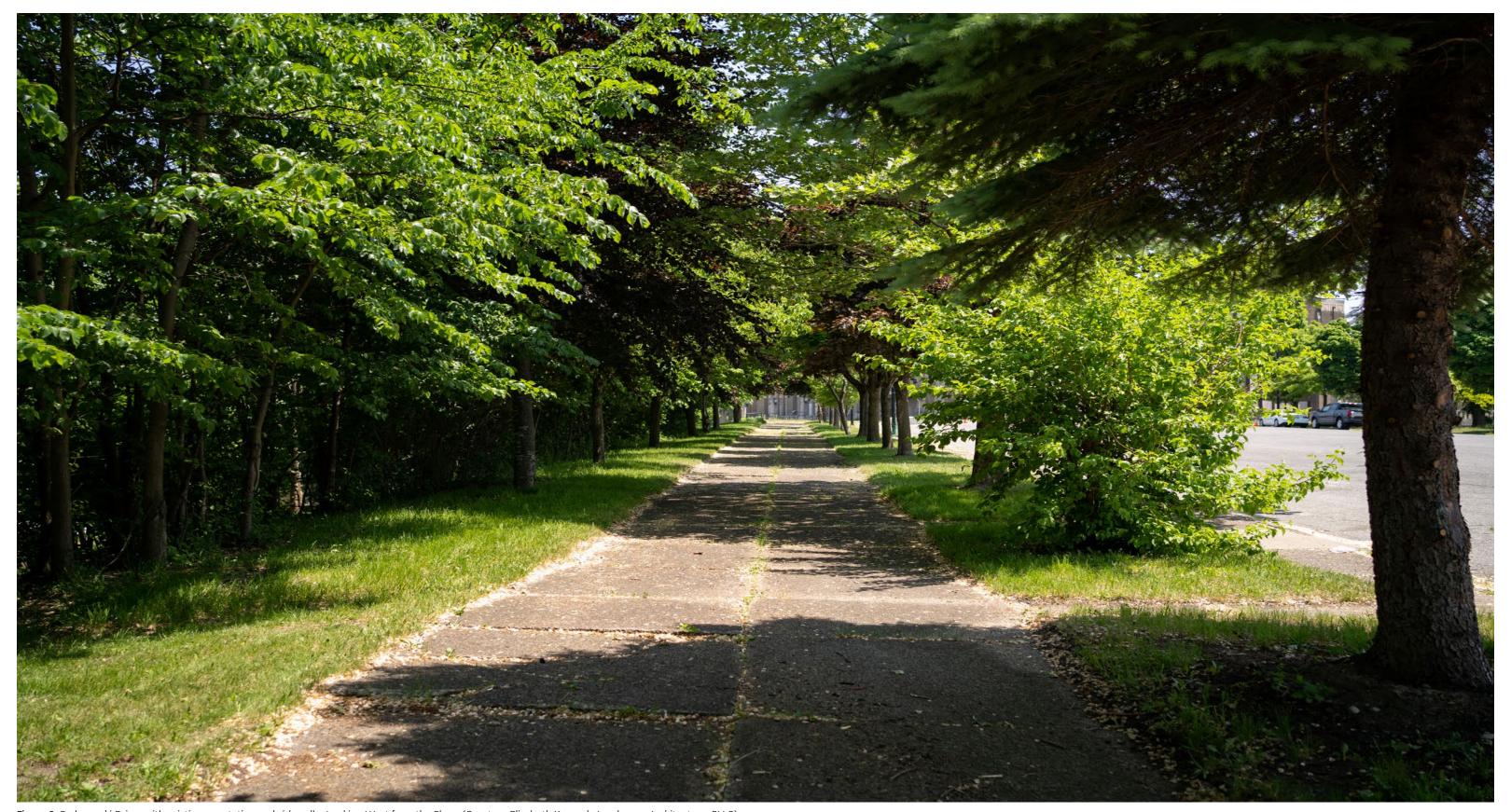


Figure 8: Paderewski Drive, with existing vegetation and sidewalk. Looking West from the Plaza. (Courtesy Elizabeth Kennedy Landscape Architecture, PLLC)

SITE HISTORY

INTRODUCTION

This Site History sketches the context in which the Buffalo Central Terminal landscape was developed, describes its original design, and identifies subsequent changes to the site over the course of its nearly 100-year history.

PRE-HISTORY TO 1926

Native American Habitation and European Colonization

Early Paleoindian archaeological sites indicate that nomadic humans inhabited the Niagara area of western New York and southern Ontario roughly 13,000–12,200 calendar years before the present. Successive Archaic period (8000–1000 BCE) hunting and gathering cultures in the area included the Lamoka, whose sites of occupation have been discovered in and around Buffalo. During the Woodland period (1000 BCE to 1600 CE), the Native American culture known as the Hopewell extended from the northern shores of Lake Ontario to modern day Florida. The Lewiston Mound in Niagara County about 25 miles from downtown Buffalo is one of nearly three dozen earthwork mounds left behind by the indigenous people of the Hopewell tradition.

At the time of European contact, the Niagara region was settled by the Neutral (Kahkwa) and the Wenro (Wenrohronon) confederacies (Figure 9). While the Neutral's main territory was the floodplain of the Grand River in southern Ontario, there was a small population near Buffalo that was recorded by several seventeenthcentury cartographers. The Wenro people inhabited a zone located along the southern shore of Lake Ontario and encompassing the Buffalo area. South of the Wenro territory along the shore of Lake Erie lived the Erie people whose lands extended into what is now western New York, northwestern Pennsylvania, and northern Ohio. All three of these groups were defeated and dispersed by the Iroquois (Haudenosaunee) Confederacy during the Beaver Wars of the mid-seventeenth century or assimilated into the conquering Seneca Nation. 2

The first Europeans to explore the Niagara region were French traders and missionaries in the early 1600s. These French settlers encountered a forested landscape with dense stands of pine, hemlock, maple, oak, and elm. By 1679, the French had established a fortified post at the mouth of the Niagara River that gave them control over access to the Great Lakes and their linkages to the

continental heartland. A permanent post, Fort Niagara, was constructed in 1726 and became an important regional base of operations. The French also built strategic forts along the Niagara portage, a 7-mile-long road east of the river that for centuries had been used by Native American travelers as a land route around the Niagara Falls. British arrivals to the region competed with the French over control of the fur trade and land possession. Conflicts escalated to the point of war, known in the United States as the French and Indian War (1754–1763). French dominance of the region ended when the British, with their Iroquois allies, captured Fort Niagara in 1759.

For most of the eighteenth century, the predominant indigenous inhabitants of western New York were Seneca, the largest nation of the Iroquois Confederacy. The Seneca were hunters and gatherers as well as agriculturalists who relied heavily on the cultivation of the "three sisters" – maize, squash, and beans. The traditional domestic architecture of the Seneca people was the longhouse, a house form that sheltered multiple families. Seneca villages were often palisaded and were relocated periodically as resources were depleted. ⁴

The Seneca people aligned with the British during the Revolutionary War and lost most of their traditional homeland to the Continental Army during General John Sullivan's campaigns of 1779, which were organized to destroy the ability of the Iroquois Confederacy to compete against the Americans. When the war ended, the State of New York and the Commonwealth of Massachusetts both claimed ownership of Western New York, generally defined as the region west of the Genesee River. The dispute was resolved at a conference held in Hartford, Connecticut, in 1786, wherein Massachusetts was given the right of first purchase from the Seneca while political authority over the territory was granted to New York. ⁵

In 1790, Robert Morris, the Revolutionary War financier and land speculator, bought most of the land comprising Western New York and arranged its sale to a consortium of Dutch banking houses that would later form the Holland Land Company. The sale was contingent on Morris obtaining land rights from the Seneca Nation, which was accomplished through a 1797 treaty signed at Big Tree, in present day Geneseo, New York. In signing the treaty,

⁵ New York Heritage Digital Collections, "Buffalo's Early Inhabitants: The Legacy of the Seneca," available at https://nyheritage.org/ex-hibits/buffalos-neighborhoods-exploring-our-migrant-immigrant-heritage/buffalos-early-inhabitants, hereby referenced as "Buffalo's Early Inhabitants"; National Park Service, "The Clinton-Sullivan Campaign of 1779," available at https://www.nps.gov/articles/000/the-clinton-sullivan-campaign-of-1779.htm; Robert G. Shipley and Lynda H. Schneekloth, eds, "The Olmsted City, The Buffalo Olmsted Park System: Plan for the 21st Century," January 2008, prepared for the Buffalo Olmsted Parks Conservancy, 18.

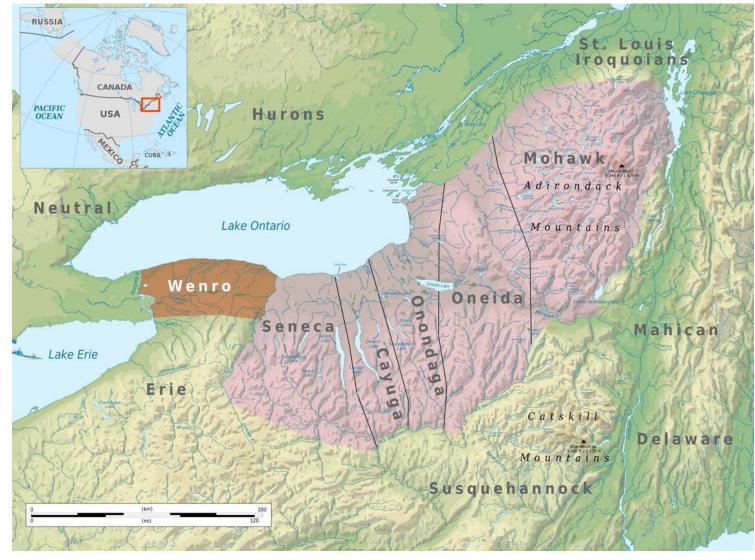


Figure 9: Current topographical map of New York showing the territories of the Wenro (Wenrohronon) people (in brown) and the territories of the Five Nations of the Iroquois (Haudenosaunee) Confederacy (in pink) circa 1630. (Wikimedia Commons, Ikonact, File: Wenro_Territory_ca1630_map-en.svg)

¹ Jonathan C. Lothrop, Darrin L. Lowery, Arthur E. Speiss, and Christopher J. Ellis, "Early Human Settlement in Northeastern North America," *PaleoAmerica* 2, no. 3 (2016), 196; Richard L. McCarthy and Harrison Newman, *Prehistoric People of Western New York*, vol. 7 of *Adventures in Western New York History* (Buffalo, NY: Buffalo and Erie County Historical Society, 1961), 2.

² James F. Pendergast, "The Kakouagoga or Kahkwas: An Iroquoian Nation Destroyed in the Niagara Region," *Proceedings of the American Philosophical Society* 138, no. 1 (1994), 97.

³ Henry Wayland Hill, ed., *Municipality of Buffalo, New York: A History* (1720–1923), vol. 1 (New York: Lewis Historical Publishing Co., 1923), 8–25.

⁴ Peregrine A. Gerard-Little, "'A Pleasure Garden in the Desert, to Which I Know No Comparison in This Country': Seneca Iroquois Landscape Stewardship in the 17th and 18th Centuries" (Ph.D. diss, Cornell University, 2017), 1, 4, 57.

the Seneca relinquished their rights to over 3 million acres of land with the exception of ten reservations. One of these, the Buffalo Creek Reservation, encompassed approximately 50,000 acres along the Buffalo Creek, a meandering tributary of Lake Erie in what is now Buffalo. The signing of the Treaty of Big Tree opened up Western New York to white settlement and pioneer development.

As a result of the Second Treaty of Buffalo Creek, signed in 1838 and later modified, the Buffalo Creek Reservation and three other Seneca tracts were sold to the Ogden Land Company in exchange for the United States providing the Nation with territory west of the Mississippi River in present day Kansas. The treaty was implemented as part of President Andrew Jackson's Indian Removal policies which resulted in the displacement of nearly 50,000 Native Americans from the eastern United States. By 1846, most of the Seneca had left the Buffalo Creek Reservation. Today, one of the most significant archaeological sites associated with Native American settlement within the former reservation site is Seneca Indian Park on Buffum Street in Buffalo. This was the location of a prehistoric village (possibly Neutral or Wenro) prior to the 1630s and a Seneca village from about 1780 to the early 1840s.

JOSEPH ELLICOTT AND THE HOLLAND COMPANY

The first Europeans to settle near the mouth of Buffalo Creek were traders and tradesmen. Cornelius Winney was a Dutch trader from the Hudson River area who was in residence in 1791 and may have arrived earlier. Captain William Johnston had been in the area around 1780 with the military and returned in 1793. He acquired about 40 acres of land on which he built a house, a sawmill, and other buildings. Martin Middaugh, a cooper, arrived around 1794 with his son-in-law Ezekiel Lane. Joining this group was Joseph Hodge, a former enslaved person who had been captured by the Seneca during the Revolutionary War and was surrendered at Fort Stanwix in 1784. He settled in the area sometime prior to 1792 and operated a tavern. Hodge was fluent in the Seneca language, a skill he used as a trader and interpreter. A traveler who passed through the Buffalo Creek area in the summer of 1795 described its settlement as "a small collection of four or five houses. built about a quarter of a mile from the Lake."8

The survey of the Holland Land Company holdings in Western New York began in the spring of 1798 under the direction of its chief surveyor, Joseph Ellicott. Ellicott, who was born in Bucks County, Pennsylvania, in 1760, had extensive experience as a land surveyor, most notably as an apprentice to his older brother Andrew, who laid out the boundaries of City of Washington preparatory to it becoming the seat of the federal government. Joseph

Ellicott's tasks included establishing the boundaries of the Seneca reservations. In identifying the limits of the Buffalo Creek Reservation, Ellicott strategically excluded land along the Lake Erie shoreline anticipating its eventual role as a key port (Figure 10). Ellicott concluded the survey in October 1800. His achievements earned him the loyalty of his employers who named him their resident land agent in Western New York that same year. ⁹

In 1803-04, Ellicott surveyed the lands in and around Buffalo, which he called New Amsterdam, and laid out its streets according to a plan influenced by Pierre Charles L'Enfant's 1791 plan for the City of Washington (Figure 11). The L'Enfant Plan, which featured a coordinated system of radiating avenues, parks, and vistas laid over an orthogonal street grid, was influenced by seventeenth-century Baroque landscapes and became a model for American city planning. Ellicott's plan for Buffalo concentrated development east of the high escarpment overlooking the shore of Lake Erie near the mouth of Buffalo Creek. Like its model, the plan featured broad radial avenues superimposed on a grid with open spaces located at the intersections of the avenues. Streets and avenues were originally named after the Holland Company's Dutch owners and directors and after Native American tribes. Ellicott classified the smaller lots around the central square (later known as Niagara Square) as "inner lots," which he numbered 1 through 175. Land outside the inner grid was subdivided into one hundred and forty-nine "outer lots." Ellicott acquired the largest of these, a 100-acre tract numbered 104, where he planned to build a house, although the property was never developed during his lifetime.

In 1808, Buffalo was made the seat of Niagara County, a political designation that enhanced property values and helped to facilitate land deals by eliminating the need for residents to travel long distances to record deeds, mortgages, and other legal documents. Yet by 1810, Buffalo's population only numbered 1,508, its growth impeded by competition with nearby Black Rock, which had a natural harbor and was served by a ferry. The War of 1812 had devastating consequences for Buffalo. In late December 1813, British troops invaded and set fire to the town, destroying most of its buildings.

The pioneer community quickly recovered, however, and grew rapidly in the ensuing decade (Figure 12). By 1825, the town had more than five thousand residents and between four hundred and five hundred buildings. According to a pamphlet published that year, Buffalo boasted twenty-six dry good stores, thirty-six groceries, three hat stores, seven clothing stores, four druggists, one hardware store, three printing offices, three jewelry stores, eleven houses of entertainment, three tanneries, one brewery, one custom house, one post office, one public library, and one theater. The town also had a jail, a market house, schools, churches, a bank, and a courthouse that was under construction. ¹⁰

⁹ Chazanof, Joseph Ellicott and the Holland Land Company, 25–31. 10 Sheldon Ball, Buffalo in 1825: reprinted from a pamphlet published in that year (Buffalo, NY: S. Ball, 1879), 143–144.



Figure 10: Detail of Joseph and Benjamin Ellicott's Map of Morris's Purchase or West Geneseo in the state of New York, 1804. This highly detailed map shows the village of Buffalo (labeled as New Amsterdam) and the boundary of the Buffalo Creek Reservation (marked with a dashed and dotted line). Wagon roads and Native American trail routes are indicated, as are the locations of several Native American villages along Buffalo Creek. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

⁶ William Chazanof, Joseph Ellicott and the Holland Land Company: The Opening of Western New York (Syracuse, NY: Syracuse University Press, 1979), 20–24; "Buffalo's Early Inhabitants."

⁷ U.S. Department of State, Office of the Historian, "Indian Treaties and the Removal Act of 1830," available at https://history.state.gov/mile-stones/1830-1860/indian-treaties; "Buffalo's Early Inhabitants." 8 Hill, Municipality of Buffalo, New York: A History (1720-1923), 61-78.

⁸ Hill, Municipality of Buffalo, New York: A History (1720–1923), 61–78 The quotation is located on page 78.

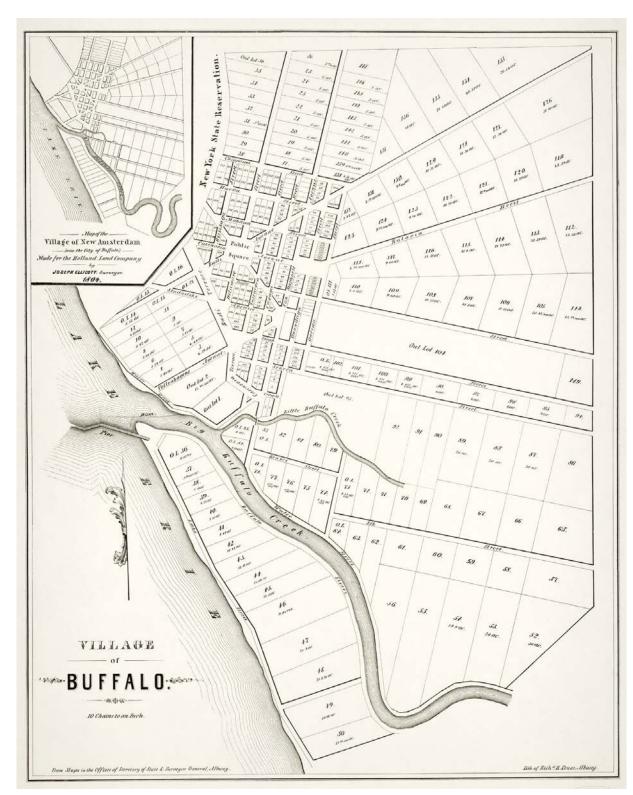


Figure 11: Reproduction of Ellicott's 1804 plan of Buffalo (then called New Amsterdam) published in 1851. Note the radial avenues, the main public square, and the designation of inner town lots and outer lots. (Prints and Maps Division, Library of Congress)

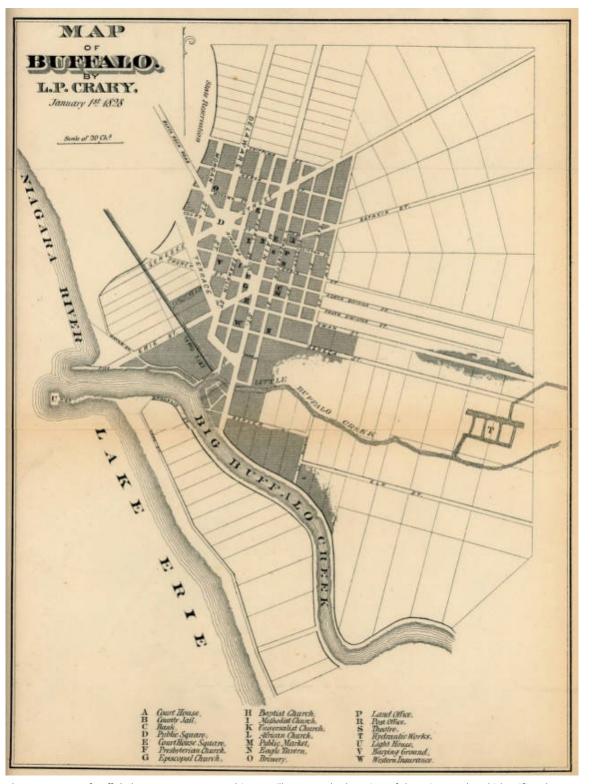


Figure 12: Map of Buffalo by L. P. Crary, 1828. This map illustrates the location of the Erie Canal and identifies the locations of Buffalo's early institutions and businesses. (Buffalo & Erie County Public Library)

The opening of the Buffalo harbor in 1821 and the completion of the Erie Canal in 1825 greatly enhanced the town's economic prospects. Almost immediately after the canal was completed, Buffalo's port became a key transshipment point where goods moved back and forth from canal boats to lake steamers, providing an important northern trade link between the Eastern seaboard and new markets along the shores of the Great Lakes. Buffalo was incorporated in 1832 and divided into five wards. A city map published in 1836 identified the boundary of each ward and gave the locations of key buildings and institutions, most of which were located near Niagara Square, which straddled the boundary between Wards 3 and 5 (Figure 13). The canal entered the city from the north and ran parallel with the lakeshore until Main Street where slips connected it with Buffalo Creek. At the time, the eastern boundary of the city extended to Jefferson Street (today Jefferson Avenue), with the outlying area, including the future site of the Buffalo Central Terminal, comprised of farms and undeveloped woodland.

During the early nineteenth century, Buffalo was also an important conduit for immigrants moving west, a place where individuals and families arrived via the canal then embarked on ships to homesteads in Ohio, Indiana, and Michigan. Many migrants arriving on the canal, however, made Buffalo their home. Between 1830 and 1835 the city's population nearly doubled.

Buffalo witnessed the arrival of its first steam powered railroad when the Buffalo and Niagara Railroad opened there in 1836. Prior to that, a horse-powered railroad operated between Buffalo and Black Rock to the north. Another important transportation milestone was the organization of the Buffalo and Attica Railroad in 1842. This line connected to a series of small railroads that extended across upstate New York and formed a system that made rail travel possible from Buffalo to Albany via transfers. Buffalo's first passenger train station was constructed in 1848, signaling a shift away from reliance on the canal for passenger transport. It was located on Exchange Street, which ran parallel to and one block north of the Hamburg Canal, a canal slip in the city's First Ward.

Buffalo's regional rail network expanded quickly in the subsequent years, competing for right-of-way space along the waterfront. By connecting Buffalo to agricultural producing regions and areas rich with natural resources, significantly increasing the flow of people and freight to the city, and improving access to Albany and other population centers, railroads successfully challenged the

The New York Central Railroad was created in 1853 through the consolidation of ten independent railroad lines between Buffalo and Albany. Cornelius Vanderbilt extended the system to New York City when he merged the New York Central with the Hudson River Railroad in 1869. The organization would eventually grow to include over 10,000 miles of track that linked New York with Boston on the East Coast, extended west to Chicago and St. Louis, and crossed the Canadian border into Montreal (Figure 14). ¹⁵

canal as Buffalo's primary means of transport by the 1850s.14

A map of Buffalo dated 1855 shows the route of the New York Central Railroad entering the city from the northeast and terminating at Exchange Street where the railroad company had a passenger station, a machine shop, and a rail spur that connected the main line to a large freight depot at the harbor (Figure 15). The Buffalo and Niagara Falls line entered the city from the north. Its terminal was located along the canal in Ward 8. The 1855 map also shows the tracks of the Buffalo and State Line Railroad, which provided a connection between Buffalo and points south and also had its passenger and freight depots along Exchange Street. By this date, the New York Central had also acquired a large, 21-acre parcel along its track line just east of its intersection with William Street (Figure 16). This property would become the location of the East Buffalo stock yards. Later, the New York Central's William Street Station would be built in the same vicinity. While undeveloped in 1855, the land at the eastern end of the proposed extension of Lovejoy Street (as indicated on the map), would be acquired by the New York Central for the development of the Buffalo Central Terminal.

The construction of the first grain elevator at Buffalo's harbor in 1843 introduced a technology that would transform the city into one of the largest grain trading ports in the world. During the Civil War, the closing of southern transportation routes diverted additional trade to Buffalo, and its economy flourished as a result. In addition to grain, a wide variety of other products were shipped to Buffalo, including coal, lumber, and livestock, and during the second half of the nineteenth century the city developed a rich manufacturing economy based on the processing of these products. Tanneries, meatpacking and meat processing plants, mills, petroleum and iron ore refineries, machine factories, breweries, and other enterprises contributed to the city's industrial base. While Buffalo had grown rich during the Civil War, it became even more prosperous in the ensuing decades, ushering in an age of optimism and progressivism.

OLMSTED PARK AND PARKWAY PLAN

14 Mark Goldman, High Hopes: The Rise and Decline of Buffalo, New York (Albany, NY: State University of New York Press, 1983), 61; Francis R. Kowsky, The Best Planned City in the World (Amherst and Boston, MA: University of Massachusetts Press, 2013), 4; Josephus Nelson Larned, A History of Buffalo, delineating the evolution of the city (New York, NY: The Progress of the Empire State Company, 1911), 57.

15 Britannica, The Editors of Encyclopaedia, "New York Central Railroad Company," Encyclopedia Britannica, available at https://www.britannica.com/topic/New-York-Central-Railroad-Company.

16 Larned, A History of Buffalo, delineating the evolution of the city, 83.
 17 Goldman, High Hopes: The Rise and Decline of Buffalo, New York, 63. Robert Holder, The Beginnings of Buffalo Industry, vol. 5 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1960), 1–20.
 18 Robert Holder, The Beginnings of Buffalo Industry, vol. 5 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1960), 1–20.



Figure 13: Map of the city of Buffalo, published in 1836, showing its five wards. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

¹¹ David A. Gerber, The Making of an American Pluralism: Buffalo, New York, 1825–60 (Urbana, Illinois: University of Illinois Press, 1989), 4–5.
12 Roger L. Squire, Erie County Railroads 1836–1972, vol. 20 of Adventures in Western New York History (Buffalo, NY: Buffalo and Erie County Historical Society, 1974), 2.

¹³ Sources disagree regarding the construction date of the Exchange Street station. The 1848 date is used by Buffalo Central Terminal historian Garnet R. Cousins and by various online sources such as Wikipedia and Buffalonet. A *Buffalo Evening News* article published on June 15, 1929, however, gives the year as 1854.



Figure 14: Map of the New York Central and Hudson River Railroad system in 1900. By 1900, Buffalo was the leading railroad terminus in the United States after Chicago. Buffalo circled in red. (Geography and Maps Division, Library of Congress)



Figure 15: Detail from Williams' new map of the city of Buffalo, published in 1855. The location of the New York Central Railroad's Exchange Street depot is circled in red. (American Geographical Society Library Digital Map Collection, UWM Libraries, University of Wisconsin)

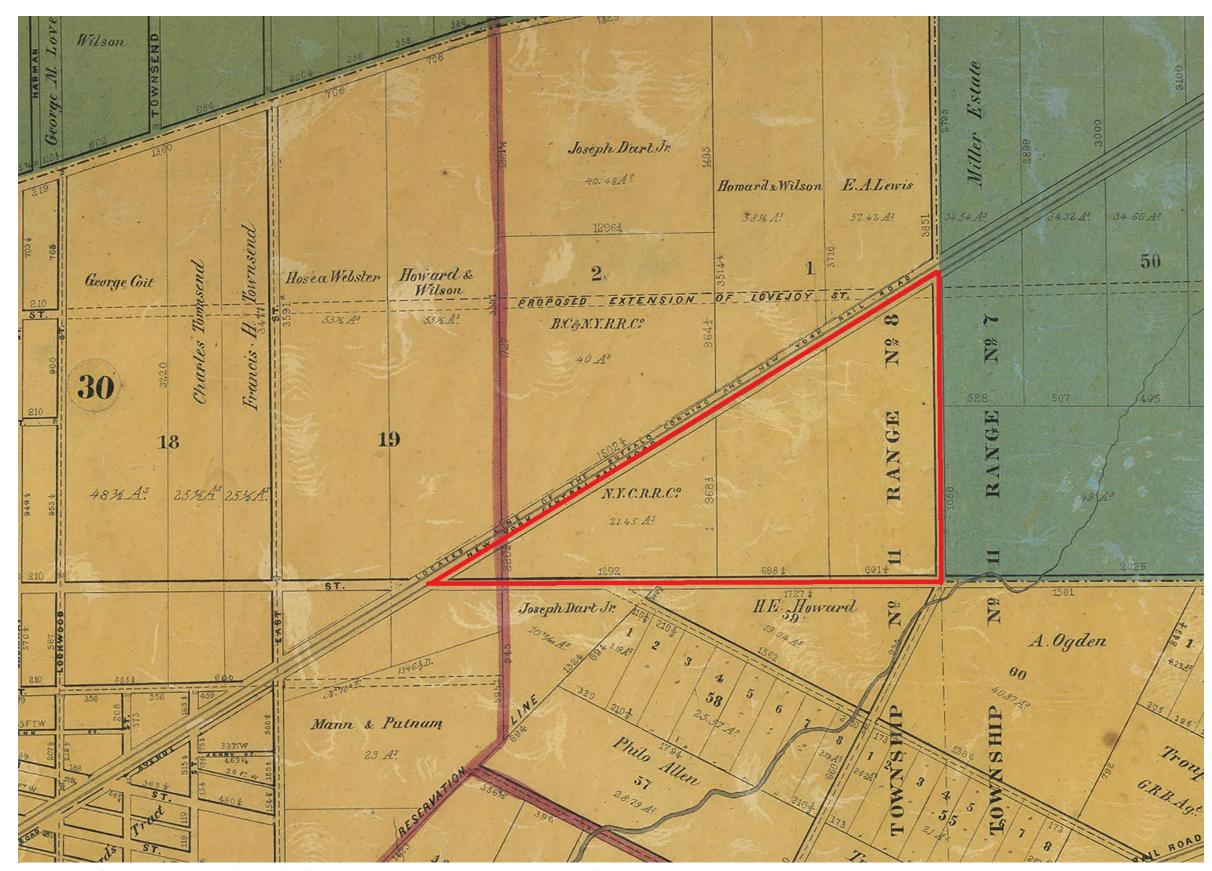


Figure 16: Detail from Williams' new map of the city of Buffalo, published in 1855, showing the proposed extension of Lovejoy Street and the land owned by the New York Central Railroad (outlined in red) that would later become the location of the East Buffalo stock yards. (American Geographical Society Library Digital Map Collection, UWM Libraries, University of Wisconsin)

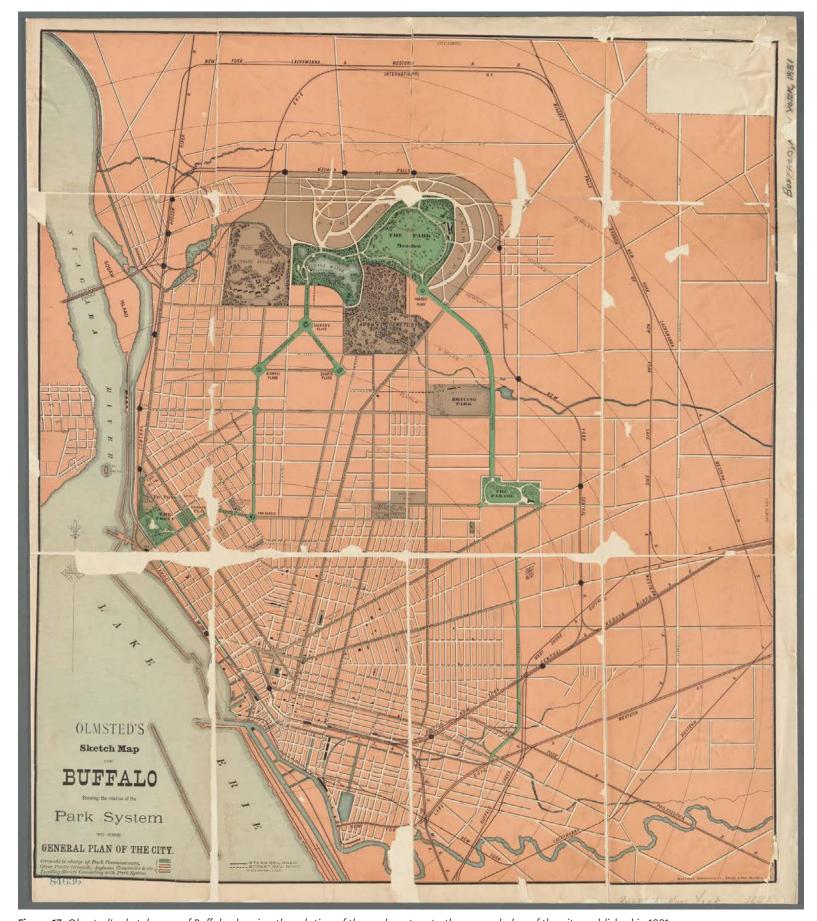


Figure 17: Olmsted's sketch map of Buffalo showing the relation of the park system to the general plan of the city, published in 1881. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

In 1868, a group of forward-thinking Buffalo citizens invited America's preeminent landscape architect, Frederick Law Olmsted, to their city to discuss the creation of a public park. Olmsted, together with the architect Calvert Vaux, had designed the winning entry for New York's Central Park, which sparked national interest in the public park movement and the emerging field of landscape architecture. During his visit to Buffalo that August, Olmsted's hosts showed him several prospective park sites, but after touring the sites and studying the city's terrain, Olmsted conceived an alternative approach. Instead of a single park, the designer proposed three individual parks all interconnected by a system of broad, tree-lined avenues punctuated by residential squares and circles. The proposed park system was envisioned as a means to reinforce and harmonize with Ellicott's original 1804 plan for the city, which Olmsted held in high regard.19

After taking several months to develop their plan, Olmsted and Vaux traveled to Buffalo in August 1869 to present it to the city's newly created park commission (Figure 17). The plan was approved later that year and work commenced in 1870. The first phase of development, which was completed in 1874, included three inner ring parks known as the Park (renamed Delaware Park in 1896), the Front (now Front Park), and the Parade (now Martin Luther King, Jr. Park). These parks were linked by sylvan parkways with landscaped traffic circles at key intersections. Olmsted and his successors remained involved in the development of Buffalo's park system in the 1880s and 1890s during which three neighborhood parks (South Park, Cazenovia Park, and Riverside Park) and new arterials were created. Ultimately, work on the Olmsted plan extended into the

19 Claire L. Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984; The Cultural Landscape Foundation, "Buffalo Park and Parkway System," available at https://www.tclf.org/landscapes/buffalo-park-and-parkway-system hereafter referenced as "Buffalo Park and Parkway System"; Kowsky, *The Best Planned City in the World*, 34.

first quarter of the twentieth century.20

The Buffalo park and parkway plan offered the city a complete system of recreational grounds and greenways that served multiple wards and neighborhoods and took into account urban expansion to accommodate the city's ever growing population. It was among the first of its kind in the United States and inspired the design of numerous other metropolitan park systems.²¹ The Olmsted and Vaux park and parkway plan played a significant role in molding the character of Buffalo's growth.

Buffalo's new parks could be accessed by carriage via broad urban greenways, on foot from surrounding neighborhoods, or by streetcar. The electric streetcar was introduced to Buffalo in the late 1880s as a means of providing residents with efficient and affordable mass transit options. Delaware Park and Front Park could also be accessed from the Belt Line, a freight and commuter line operated by the New York Central Railroad. The Belt Line opened in 1883 and circumnavigated the city's limits. These transit systems encouraged residential development of the city's outer wards, where new housing stock was quickly filled by the city's burgeoning population, which more than doubled in the two decades between 1870 and 1890. One of these areas was the neighborhood known today as Broadway-Fillmore, the future location of the Buffalo Central Terminal.

BROADWAY-FILLMORE NEIGHBORHOOD

- 20 Shibley and Schneekloth, "The Olmsted City, The Buffalo Olmsted Park System: Plan for the 21st Century," 7.
- 21 Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984; "Buffalo Park and Parkway System"; Kowsky, *The Best Planned City in the World*, 4–5.

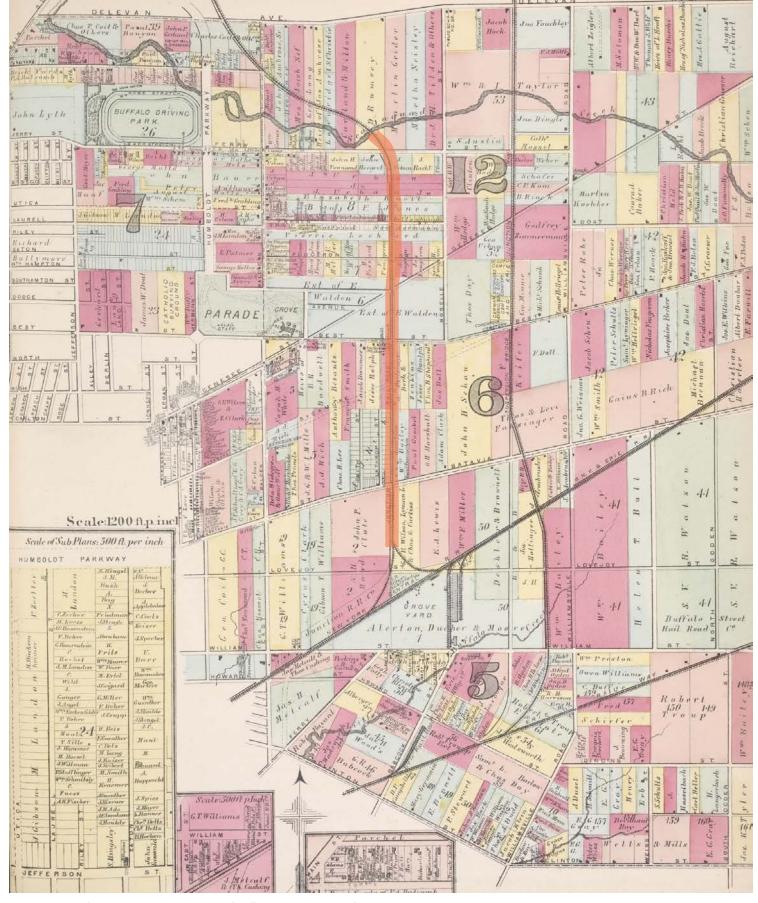


Figure 18: Page from the 1872 Hopkins Atlas of Buffalo showing parts of the city's eastern wards, including Ward 6. By this date, residential subdivisions were encroaching on the large farm tracts that comprised the city's outer reaches. Note the route of the Junction Railroad, whose tracks would be used by the Belt Line when opened in 1883. Highlighted in Orange. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

European-born immigrants began to settle in Buffalo beginning in the late 1820s, after the opening of the Erie Canal. Early immigrant groups included Germans and Irish. Many immigrants filled skilled and unskilled labor positions created by the city's expanding lake and canal trade, working as dock hands, porters, joiners, and riggers, as well as in other positions. Later, railroads, grain elevators, and tanneries offered additional employment opportunities. During the first half of the nineteenth century, Irish immigrants settled in Buffalo's First Ward, a waterfront district south of Exchange Street, whereas people of German heritage located primarily on the East Side, along Ellicott, Michigan, and other nearby northsouth streets. By the mid-nineteenth century, Buffalo was also home to a small but stable population of African Americans, who mainly lived on the East Side.²²

Despite facing prejudice and discrimination, Buffalo's immigrant communities became socially mobile as their populations grew in number, acquired better jobs with higher pay, and gained the ability to afford better housing. By 1855, the city had extended its boundaries to encompass thirteen wards, and many of the city's German families relocated into new residential areas developed along the eastern extensions of Broadway (then Batavia Street) and Sycamore Street where the north-south streets were named after trees, such as Ash, Cedar, and Walnut. The ethnic composition of this area began to change in the early 1870s, by which time there were some thirty Polish families living in the area of Broadway and Pine Street. Development soon pushed eastward toward Fillmore Avenue (Figures 18 and 19).

Real estate developers such as Joseph Bork, Charles Sweet, and Henry Box built hundreds of mainly one- or two-story, frame dwellings in the area, which were quickly filled with the city's growing number of Polish immigrants.

22 Evan B. Kennedy, "A Brief History of the Irish and Social Mobility in Buffalo, New York from the 1830s to the 1860s" (master's thesis, State University of New York, Buffalo, 2020), Chapter 2; Gerber, *The Making of an American Pluralism*, 15–17.

By 1900, this area, now known as the Broadway-Fillmore neighborhood, extended to the Belt Line on the east and was firmly established as the city's main Polish quarter. Broadway served as the neighborhood's main commercial thoroughfare, and local landmarks included St. Stanislaus Church at 348 Peckham Street, which was completed in 1886, and the Broadway Market between Gibson Street and Lombard Street. The Dom Polski (Polish Home) building at 1081 Broadway was designed by W. H. Zawadski, a prominent local Polish American architect who designed a number of buildings in the area. ²³

As seen in an 1891 map, the southeast quadrant of the Polish quarter pushed up against the vast freight and stock yards of the New York Central Railroad on what was known as its East Buffalo site (Figure 20). By this time, Lovejoy Street had been extended east of Fillmore Parkway (now Fillmore Avenue) to Curtiss Street (or Curtis), which curved north to intersect with Broadway. The Belt Line, which had a station on Broadway, ran parallel to Curtiss Street. In addition, the West Shore Railroad cut through the neighborhood on an elevated embankment. While two large tracts between the West Shore Railroad line and Curtiss Street remained unimproved by this date, the residential streets west of Curtiss Street were becoming more densely developed. In 1914, the parcel of undeveloped land south of Lovejoy Street and east of the West Shore Railroad embankment would be redeveloped into a public park. It was within this context of mixed residential, recreational, and industrial land use that the Buffalo Central Terminal would be developed beginning in 1926.

DESIGN AND CONSTRUCTION OF THE BUFFALO

23 Clinton Brown Company Architecture, "Historic Resources Intensive Level Survey, Broadway-Fillmore Neighborhood," August 2004, prepared for the City of Buffalo Urban Renewal Agency, 3–2, 3–15, 4–13, 4–21; Larned, A History of Buffalo, delineating the evolution of the city, 91.

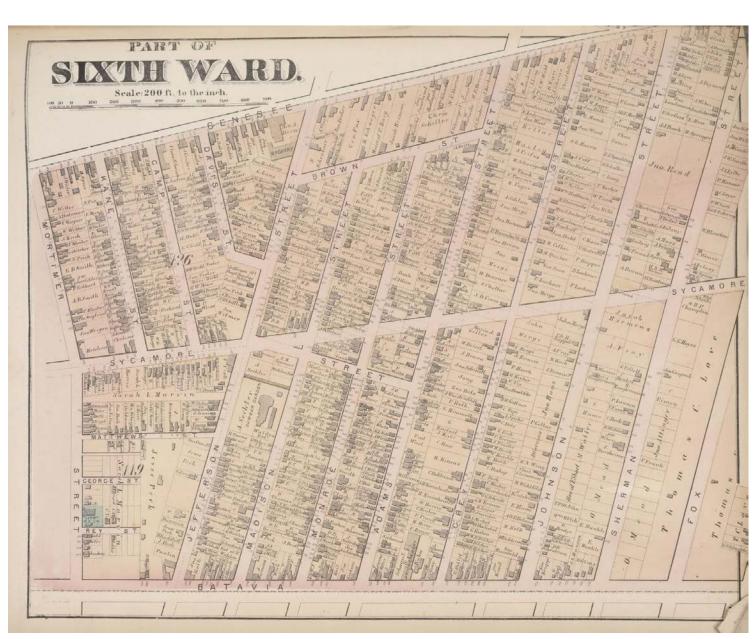


Figure 19: Page from the 1872 Hopkins Atlas of Buffalo showing part of Ward 6 between Batavia Street (today Broadway) and Genesee Street, east of Mortimer Street. Note that the residential blocks were less densely populated further east to the right on the map. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

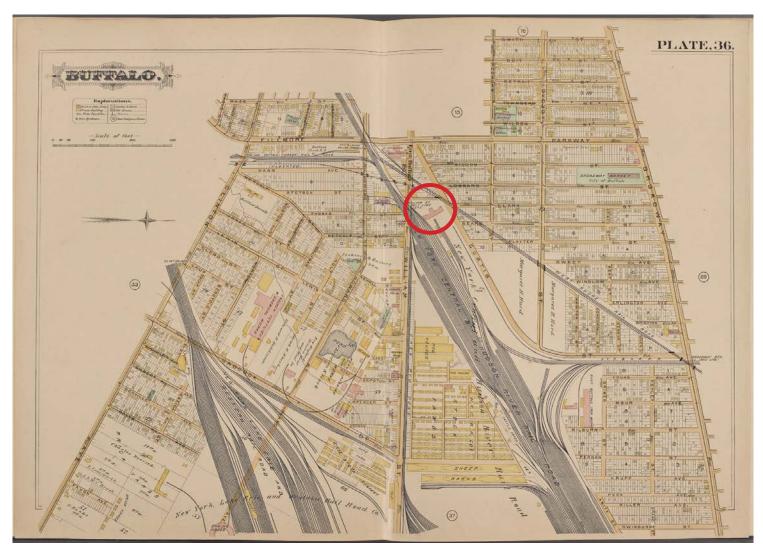


Figure 20: Detail of Plate 36 of the 1891 Hopkins Atlas of Buffalo. Note the William Street Station near the intersection of Curtiss and William streets inside red circle, the New York Central Railroad stock yards, the West Shore Railroad, the Belt Line, and the Belt Line's Broadway Street Station. (Lionel Pincus and Princess Firyal Map Division, The New York Public Library Digital Collections)

CENTRAL TERMINAL (1926-1929)

Early Planning Efforts for a Union Station

At the turn of the twentieth century, Buffalo's rail network was nearing a crisis point. The city had the greatest number of railroads and the greatest mileage of tracks of any American city except Chicago, but its rail lines and associated freight and passenger properties were owned by multiple companies with diverse interests, and the system lacked an overall plan.²⁴ While the New York State legislature had established a Grade Crossing Commission in 1888 to coordinate railroad plans and to eliminate the dangers posed by rail lines, the situation in Buffalo remained acute. An overabundance of grade crossings greatly diminished the safety and efficiency of Buffalo's streets, and the tracks acted as barriers to the growth of business and residential districts, prompting one city planner to derisively describe them as "iron bands".

While civic groups had agitated for decades for the development of one large passenger terminal to serve a consolidated group of railroad companies, little progress had been made. The New York Central Railroad's Exchange Street station was run down, outdated, and highly congested, and these deficiencies characterized other passenger stations as well. One local architect described Buffalo's passenger facilities as "the most inadequate and meanest stations of any city in the world."25 In the spring of 1901, the mayor appointed a Union Station Commission to promote the interests of the city and plan for a union station. The term "union station" referred to a station formed when two or more railroads merged their needs and agreed to share costs by bringing their trains into the same depot.²⁶ The Union Station Commission's executive committee met that December with the presidents of the New York Central Railroad and the Pennsylvania Railroad to discuss various plans, but no immediate action was

In the years after the Union Station Commission was established, its commissioners as well as railway executives and city officials put forth a number of potential locations and plans. One site was along the Hamburg Canal, the canal slip located south of and parallel to Exchange Street. The Hamburg Canal site would essentially place the proposed union station at the New York Central's Exchange Street station location, replacing the older facility. Opponents of this plan claimed that there was a lack of adequate space.²⁸ Another option, presented to the city in 1905, was a site located at the base of Genesee Street near the harbor (Figure 21). This proposal had the support of architect George Cary, who served on the Board of Architects of

24 George Cary, The Grouping of Public Buildings and Gardens with Adjoining Water Front, Excursion Docks, and Union Station for the City of Buffalo (Buffalo, NY: G. Cary, 1905), np.

Buffalo's 1901 Pan-American Exposition. The Genessee Street plan, according to Cary, would help to redeem the waterfront, locate the station in the most accessible part of the city's business center, and place it adjacent to factories and businesses bordering on the Erie Canal. Drawings accompanying the proposal presented a grand Beaux-Arts station set within a City Beautiful inspired plan with tree-lined approaches that radiated from a broad esplanade in front of the station building (Figure 22). Critics attacked the plan on the basis of its high cost and the lack of space for future expansion.²⁹

Two years after the Genesee Street site was proposed, with no decision reached, city and railroad officials put forward yet another alternative - the New York Central's East Buffalo site. This 300-acre property was located about 21/2 miles east of the Exchange Street station, along the edge of the city's Polish neighborhood. 30 Coverage of the proposal in the Railroad Gazette included plans and perspective views illustrating a monumental Beaux Arts station approached by a broad, treelined boulevard. The site encompassed a majestic park south of the station featuring a fountain and allées (Figures 23 and 24).31 After repeated attempts to develop a compromise plan that was satisfactory to all of the railroad companies and the city, interest in a union station waned. In 1911, a new administration in Albany rekindled the effort, establishing a Terminal Station Commission that year. During World War I, the government took control of the railroads, and progress on the initiative stalled once again.32

During the second and third decades of the twentieth century, influenced by the City Beautiful movement and the comprehensive city plans adopted in major metropolitan centers such as Washington, D.C. (1901), Chicago (1909), and Boston (1909), Buffalo, like many American cities, would establish planning bodies led by technical specialists, adopt municipal planning and zoning ordinances, and set up funding mechanisms to implement planned improvements. In 1918, Buffalo created a City Planning Committee for the purpose of devising a comprehensive planning and zoning system. Two years later, the Buffalo City Planning Association was established. In 1923, the Terminal Station Commission (which succeeded the Union Station Commission) was combined with the Grade Crossing Commission to centralize governance and coordinate local efforts.

After prolonged negotiations hampered by complex issues related to land use, track removals and connections, grade crossings, and the fate of the Erie Canal, Buffalo's

newspapers announced on June 21, 1925, that the Grade Crossing and Terminal Commission had reached an agreement with the New York Central Railroad to erect a new passenger station at Curtiss and Lovejoy streets on a portion of the East Buffalo site. 33 Proponents of the plan noted that the station would relieve street congestion within the central business district and be accessible from the Belt Line. Its supporters also asserted that the location would be more centralized and therefore nearer to and on better lines of approach for a larger portion of the population than a downtown station. The East Buffalo site would also have the advantage of space. Wide vehicular approaches could be offered from all directions that would facilitate the handling of traffic and minimize the confusion, congestion, delays, and danger that downtown stations had to contend with. With the East Buffalo site, plenty of acreage would also be available for the extensive trackage that a union station required. Lastly, the American Railway Express Agency, a national express delivery service that had a depot on Curtiss Street, built in 1917, could be integrated into the workings of the new station.34 At the time, "express" items were loaded onto passenger, not freight, trains. 35

The agreement between the Grade Crossing and Terminal Commission and the New York Central Railroad was finalized on December 22, 1925. It stipulated that construction work was to commence within one hundred and twenty days after the signing of the contract and was to be completed within three years. The New York Central would pay the entire cost of the new station and its auxiliary facilities, including the provision of one million dollars' worth of street improvements, with the city bearing only the cost of the necessary adjustments to sewers, drains, water mains, conduits, electric poles, and other utility features to meet the new conditions. The city was also responsible for the seeding and planting of the public streets and public places associated with the development.

- 33 "Central to Provide Two New Stations, Move Terrace Tracks to Old Canal, in Three Years," *Buffalo Courier Express*, June 21, 1925.
- 34 "Station accessible from all parts of city, resident engineer says," Buffalo Courier Express, June 23, 1929.
- 35 Potter, Great American Railroad Stations, 26.
- 36 "New Station a Big Cog in Making 'Greater Buffalo,'" The Buffalo Times, December 5, 1926; Minutes from the January 20, 1926, Common Council meeting regarding "Report on Contract Between Grade Crossing and Terminal Station Commission and the New York Central Railroad Company for a New Railroad Station at Curtiss Street and for a Downtown Station," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 149–151.
- 37 "Major Norton Gives Reasons Why Commission Approved Plans Emphasizes Desirability of N.Y. Central Using Lehigh Valley Terminal as Downtown Station," Buffalo Courier Express, February 11, 1926.
 38 Minutes from the January 20, 1926, Common Council meeting regarding "Synopsis of Contract Between the Grade Crossing and Terminal Station Commission and the New York Central Railroad Company for a New Railroad Station at Curtiss Street, a Downtown Station in the Vicinity of Main and Exchange Streets, and the Removal of Tracks from the Terrace and Church Street to a portion of the Bed of the Abandoned Erie Canal, Submitted to The Council on January 20, 1926, in Conjunction With an Opinion Submitted to The Council Concerning Said Contract," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 151–154.

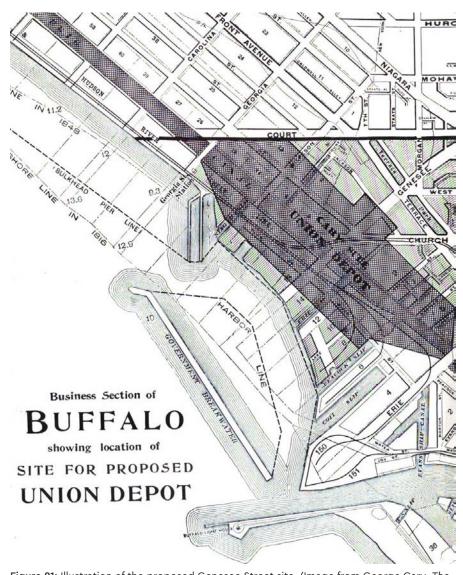


Figure 21: Illustration of the proposed Genesee Street site. (Image from George Cary, The Grouping of Public Buildings and Gardens with Adjoining Water Front, Excursion Docks, and Union Station for the City of Buffalo via Google Books)

²⁵ Ibid.

²⁶ Janet Greenstein Potter, *Great American Railroad Stations* (New York, NY: John Wiley & Sons, Inc.), 39.

^{27 &}quot;Union Station Commission Will Meet Tomorrow," *Buffalo Evening News*, May 24, 1901; "Union Station Commission has Earnest Session," *Buffalo Evening News*, December 13, 1901.

^{28 &}quot;Agitation for Finer Station Began in 1879," *Buffalo Courier Express*, June 23, 1929.

²⁹ Ibid

³⁰ Garnet R. Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," *Trains* (September 1985), 23.

^{31 &}quot;Proposed New Union Passenger Station at Buffalo," *The Railroad Gazette* XLIII, no. 1 (July 15, 1907), 15–19.

^{32 &}quot;Agitation for Finer Station Began in 1879," *Buffalo Courier Express*, June 23, 1929. Historian Garnet R. Cousins presents a thorough history of the various union station schemes that were considered prior to the development of the Central Terminal in his article "Beacon at Mile 435.9-1, A Station Too Late, Too Far" published in the September 1985 issue of *Trains* magazine.

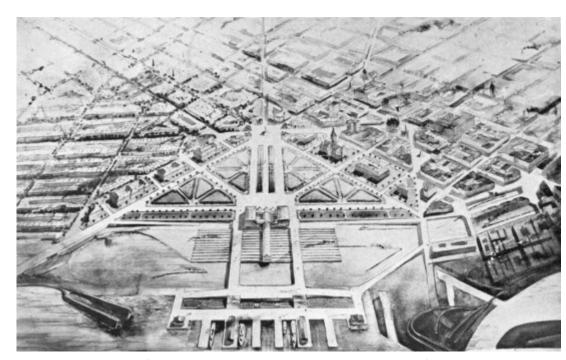


Figure 22: Bird's eye view from George Cary's 1905 union station proposal. (Image from George Cary, The Grouping of Public Buildings and Gardens with Adjoining Water Front, Excursion Docks, and Union Station for the City of Buffalo via Google Books)

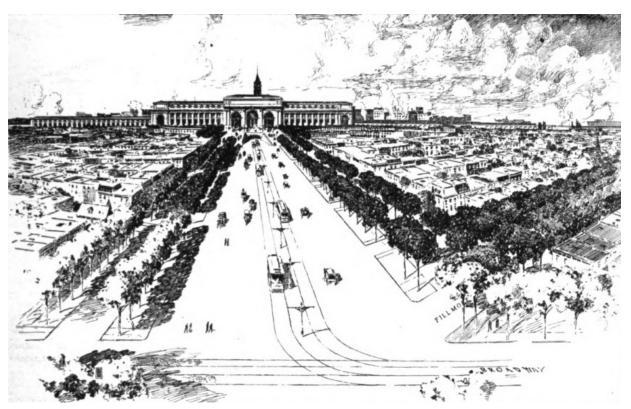


Figure 23: Circa 1907 union station proposal for the East Buffalo site. Note the broad, tree-lined approach conceived as part of the plan. (Image from "Proposed New Union Passenger Station at Buffalo," *The Railroad Gazette*, 1907)

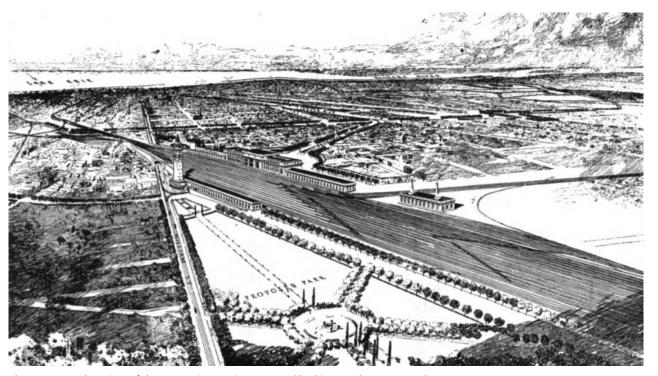


Figure 24: Another view of the 1907 union station proposal looking northwest toward Lake Erie. (Image from "Proposed New Union Passenger Station at Buffalo," *The Railroad Gazette*, 1907)

The architecture and engineering of railroad stations in the United States was influenced by trends and innovations originating in Europe, and many different architectural styles were applied to the building type over the decades with none becoming predominant. While most stations were the product of in-house architects or engineers employed by the railroad companies, private architects like Henry Hobson Richardson, Frank Furness, and Daniel H. Burnham came to be associated with railroad architecture in the nineteenth century. The City Beautiful Movement had a profound effect on station planning and design in metropolitan areas from the 1890s into the early twentieth century, during which time the Beaux Arts and Classical Revival styles prevailed. Examples include Burnham's Union Station in Washington, D.C., built in 1907, and Charles F. McKim's Pennsylvania (Penn) Station in New York City from 1910.

During the first decades of the railroad era, the appearance of the landscape surrounding train stations and their approaches was not given much care or consideration by the railroads. Frequently, it was station masters, their families, or the local citizenry who took responsibility for sprucing up station grounds. Typical features might include parterres, flowering shrubs, tidy lawns, or ornamental fountains. The idea of improving the landscape around train stations and along railroad rights-of-way became more widespread beginning in the 1860s with the growing popularity of railroad travel. The landscape gardener Donald Mitchell was one of the first tastemakers to address the topic, novel at the time, in his 1867 book Rural Studies with Hints for Country Places. Along with his thoughts and advice on country roads and village greens, the book included sections on "Railway Gardening" and "Landscape Treatment of Railways" that were drawn from Mitchell's experiences traveling by train through Europe.39 While the embankments and strips of land flanking the "iron roads" that slashed through America's towns and villages were Mitchell's primary area of focus, the station itself presented another sphere for improvement. In the last quarter of the nineteenth century, the growth and popularity of railroad suburbs coincided with increased recognition of the need for station improvements as railroad companies came to appreciate that a pleasant commuter experience was attractive to prospective residents. In the 1880s, the Boston & Albany Railroad hired Frederick Law Olmsted to plan the grounds for its new stations along the "Newton Circuit," and his efforts inspired railroad gardening programs across the country.40 By 1900, railroad companies began to improve station grounds in meaningful ways. Some hired landscape architects to design new stations or to improve existing properties; others built greenhouses to supply garden beds.41 If the expense associated with landscaping made

a railroad company reluctant to invest in beautification efforts, a town might be compelled to locate a modest park next to their local station, creating an attractive gateway into the community and offering a pleasant outdoor waiting area for passengers.

As historian John Stilgoe has documented, around 1905 there occurred a division in the American effort to improve station grounds between those who believed the station landscape belonged to passengers on the trains and those who felt they existed for the delight of residents and as an amenity to the community. A strong proponent of the latter was educator and landscape architect James Sturgis Pray. Pray was president of the American Society of Landscape Architects from 1914 to 1918 and succeeded Olmsted as chairman of the Department of Landscape Architecture at Harvard University. "First impressions are peculiarly lasting," wrote Pray, "and the community which is attractive from its railroad approach will, in the long run, other things equal, be the more prosperous, and acquire an enviable name as a desirable place of residence..."42 A similar sentiment was expressed by J. Horace McFarland, president of the American Civic Association, when he wrote, in 1913, that "the railroad is front door to the community."43 In the opposite camp were members of the Railway Gardening Association, formed in 1906, whose membership consisted mainly of executives of railroad companies. Park-like station grounds planted with annuals or featuring manicured lawns were considered an extravagance for those whose concerns focused on budgets, maintenance issues, and track safety. For many railroad companies, a landscape architect was an expensive consultant whose role could just as well be accomplished by in-house engineers designing roads and drainage systems.

In an article for the journal Parks and Recreation titled "Railroad Grounds: A Study of their Design, Planting and Relation to Community," Pray addressed issues related to planning and design. Modern station grounds, he wrote, should feature convenient and agreeable approaches that supplied safe and easy access and egress for both passengers and merchandise, provide ample space for circulation, and make arrangements for the economical handling of baggage. The function of station plantings was to mark boundaries, enclose or frame the station grounds, obscure unsightly views, supply shade, and "tie the station or other buildings in with the ground," wrote Pray. He also noted that areas within the station grounds that were left unbuilt provided an opportunity to supply broad, quiet areas of unbroken turf that offered "restfulness and beauty."44 These ideas would have an important influence on the design of the Buffalo Central Terminal landscape.

THE DESIGN OF THE CENTRAL TERMINAL

The New York Central Railroad selected architects Alfred T. Fellheimer (1875–1959) and Steward Wagner (1886–1958) of the New York firm Fellheimer & Wagner to design Buffalo's new union station, which came to be known as the Central Terminal. The firm was awarded the project in 1924.⁴⁵

Alfred Fellheimer studied architecture at the University of Illinois, graduating in 1895, and began his career at the Chicago firm of Frost & Granger where one of his assignments was the design of Chicago's La Salle Street Station. In 1903, he accepted a new position as an associate architect at Reed and Stem, which that year had been awarded the commission to design New York's Grand Central Terminal (completed in 1913) in partnership with Warren and Wetmore. Reed and Stem would go on to carry out numerous commissions for the Great Northern Railway and the Northern Pacific Railway, allowing Fellheimer to cement his reputation as a national leader in railroad station design. Steward Wagner attended the School of Architecture at Columbia University in 1907–09 and operated his own firm in New York City until forming a partnership with Fellheimer in 1923. In addition to his work at the firm, Wagner designed communities for Native American populations across the United States as an architect for the Bureau of Indian Affairs.

Fellheimer & Wagner designed or consulted on numerous transportation facilities (highway, air, and rail) in the United States as well as Canada and England. The firm's Art Deco design for the Union Station in Erie, Pennsylvania (1927), featured a rotunda with ticketing and baggage check windows, a concourse with passenger amenities, and a waiting room. Passengers accessed the train platforms via an underground tunnel. The firm designed two red brick, Classical Revival style stations in North Carolina - the Union Station in Winston-Salem (1926) and the Southern Railway Station in Greensboro (1927).46 The Union Station in South Bend, Indiana (1929), built for the New York Central, was an Art Deco brick building with an underground train concourse.47 Cincinnati's Union Terminal (1933), which the firm designed in association with Paul Phillipe Cret, had a monumental Art Deco façade that fronted a central rotunda (Figure 25). The site plan incorporated an underground parking garage, power plant, a service yard and roundhouse, and a mail and express building.48 The Streamline Moderne station built for the Toronto, Hamilton & Buffalo Railway in Hamilton, Ontario, opened the same year as the Cincinnati terminal (Figure 26). The firm's portfolio also included research and laboratory facilities, commercial buildings, schools, housing projects, and hospitals.49



Figure 25: View of the Cincinnati's Union Terminal, completed in 1933 and designed by Fellheimer & Wagner in association with Paul Phillipe Cret. (Photo from Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward Wagner, Architects and Engineers.)

³⁹ Donald G. Mitchell, Rural Studies with Hints for Country Places (New York, NY: Charles Scribner & Co., 1867).

⁴⁰ Potter, Great American Railroad Stations, 30-32.

⁴¹ John R. Stilgoe, "The Railroad Beautiful: Landscape Architecture and the Railroad Gardening Movement, 1867–1930," *Landscape Journal* 1, no. 2 (Fall 1982), 60–62.

⁴² John Sturgis Pray, "Railroad Grounds: A Study of their Design, Planting and Relation to Community," *Parks and Recreation* 4 (July 1921), 332–338.

⁴³ J. Horace McFarland, "How to Improve Railroad Stations," *The American City* (November 1913), 440–444.

⁴⁴ Pray, "Railroad Grounds: A Study of their Design, Planting and Relation to Community," 332–338.

⁴⁵ John C. Dahl, *Buffalo Central Terminal: Construction of a Transportation Landmark*, Railroad Station Historical Society Monograph Series, no. 25 (Oakland, NJ: Railroad Station Historical Society, 2006), 3.

⁴⁶ Potter, Great American Railroad Stations, 191, 267.

⁴⁷ Ibid, 314-15.

⁴⁸ Ibid. 386-87.

⁴⁹ Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward

The design prepared by Fellheimer & Wagner for the New York Central's new passenger station in Buffalo featured an Art Deco-style terminal building that was roughly rectangular in plan with two intersecting barrel vaults and a multistory office tower at its northwest corner. A plaza wrapped around the track level and first mezzanine of the north façade, providing access to the station's main floor, where the primary entrance and exit doors, passenger concourse, ticketing booth, waiting room, and various passenger amenities were located. Extending from the west façade of the terminal was a five-story wing, 60 feet wide and 350 feet long, containing a mail room and baggage room on the ground floor and offices above. Although not a separate structure, this wing became known as the mail and baggage building. Purpose built buildings for baggage handling and mail sorting were typical of large urban stations like the Central Terminal, which were planned to process great quantities of correspondence, packages, luggage, and trunks. An elevated train concourse, 50 feet wide and 480 feet long, extended from the south façade of the terminal. Ramps and stairways led down from the concourse to each train platform. Mail and baggage moved from the west wing to the train platforms via motorized carts that operated along a tunnel. The Central Terminal's modern appearance and monumental scale made it a fitting gateway to the Midwest.

An important aspect of the Central Terminal's design related to maintaining separate currents of incoming and outgoing passengers. "The station floor plan provides direct channels for the flow of traffic both in and out, with the concourse centrally placed and surrounded by the supporting facilities and conveniences for the traveler all in plain view," wrote Fellheimer. 50 Passengers arriving via private car or taxi used the station plaza and entered the terminal through doors located at its northwest corner. From there, ticketing windows and baggage check counters were steps away, and the main concourse provided access to a waiting room and restaurant. When it was time for departure, passengers proceeded to the train concourse where they descended to the correct train platform. Travelers arriving in Buffalo ascended from the track level to the train concourse and proceeded in a straight line through the main concourse to the exit at the northeast corner of the terminal where they could meet an awaiting car or taxi. Alternatively, arriving travelers could descend to the lower level of the station plaza where there was a planned streetcar connection. As originally conceived, a streetcar line would enter the Central Terminal site from the northeast, along Curtiss Street, and make a loop through the track level of the station plaza. Streetcars would stop alongside the sidewalk so that passengers would be entirely independent of vehicular traffic. "All necessary service is thus provided with an

Wagner, architects and engineers (New York, 1950), np. 50 Alfred Fellheimer, "Passenger Station at Buffalo, New York, for the New York Central Railroad," *The American Architect CXXXI*, no. 2518 (April 5, 1927), 485.

orderly consecutive arrangement, elimination of cross currents of traffic and freedom from the necessity for retracing steps," wrote Fellheimer describing the Central Terminal's pedestrian circulation route.⁵¹

Fellheimer & Wagner laid out the site plan as an extension of the terminal (Figure 27). The location of tracks and roads and the placement of buildings and structures formed a rational and cohesive scheme intended to maximize the station's functional efficiency and to provide passengers with an easy, comfortable, and safe travel experience (Figure 28). The vehicular circulation system was both highly functional and sensitively integrated into the urban fabric. Traffic from the city approached the station from Fillmore Avenue to Lovejoy Street and thence to the station. The final leg of the approach took vehicles up a ramped avenue to the terminal's elevated plaza where cars or taxis could dispatch or pick up passengers at clearly marked entrances and exits. Separate roadways were designated for mail and commercial trucking to minimize congestion and avoid hazards, and, as noted above, a streetcar line was planned to enter the site from the east, away from vehicular traffic. All of the station's trackage, which included station tracks, coach tracks, engine tracks, express car tracks, and numerous auxiliary tracks, was located south of the terminal building, isolated from pedestrians and vehicles. This classified the station as a "side-loading" type with the tracks running parallel to the station. Fellheimer advocated for "simplicity of plan to insure directness" in the design of modern railway passenger terminals, a requirement fulfilled in the design of the Buffalo Central Terminal.52

The site's principal roadways included Lindbergh Drive (later renamed Memorial Drive), Lovejoy Street (renamed Paderewski Drive), Curtiss Street, and Reservation Street (now Marginal Street). Lindbergh Drive formed the western edge of the site and followed a southwestnortheast course between William Street on the south and Broadway on the north. Lovejoy Street predated the construction of the Central Terminal but was altered as part of the station's development. The main terminal building was placed at the east end of Lovejoy Street, thereby eliminating its connection with Curtiss Street, and the segment of Lovejoy Street within the project area was reconstructed to ascend a gently sloping incline to the station plaza. Curtiss Street also existed prior to the construction of the Central Terminal but the site design required a segment of the street to be relocated north. Curtiss Street functioned as an access road for supply, mail, and baggage trucks and passed under the elevated concourse of the terminal, thus providing a vehicular east-west route through the site (Figure 29). Reservation Street was another service road that ran parallel with the northern edge of the station plaza and provided access to its lower-level truck bays. Lastly, the roadway system included a short internal street that was marked "private

52 Alfred Fellheimer, "Modern Railway Passenger Terminals," Architec-

tural Forum 50, no. 6 (December 1930), 655-666.

51 Ibid.

street" on the site plan. It provided a service route from Lovejoy Street to Curtiss Street and was later named Franczyk Alley. (From this point forward current street names will be used throughout the remainder of the Site History.)

The station plaza was a key component of the site design (Figure 31). Constructed of steel and concrete, the plaza formed a plinth for the terminal building and added height and mass to its monumental appearance. The plaza was accessed via Paderewski Drive and was used for vehicles carrying arriving and departing passengers and for parking. Three narrow traffic islands on the plaza helped organize the space, which measured approximately 105,000 square feet. A concrete sidewalk bordered its perimeter and connected the sidewalks along Paderewski Drive with the terminal doors. Fellheimer & Wagner designed the plaza with an ornamental stone balustrade that featured stone pylons used as light standards (Figure 30).

The arrangement of the roadways in the Fellheimer & Wagner site plan created two broad open spaces, both roughly triangular in shape, west of the station plaza. The original design intent of these spaces was not explicitly defined by the architects as notations on drawings or in published articles. Contemporary newspaper accounts describe the terminal's "landscaped surroundings." The spaces appear as open lawns in an aerial photograph dated 1929, although it is difficult to clearly discern from the black and white image to what extent the area is covered in turf grass versus bare earth or uncovered fill material (Figure 32). The lawns created spatial and visual separation between the terminal's main approach along Paderewski Drive and the Curtiss Street service route and would have provided the only green spaces within the station grounds. James Sturgis Pray wrote about incorporating broad areas of unbroken turf into the design of station grounds to embody the landscape with a sense of "restfulness and beauty," and it is possible that Fellheimer & Wagner had this purpose in mind in laying out the Central Terminal's lawns. Another possibility is that the lawns were simply leftover spaces created as a result of the circulation system.

SITE PREPARATION AND CONSTRUCTION

The New York Central Railroad broke ground on the Central Terminal project on March 29, 1926, and work on the station's structures began on August 3, 1927. The



Figure 26: The 1933 terminal for the Toronto, Hamilton & Buffalo Railway in Hamilton, Ontario, designed by Fellheimer & Wagner. (Photo from Alfred Fellheimer and Steward Wagner, Alfred Fellheimer, Steward Wagner, Architects and Engineers.)

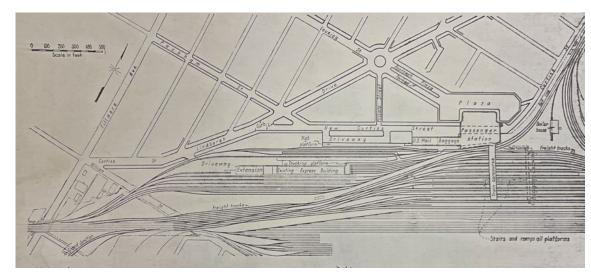


Figure 27: Site plan for the Buffalo Central Terminal published in the May 1929 issue of *Railway Age*. (Image from "New York Central Completes New Station at Buffalo, NY," *Railway Age*, 1929)

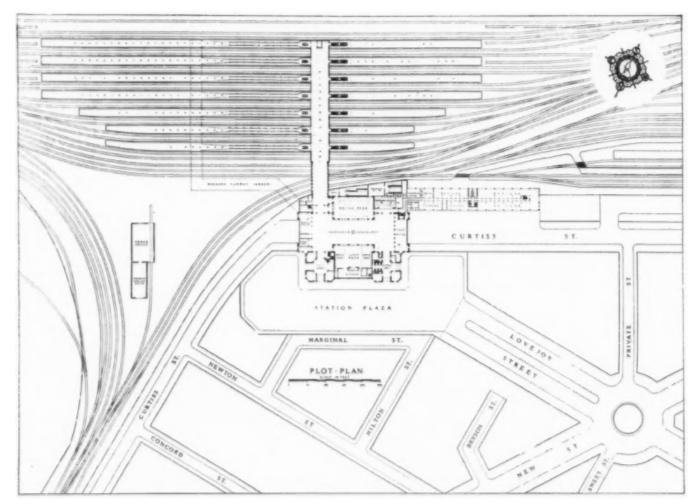


Figure 28: Plot plan published in *The American Architect* in 1927. (Image from Alfred Fellheimer, "Passenger Station at Buffalo, New York, for the New York Central Railroad," *The American Architect*, 1927)



Figure 29: View looking east along the newly constructed segment of Curtiss Street, ca. 1928. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)

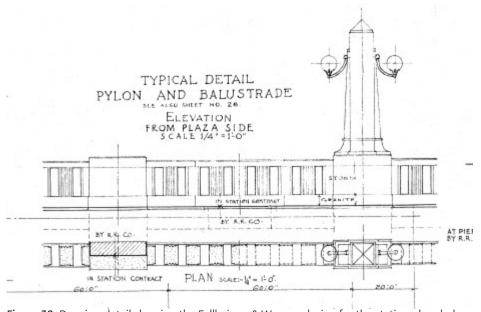


Figure 30: Drawing detail showing the Fellheimer & Wagner design for the station plaza balustrade. (Fellheimer & Wagner Architectural Drawings of Railroad Stations in the United States and Canada, 1915–31, Avery Drawings and Archives Collections, Columbia University Libraries)

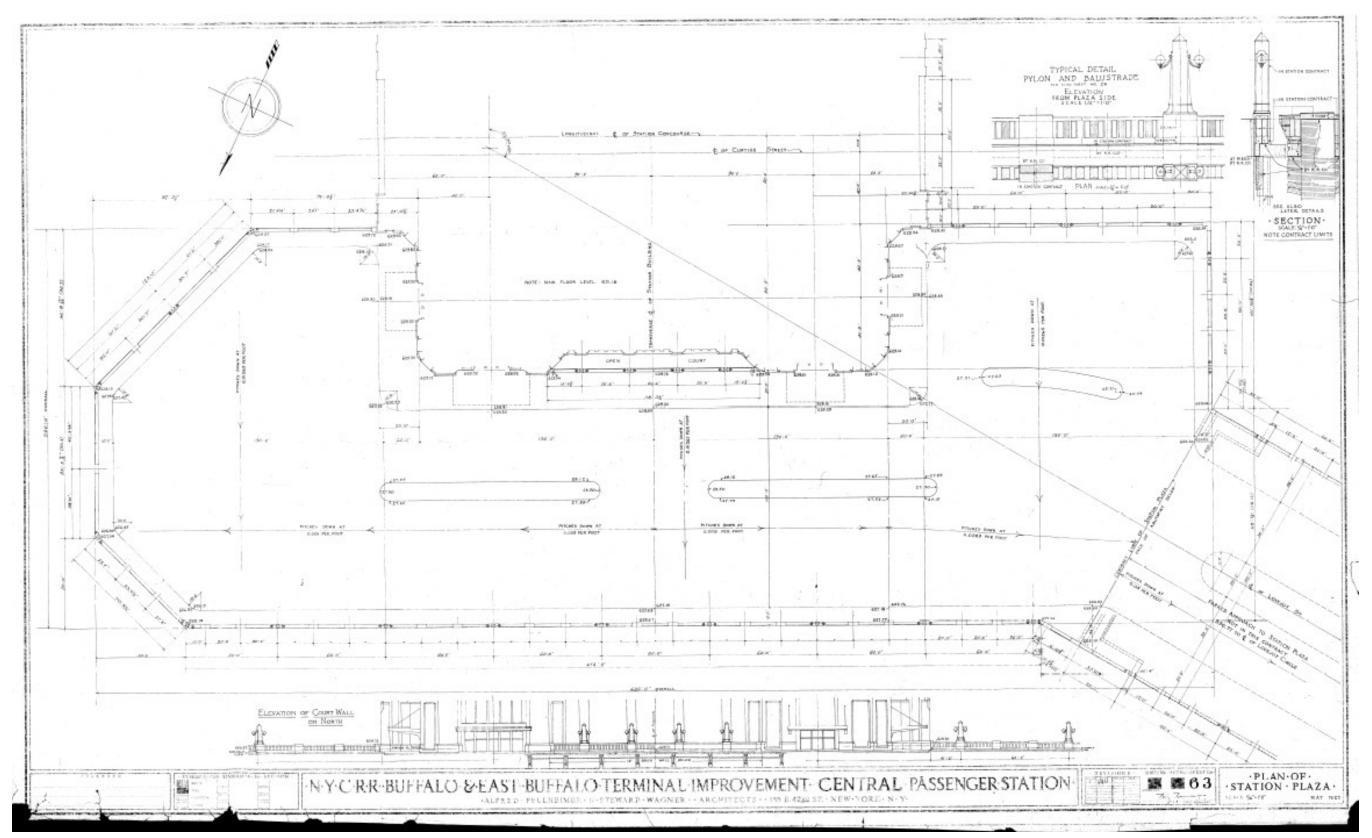


Figure 31: Fellheimer & Wagner, "Plan of Station Plaza," May 1927. (Fellheimer & Wagner Architectural Drawings of Railroad Stations in the United States and Canada, 1915–31, Avery Drawings and Archives Collections, Columbia University Libraries)



Figure 32: Aerial photograph of the Central Terminal site, circa 1929. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Aerial)

contractor was the Walsh Construction Company of Davenport, Iowa, working under the direction of the New York Central Railroad's engineering department.

The first step in the railroad's development of the roughly 70-acre Central Terminal site was land acquisition (Figure 33).55 The redevelopment area was located in Buffalo's Broadway-Fillmore district, a long-established residential neighborhood that was home to many of the city's Polish community. Although the site encompassed existing New York Central Railroad property, much of which was being used for freight and stock yards, and a portion of the abandoned embankment of the former West Shore Railroad, the land earmarked for redevelopment also included a neighborhood park, portions of several residential streets, and scores of houses. The park measured 8.26 acres and was located north of Curtiss Street between the West Shore Railroad embankment and Hilton Street. Known as Polonia Park, it was added to the metropolitan park system in 1914 as a recreational park (Figure 34).54

By 1925, the city had transferred the Polonia Park property to the Board of Education, which planned to build a vocational school on it. The railroad was able to acquire the school board property by exchanging it for another plot of land called the Sycamore Street site, which was located at the southeast corner of Sycamore Street and Koons Avenue. At the time, the greater part of the Sycamore Street site was owned by the West Shore Railroad. The International Railway Company also owned a portion, and the remaining land consisted of house lots in private hands. Once the New York Central acquired and consolidated the Sycamore Street site, the exchange could be completed. Approximately twenty percent of the Polonia Park property was eventually deeded back to the city for street purposes.

Newspaper reports state that one hundred and fifty residential lots were acquired for the construction of the terminal and its approaches.⁵³ The 1926 Sanborn map

shows that the section of Broadway-Fillmore east of Polonia Park and the West Shore Railroad embankment had been subdivided into several short residential blocks that extended north and south of Paderewski Drive. The houses along these streets, which included Bryson, Hilton, and Burrell at the time, were one- or two-story frame dwellings, many with telescoping rear extensions. Many of the houses that stood on these blocks were razed and their residents compelled to relocate in order to clear the necessary land for the terminal. Other areas of Broadway-Fillmore were also impacted. Some of the first houses to be razed were located on William Street. 59 In order to expedite the proceedings and save expenses, the New York Central Railroad, through its real estate subsidiary, the New York Station Realty and Terminal Company, acquired title to the lots, making condemnations unnecessary. Property owners along Paderewski Drive were also compensated by the railroad for lands taken to widen the street. 60 Some property owners elected to move, rather than demolish, their homes. On September 15, 1926, for example, the City Council reviewed house moving petitions for 320 Curtiss Street, 480 Lovejoy Street, 438 Lovejoy Street, 446 Lovejoy Street, and 73 Burrell Street. 61

In addition to acquiring land, preliminary work included clearing and grading, installing a drainage system, enlarging a viaduct on William Street to provide space for additional trackage, reconstructing water mains and sewers, revising the street system in the project area, and laying tracks. Compacted cinder fill was used between level the grounds, and catch basins were installed to facilitate drainage.62 The roadwork entailed the construction of Memorial Drive, a new street developed as part of the Fellheimer & Wagner plan that was built on the right-of-way of the West Shore Railroad, the relocation of a segment of Curtiss Street, and the widening and regrading of Paderewski Drive. To build Memorial Drive, which measured 1 mile long from the junction of William Street and Fillmore Avenue on the south to Broadway on the north, the railroad embankment was leveled and graded, the right-of-way was widened to 100 feet, and the roadbed was paved with asphalt and edged with Medina sandstone curbs. Paderewski Drive was widened to 90 feet from Fillmore Avenue to the traffic circle. The new, inclined segment of Paderewski Drive, between the traffic circle and the station plaza, measured 150 feet wide and 600 feet long (Figures 35 and 36). It was built on a slope that ascended to meet the level of the station plaza, located roughly 20 feet above grade. Peckham Street, one block south of Paderewski Drive, was also widened and repaved east of Fillmore Avenue. A segment of Curtiss Street was moved 220 feet north. Lastly, a private street was constructed between the Memorial Drive traffic circle and Curtiss Street, and a roadway was built to access the American Railway Express depot.

To make room for the fourteen new tracks that would bring trains into the station, the existing New York Central freight tracks were shifted hundreds of feet, and the stock yard tracks were removed to clear the area. Other track work included relocating the easterly Belt Line connection and the construction of four new tracks to the American Railway Express depot, doubling the number that had previously serviced it. The two-story American Railway Express building was remodeled with a new loading platform and canopies. As noted above, a private street provided vehicular access to the depot.

Per the New York Central's agreement with the Grade Crossing and Terminal Commission, the railroad paid the cost of the street improvements, while the city was responsible for the seeding and planting of the public streets and public places associated with the development. 65 One local newspaper reported on January 12, 1926, that the city intended to "plant trees, grass and shrubbery along the streets" in order to beautify the new district.⁶⁶ The city bureau responsible for this work was the Parks Department, and, in January 1929, a plan titled "Landscape Plan for Approaches to New York Central Terminal" was prepared by Roeder J. Kinkel, a landscape architect working for the city. It delineated Memorial Drive, the traffic circle at its midpoint, and a segment of Curtiss Street. (For additional biographical information on Kinkel, see section "Roeder J. Kinkel, Landscape Architect" at the end of this chapter.)

The Parks Department plan for the public roads associated with the Central Terminal development was informed by the Olmsted and Vaux park and parkway plan in an effort to integrate the new and altered roadways into the existing urban fabric (Figure 29). In the Olmsted and Vaux

Buffalo Courier Express, January 12, 1926.





Figure 33: Aerial photo of the Central Terminal site taken in April 1927. Progress on roadwork is clearly visible, as is the existing American Railway Express Agency depot. (Fairchild Aerial Surveys, 1927–29, Aerial Photographs of Buffalo and Western New York, University at Buffalo, University Libraries)

^{53 &}quot;Buffalo terminal to cover area of 70 acres – will be ready in April, 1929," *Buffalo Courier Express*, July 19, 1927.

⁵⁴ Buffalo Park Commission, Forty-fifth Annual Report of the Buffalo Park Commissioners, July 1914 (Buffalo, NY: James D. Warren's Sons Company, 1914), 9; Buffalo City Planning Association, Recreational Survey of Buffalo (Buffalo, NY: Buffalo Department of Park and Public Buildings, 1925), 120.

^{55 &}quot;New Location Considered Better than Clinton Site," *Buffalo Courier Express*, March 21, 1925.

⁵⁶ Minutes from the August 19, 1925, Common Council meeting regarding "Letter from R. D. Starbuck, Vice President of the New York Central Railroad, to the Mayor," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1925) 2151–52

⁵⁷ Minutes from the March 3, 1926, Common Council meeting regarding "Polonia Park Lands," published in City of Buffalo, *Minutes of Proceedings of City of Buffalo Common Council* (Buffalo, NY: City of Buffalo, 1926), 486–87.

^{58 &}quot;Central Terminal Name," *Buffalo Courier Express*, December 10, 1926; Watts Architecture and Engineering, "Phase I Environmental Site Assessment for the Buffalo Central Terminal," October 2021, prepared for submission to the Central Terminal Restoration Corporation, 30 and Appendix D.

^{59 &}quot;Lowering of street levels and razing of houses begins several blocks away from site of Central's new depot," *Buffalo Courier Express*, April 11, 1926.

Minutes from the January 9, 1928, Common Council meeting regarding "Acquiring Lands for Public Street Purposes, Viz.: for the Widening of Lovejoy Street Between Fillmore Avenue and Playter Street, Proceeding No. 88," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 51–52; Minutes from the June 4, 1928, Common Council meeting regarding "Discontinuance in Park of Proceeding to Widen Lovejoy Street," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 1300–02.

⁶¹ Minutes from the September 15, 1926, Common Council meeting regarding "House Moving Petitions," published in City of Buffalo, *Minutes of Proceedings of City of Buffalo Common Council* (Buffalo, NY: City of Buffalo, 1926), 2213.

⁶² Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," 26.

⁶³ The New York Central's East Buffalo freight and stock yards were transferred to the Gardenville Yard. See Cousins, "Beacon at Mile 435.9-1, A Station Too Late, Too Far," 23.

^{64 &}quot;Huge 15-story Building Now Waiting for Carpenters, Masons and Electricians," *Buffalo Evening News*, February 29, 1928; "New York Central Station Site Cleared," *Buffalo Evening News*, May 4, 1927; "Central Terminal Name," *Buffalo Courier Express*, December 10, 1926.

⁶⁵ Minutes from the January 20, 1926, Common Council meeting regarding "Synopsis of Contract Between the Grade Crossing and Terminal Station Commission and the New York Central Railroad Company for a New Railroad Station at Curtiss Street, a Downtown Station in the Vicinity of Main and Exchange Streets, and the Removal of Tracks from the Terrace and Church Street to a portion of the Bed of the Abandoned Erie Canal, Submitted to The Council on January 20, 1926, in Conjunction With an Opinion Submitted to The Council Concerning Said Contract," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1926), 151–154.

RAILROAD YAR DS BOGARDUS ST. R.R. HENNEPIN PARK W YORK CENTRAL STOCK YARDS YARDS RAILROAD

Figure 34: Detail from the Matthews-Northrup new map of the city of Buffalo, published in 1916, showing the location of Polonia Park, inside red square. (Prints and Maps Division, Library of Congress)

plan, the major parkways were broader than the average municipal street and featured areas of turf planted with rows of elm trees. Minor parkways, such as Fillmore Avenue, which led south from the Parade (now Martin Luther King, Jr. Park), were laid out with double rows of elms on either side of a wide roadbed.

The Parks Department plan for Memorial Drive reflected the approach to the minor parkways. Both sides of the street had a

67 Clinton Brown Company Architecture, "Historic Resources Intensive Level Survey, Broadway-Fillmore Neighborhood," August 2004, prepared for the City of Buffalo Urban Renewal Agency, 3-9.

BUFFALO · **CENTRAL** · **TERMINAL**

sidewalk that was bound by narrow strips of lawn that were "parked," or enhanced with vegetation – in this case, elm trees. The trees were planted in an alternating pattern to provide maximum shade coverage to the sidewalks and created a dense tree line as seen from vehicles passing by. Although not shown on Kinkel's 1929 plan, streetlights were installed along either side of the street as part of the original construction.

Consistent with the Olmsted and Vaux plan, which incorporated landscaped traffic circles at key intersections, Memorial Drive featured a traffic circle, or (rond point), at its intersection with Paderewski Drive. According to the Parks Department plan, the traffic circle was 250 feet in diameter and featured a perimeter sidewalk with a low circular hedge (18 to 24 inches high) of Japanese barberry along its inside edge. Inside the hedge was a lawn area with a 9-inch crown and a space at its center for a "proposed Lindbergh feature," referring, perhaps, to a memorial or statue. Historic photographs indicate that the sidewalk, hedge, and lawn were carried out as designed, but the Lindbergh feature was never implemented. Although not shown on the 1929 plan, four streetlights were installed along the sidewalk as part of the original construction (Figures 38 and 39).

Kinkel's hand in the design of Curtiss Street was limited to the new, relocated segment of the road. It featured a sidewalk along its northern edge that was separated from the street by a strip of lawn planted with trees. Along the south side of the street was a row of trees with no sidewalk and no lawn. The city put the Central Terminal area landscaping ("grading, seeding, and planting of lawn areas on those streets designated and shown on plans as approaches to the New York Central Terminal") out to bid in late 1928, and the work was awarded to Henry H. Elbers, a local contractor, that December. Elbers' bid specified "a fine grade of top soil furnished at \$1.50 per cubic yard," and 2 ½- to 3-inch caliper English elm trees.

The streetlights installed within the Central Terminal development area used decorative light standards manufactured by the Union Metal Manufacturing Company and GE Novalux globes. The standards were pressed steel with a fluted shaft and a tall decorative base. Historic photos indicate that they were installed before December 1928.

The Buffalo Central Terminal was dedicated on June 22, 1929, and opened for public use the following day (Figure 40). In addition to the main terminal building with its attached mail and baggage building and train concourse, the complex encompassed the Railway Express Agency

68 Minutes from the February 25, 1929, Common Council meeting regarding "Proposals for Improving Areas Around New York Central Terminal," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1929), 543.

depot (American Railway Express became the Railway Express Agency in 1929) and multiple auxiliary buildings and support structures. These included a power plant, two signal stations and their adjacent repair shops, two utility buildings, a one-story structure sheltering the opening to the truck ramp, a service building for Pullman cars, a coach shop with inspection pits and carpentry shops, an icehouse, the train platforms, and an 11-track coach yard. The three-story power plant was located approximately 300 feet east of the main terminal building. It provided heat, light, and power for all of the station's various buildings. The signal stations were two-story buildings that housed the station's complex safety controls (Figure 41). Immediately west of each signal station was a onestory repair shop. The utility buildings were small, onestory structures located at the east and west ends of the central train platforms. Each of the fourteen train platforms were 22 feet wide and sheltered by individual canopies rather than large train sheds. The canopies protected passengers from rain and snow while admitting ample light and air (Figure 42). The new station tracks were spiked to wooden blocks set in concrete slabs troughed in the center to allow the tracks to be flushed.

The Central Terminal's location placed it within 2,000 feet of three streetcar lines operated by the International Railway Company, and, as noted earlier, plans for the station included space within the track level of the station plaza for a trolley loop. The intention was to supply streetcar service directly to the station for the convenience of its passengers. Although the city granted approval for the International Railway Company to franchise on Curtiss Street between Broadway and the terminal, negotiations over the agreement terms failed, and the work was never carried out. 71

69 Sheet 729, Volume 7, 1939 Sanborn Fire Insurance Map of Buffalo, Geography and Map Division, Library of Congress; Cousins, "Beacon at Mile 435.9–1, A Station Too Late, Too Far," 31–32.

70 "Power Plant is Vital Part of New Central Terminal," Buffalo Courier Express, June 23, 1929. Minutes from the July 8, 1928, Common Council meeting regarding "Street Railway Franchise in Curtiss Street to New York Central Passenger Terminal," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 2061-64; Minutes from the October 15, 1928, Common Council meeting regarding "Street Car Service to New York Central Railroad Station," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928), 2002-03. 71 Minutes from the July 8, 1928, Common Council meeting regarding "Street Railway Franchise in Curtiss Street to New York Central Passenger Terminal," published in City of Buffalo, Minutes of Proceedings of City of Buffalo Common Council (Buffalo, NY: City of Buffalo, 1928). 2061-64; Minutes from the October 15, 1928, Common Council meeting regarding "Street Car Service to New York Central Railroad Station," published in City of Buffalo. Minutes of Proceedings of City of Buffalo. Common Council (Buffalo, NY: City of Buffalo, 1928), 2002-03.



Figure 35: View of the station plaza and main terminal building from Paderewski Drive, ca. 1930. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – Plaza Approach)



Figure 36: Historic photo of Central Terminal republished in the *East Buffalo Gazette*. Note the sidewalks along Paderewski Drive, the lawn panels, and the original streetlight. (Photo from "Work to Begin Soon on Central Terminal," *East Buffalo Gazette*, November 1, 1997)

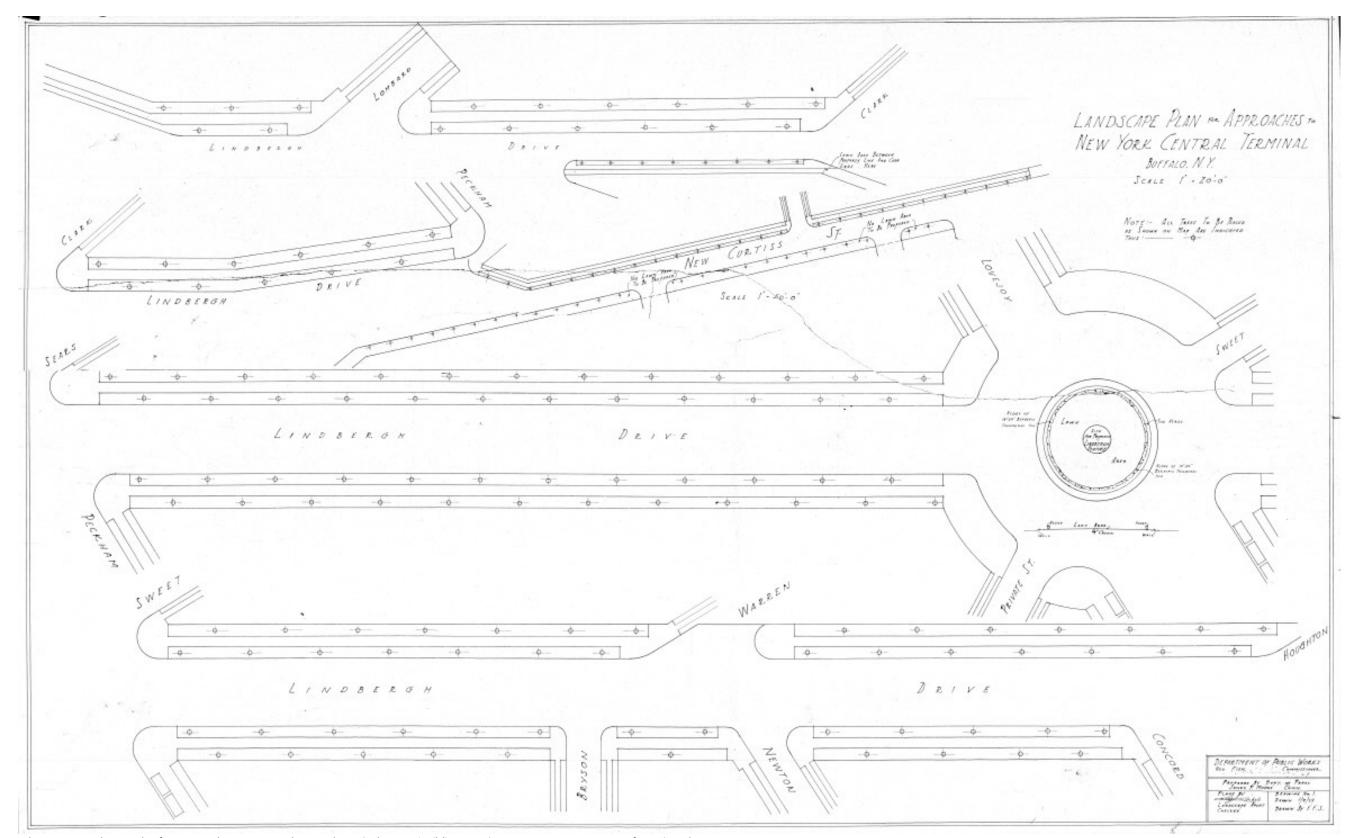


Figure 37: "Landscape Plan for Approaches to New York Central Terminal," 1929. (Building Permit Department, Department of Permit and Inspection Services, City of Buffalo)



Figure 38: View from the Memorial Drive circle looking east toward the Central Terminal, December 11, 1928. (General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Plaza Approach)



Figure 39: View of the Central Terminal encompassing Memorial Drive circle and Paderewski Drive, circa 1930s. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – Plaza Approach)



Figure 40: Artist's rendition of the Central Terminal at night for the cover of the New York Central Lines Magazine. (Photo from New York Central Lines Magazine, April 1930)



Figure 41: View of Signal Station 48, looking west toward the Central Terminal, 1940. (Buffalo Evening News Archive)



Figure 42: View of the station's broad, canopied platforms, circa 1930. (Buffalo Central Terminal dedication booklet. (General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Plaza Approach)

After the opening of the Central Terminal in the summer of 1929, the first change to the site was the construction of the U.S. Terminal Railway Post Office building, which abutted the northwest corner of the mail and baggage building (Figure 43). The three-story, sixteen-bay post office building was designed in the same architectural vocabulary as its neighbor and constructed using the same materials. It had a flat roof with a central row of monitor lights. A track spur extended along its south façade where there was a long, concrete loading platform. With this arrangement, mail could be moved directly between the building and the rail cars that pulled up alongside it. At some point between 1939 and 1947, a fuel oil storage tank was built within the terminal grounds. It was located east of the Belt Line tracks and southwest of the power plant (Figure 44). Other alterations to the site during this period involved changes or additions to existing buildings. For example, there were modifications to the trackside loading platforms along the Railway Express Agency and U.S. Terminal Railway Post Office buildings, and an addition was built on the north side of the structure sheltering the truck ramp.

LAWN PARKING

An important change to the landscape during this period related to the function of the east and west lawns. In 1938, Buffalo architect Joseph E. Fronzczak proposed a park development north of the Central Terminal. His plan for the park is of interest as it labeled the east lawn of the Central Terminal as "parking," indicating that the space had been repurposed for automobiles as early as 1938. Historic photographs also document that the east lawn was being used for vehicular parking by the late 1930s. In one photograph from that period, rows of cars are parked behind markers set on the ground at regular intervals (Figure 45). The markers appear to be stone or brick. Later photographs show that, at some point, temporary stairs were built along the slope at the northeast corner of the east lawn to provide access from the station plaza to the parking lot. Historic photos indicate that the west lawn was also used for parking (Figure 46). Research to date has not determined whether the lawn parking was for employees, visitors, or both users. Since the Central Terminal was never equipped with a streetcar line, employees working at the station or in the office building may have commuted by car, requiring additional onsite parking than had been provided in the Fellheimer & Wagner plan.

MEMORIAL DRIVE CIRCLE AND STREET TREES

At least once during this period the planting scheme of the Memorial Drive traffic circle was altered. While the original design featured a low circular hedge located just inside the perimeter sidewalk, a historic postcard dated 1948 captures a revised design featuring flower beds and hedges planted in a wheel and spoke design (Figure 47). The 1948 postcard also appears to show a relatively hardy row of elm streets along either side of Paderewski Drive. Later, these trees and those along Curtiss Street and Memorial Street would be decimated by Dutch elm

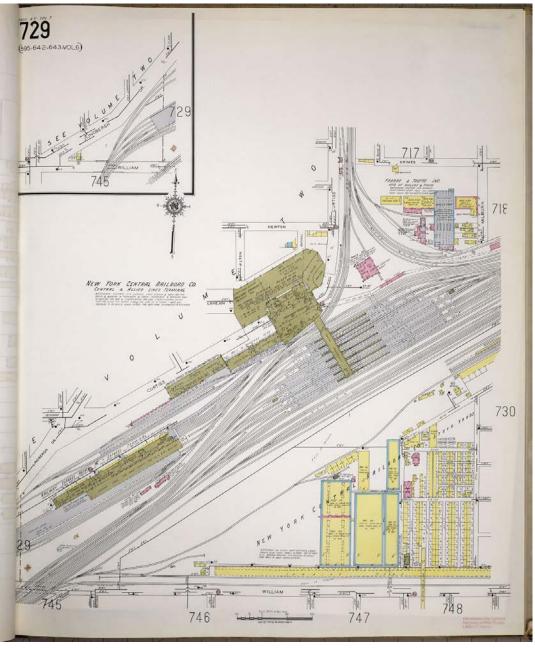


Figure 43: Sheet 729 of the 1939 Sanborn Fire Insurance Map of Buffalo (Volume 7) shows the Central Terminal property. The map indicates that the U.S. Terminal Railway Post Office building was constructed in 1930. (Geography and Map Division, Library of Congress)



Figure 44: Aerial photo looking west, 1947. Note the fuel tank located between the terminal building and the power house. The fuel tank remains but the power house has been demolished. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots – New York Central – Construction)



Figure 45: View of cars parked on the east lawn, ca. 1930s. Note the stones or bricks placed at intervals on the grass to mark parking spaces. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 46: Aerial view of the Central Terminal looking east, 1957. (Buffalo Central Terminal National Register Nomination, 1984)



Figure 47: Postcard image from Buffalo souvenir book published in 1948. By this date, the original planting scheme in Memorial Drive circle had been altered from the original design. (Photo from Buffalo: A Souvenir Book of Buffalo, New York (Chicago, IL: Curt Teich & Co., 1948, np)

disease. Today, only three of the original elm trees survive. Two are located at the west end of Curtiss Street and a third is along the south side of Paderewski Drive.

FILLING STATION

At some point, possibly in the 1930s or early 1940s, a filling station was constructed along the north side of Marginal Street for taxis servicing the Central Terminal. It was an open sided steel frame structure with a shed roof and a concrete floor with concrete pads for gasoline pumps. Little documentation has been found on the history of the filling station; it was out of service by at least 1974.72

The Buffalo Central Terminal was constructed at the tail end of the period in American transportation history when society was predominantly railroad oriented. "By the 1920s," writes railroad historian Janet Potter, "this situation began to change as powerful forces...combined to revolutionize the way America moved people, things, and information." As the country emerged from the Great Depression, American families embraced the convenience of the automobile. Paved highways made long distance travel safe and convenient. Railroad companies also found themselves competing with intercity and interstate buses for passenger fares and with commercial trucking companies for freight rates.

The railroads experienced a renewed surge of activity during World War II when gasoline and tire shortages curtailed private and commercial vehicular use. With the rise of commercial aviation industry after the war, however, rail travel came to be perceived as unfashionable and inconvenient. Beginning in the 1950s, the New York Central Railroad severely curtailed its passenger service. Across the industry, railroad companies ceased to invest capital in passenger equipment, services, and station facilities.⁷⁴ Due to loss of revenues and the decline in train travel by the general public, the New York Central put over four hundred of its stations up for sale in 1956, including the Buffalo Central Terminal.⁷⁵

PERIOD OF UNDERUTILIZATION (1956-1979)

When the Central Terminal was offered for sale in 1956, several buyers expressed interest in its acquisition, but no agreement materialized. Instead, the New York Central signed a 25-year lease with Buffprop Enterprises, which was headed by a group of out-of-town investors with plans to remodel the station as a shopping and recreation center. The railroad company abandoned the office tower for transportation purposes and reconfigured the passenger facilities to meet the needs of the tenant. In 1960, the lease agreement ended in a default, and the

railroad put the property on the market again. High annual property taxes and maintenance costs did not encourage buyers. In 1965, the New York Central permanently reconfigured the train concourse and walled off a section of the main concourse to make the property more attractive to tenants. The result, in effect, was a "station within a station." The following year, several buildings on the site were demolished in an effort to reduce taxes and maintenance fees. These included the Pullman service building, the icehouse, and the coach shop."

In 1968, in a last-ditch effort to resuscitate two former railroad giants, the New York Central Railroad merged with its former rival, the Pennsylvania Railroad, to form the Penn Central Transportation Company. With the passage of the Rail Passenger Service Act in 1970, Congress created Amtrak, a for-profit, intercity passenger rail line that began operations the following May. Amtrak assumed the carrier obligations of the private railroads, allowing the companies to exit the unprofitable business of passenger rail service. Amtrak reduced and reorganized the nation's passenger service and phased out unprofitable station stops.

Amtrak took over passenger rail operations at the Central Terminal in 1971 and assumed responsibility for heating and lighting the concourse, but the station, and those like it, suffered from shortfalls in funding for maintenance and improvements. By 1979, the terminal was beginning to show signs of neglect, and a similar assessment could be made of the landscape and site features. Amtrak maintained passenger service until October 1979, when the final train departed the station. By that time, only eight trains pulled in and out of the terminal daily, down from two hundred trains a day at the New York Central's peak. Photographs from the 1970s document the character and condition of the terminal roughly from the time of Amtrak's acquisition until the last year of passenger service.

By 1970, a parking attendant's booth had been installed on the station plaza (Figure 48) and many of the original streetlights, including those along Paderewski Drive, Memorial Drive, and the Memorial Drive circle had been replaced with modern fixtures. By the late 1970s, the plantings in the Memorial Drive traffic circle had been removed (Figure 49), the sidewalk around the perimeter of the station plaza was broken and overgrown with vegetation, and several of the original light stanchions along the station plaza balustrade were missing globes



Figure 48: View of the station plaza, 1970. Note the addition of the parking booth on the station plaza. (Courtesy Steve Mangione Estate and Photograph Collection)

⁷² Mike Healy, "City Concentrates Cleanup Effort on Railroad Sore Spots," *Buffalo Courier Express*, August 13, 1974.

⁷³ Potter, Great American Railroad Stations, 40–41.

⁷⁴ Ibid, 44, 51, 191.

^{75 &}quot;Imminent Sale of Central's Station Denied," *Buffalo Courier Express*, March 5, 1958.

^{76 &}quot;Central Again Puts Terminal Here up for Sale," *Buffalo Evening News*, December 12, 1960.

⁷⁷ Garnet R. Cousins, "Beacon at Mile 435.9-1, Dedication to Dethronement," *Trains* (October 1985), 48.

^{78 &}quot;\$495,000 Ceiling on Taxes Sought for NYC Terminal," *Buffalo Evening News*, January 12, 1961; Ross, National Register of Historic Places Inventory Nomination Form, "New York Central Terminal," 1984; Cousins, "Beacon at Mile 435.9–1, Dedication to Dethronement," 48.

⁷⁹ Potter, Great American Railroad Stations, 53; Roberta Walburn, "Penn Central May Vacate Terminal Before Finding Someone to Buy It," Buffalo Evening News, October 22, 1974.

^{80 &}quot;Station Has Seen Last Train But Not Last Chance," New York Times, October 14, 1992.

⁸¹ Michele Coffas, "Central Terminal at 50," *Buffalo Courier Express*, June 22, 1979.

(Figure 50). While the east lawn was planted with grass, a small area was still being used for parking. The plant material along the Paderewski Drive slope and against the west wall of the station plaza was overgrown, and the Curtiss Street sidewalks were in poor condition (Figure 51).

PRIVATE OWNERSHIP (1979-1997)

In July 1979, local businessman Anthony T. Fedele and the New Jersey-based Galesi Realty purchased the Central Terminal for \$75,000. The developers envisioned a largescale adaptive use project that would transform the former train station into a multipurpose complex with a hotel.82 Subsequent changes in ownership of the property resulted in years of deferred maintenance, and the absence of building security left the building susceptible to vandals and intruders. The terminal buildings were stripped of many original features, and the grounds fell into a state of advanced disrepair. One of the most conspicuous alterations to the terminal building occurred in 1982, when the bridge structure connecting the train concourse with the rest of the station was demolished to create overhead room for the passage of piggyback freight cars (Figure 52).

Changes to the landscape during this roughly twenty-year period have not been well documented other than in photographic collections from the mid-1980s and early 1990s. These photographs primarily record a vacant and largely abandoned landscape subject to vandalism, dumping, inadequate maintenance, and other conditions detrimental to the historic character of the site. Despite this and perhaps reflecting public interest in the site and its prominence within the neighborhood, a public sculpture titled "Progress" was installed on the station plaza in the early 1980s. (See Figure 59.) It was constructed of concrete over chicken wire and remained on the plaza until at least 1999.

By the 1970s, the field of historic preservation in the United States had expanded its conceptual parameters to recognize resources not previously considered meritorious, such as vernacular and industrial structures. The loss of New York City's Penn Station in the mid-1960s strengthened interest in the preservation of the country's iconic train stations. In 1979, the year the Central Terminal turned fifty years old, the Buffalo Landmark and Preservation Board designated the main terminal building as a local landmark. The station's ancillary buildings were omitted from the designation. Despite its limited scope, the nomination referenced the terminal's landscape, noting: "The station's appearance is of small eminence. The illusion is created by a circular plaza in Lindbergh Drive (now Memorial), 250 feet in diameter, constituting

82 Cousins, "Beacon at Mile 435.9–1, Dedication to Dethronement," 48. 83 Information on the name and materials of the sculpture come from author email correspondence with Monica Pellegrino Faix, CTRC, June 10, 2023. A newspaper story on the Central Terminal from 1983 describes sculptor Richard A. Carroll welding a "symbolic vision of Buffalo for the plaza in front of the old train terminal." See Mike Vogel, "Central Terminal: Its Once and Future Glory," Buffalo News, July 13, 1983.



Figure 49: View looking toward downtown Buffalo from the Central Terminal tower, 1977. Note that the traffic circle no longer featured hedges or flower beds. (Collection of The Buffalo History Museum. General photograph collection, Buildings – Transportation & Storage – Depots)



Figure 50: Photo of the station plaza in 1979. (David Hochman Photograph Collection, courtesy the Central Terminal Restoration Corporation)



the Central Terminal Restoration Corporation)

the focus of six radiating thoroughfares. One of these, 150 feet wide and 600 feet long, sweeps up a gently sloping incline to the station plaza 150 feet by 600 feet in front of the station and level with the main floor, some twenty feet above the circular plaza. The curved incline driveway and plaza constitute a majestic approach unequaled by any other important railroad station in America." The nomination's description, "the station's appearance is of small eminence," seems to be an awkward misphrasing of the description from the New York Central's 1929 dedication booklet, which read, "the visitor approaching for the first time receives the impression that the Station is situated on a small eminence."

National recognition of the transportation landmark occurred in 1984, when the Central Terminal was listed in the National Register of Historic Places. The nomination listed ten contributing resources and described its key site features. Paderewski and Memorial drives, the nomination noted, "form a dramatic visual focal point for the entire railroad complex." The station plaza was also described in detail. Photos from the National Register nomination dated 1983 show the condition of landscape at that time. The photos record deteriorating buildings amid a run-down landscape (Figures 53 through 55). The lawns, trackage, and sidewalks were overgrown with weeds, and the pavements were cracked and worn. By 1984, only Curtiss Street retained its original streetlights. Only a few of the light stanchions along the station plaza balustrade still had their original globes. There were no street trees along Curtiss Street or Franczyk Alley, and Paderewski Drive had lost most of its original canopy. The National Register photos also capture a row of streetlights that had been installed on the west lawn at an unknown date. The lights may have been put in when the lawn was being used for parking.

A series of photographs dated 1992 record the condition of the landscape nearly a decade after the National Register nomination documentation (Figures 56 through 59). By this date, the passenger tracks beyond the train platforms had been removed and the tracks along the platforms were overgrown with vegetation. The east utility building had not yet been demolished. Areas around the mail and baggage building and the Railway Express Building were used for dumping, and sidewalks were largely overgrown with vegetation. By 1992, all of the original streetlights had been replaced. Many of the street trees were gone, and Memorial Drive circle was simply planted with grass. The station plaza paving was cracked and deteriorated, although the original traffic islands remained intact.

CTRC OWNERSHIP (1997-CURRENT)

In 1997, the main terminal and 12 acres of the original complex were acquired by the Central Terminal Restoration Corporation (CTRC), a nonprofit organization dedicated to the site's adaptive reuse and preservation (Figure 60). As part of their mission, the CTRC organized groundskeeping

84 Mary Beth Palmeri, Application for Designation of Landmark and Landmark Sites, "Buffalo Amtrak Station," November 21, 1978.

projects to pick up and haul away trash and debris, cut down overgrowth, mow the lawns, and plant saplings (Figures 62 and 62). On one Saturday morning in April 1998, over five hundred volunteers turned out to help. Young trees were planted along the sidewalks of the terminal approaches and in the lawns, which had not been used as parking lots in decades. Documentation related to the types of trees planted by the CTRC and its volunteers is scarce. Although the original street trees were elms, existing conditions suggest that new trees planted during this period included maple, pear, crab apple, oak, poplar, and other varieties of deciduous and evergreen trees.

In 2007, local Buffalo artist Cousin Kelly carved a sculpture out of a dead tree trunk located at the northwest corner of the intersection of Franczyk Alley and the Memorial Drive traffic circle. The painted wood sculpture, which still stands today, features relief carvings depicting a locomotive and other objects and scenes associated with the Central Terminal (Figure 63).

The most recent major intervention to the terminal landscape occurred in 2011 when an urban habitat garden was planted in the far western corner of the west lawn (Figure 64). Measuring approximately 1.75 acres, the Urban Habitat Project Area features meadows, nature trails, and bioretention areas. It has an elevated topography as a result of fill materials placed in this area.

ROEDER J. KINKEL, LANDSCAPE ARCHITECT

Roeder J. Kinkel (1893-1975) was the last of three sons born to Gustavus and Margaret Kinkel of Omaha, Nebraska, By 1905, the Kinkel family had relocated to Buffalo, where they resided on Vermont Street and, later, Russell Avenue. 86 While details regarding Kinkel's primary and secondary education are unknown, he attended college at Ohio State University, graduating with the class of 1916. As an undergraduate, Kinkel, known as "Kink," studied horticulture and was a member of the Horticultural Society and the Downing Club.87 After graduating, Kinkel worked briefly in Rochester, New York, for the landscape architect William Pitkin, Jr., and during World War I, he was stationed in Norfolk, Virginia, where he served as a depot statistician for the Army Corps of Engineers.88 Kinkel returned to Buffalo after the war where he worked as a landscape gardener. In 1923, he married Gertrude L. Steller, who whose parents were German immigrants living in Buffalo.89



Figure 52: The bridge structure connecting the train concourse with the main concourse was demolished in 1982. (Copyright Ken Kraemer)

Kinkel had a long career in Buffalo as a landscape architect for the city's Parks Department. One early project (circa 1925) was the design of the park approaches for the Buffalo Museum of Science (formerly the Humbolt Museum), which was designed by architects Esenwein and Johnson and opened in 1929. Around the same time as the museum project, he completed a landscape plan for Buffalo's North Park Branch Library (1928; Howard L. Beck, architect). His work on the Buffalo Central Terminal landscape likely occurred in late 1928 and early 1929. Around 1930, he designed the 25-acre Schiller Park on the city's east side. Federal census records indicate that Kinkel was employed by the Parks Department until at least 1950, and a brief list of his municipal projects includes a site plan for the picnic shelter in Front Park, various projects at the Buffalo Zoological Gardens, and work at Lanigan Park and Mungovan Park. Sometime before 1941, he established a private practice called Kinkel Associates (also called Roeder J. Kinkel Associates). The firm's projects included the Evangelical Training School (Dunkirk, NY), Batavia High School (Batavia, NY), and the Matsen Park School in Buffalo, among others. Roeder J. Kinkel died in May 1975. He was succeeded at the firm by his son, Robert Jr., who operated a local nursery (Avenue Nursery and Fence Company) with his brother Carl before entering the field of landscape architecture.

County, available from Ancestry.com; "War News of the Camp and Cam

89 Buffalo, New York, City Directory, 1918, U.S. City Directories, 1822–1995 [database on-line], available from Ancestry.com; 1920 U.S. Federal Census, available from Ancestry.com.

90 "Report of the President of the Buffalo Society of Natural Sciences Delivered at the Annual Meeting, May 15, 1925," Hobbies 6 no. 3 (July 1925), 3-4.

91 The Public Staff, "Looking Back: Schiller Park, 1934," May 18, 2016, available at http://www.dailypublic.com/articles/05182016/looking-backward-schiller-park-1934.
92 Anthony O. James, "Draft Buffalo Olmsted Parks Conservancy Building History List, July 2012," available at https://buffaloah.com/a/archs/ov/bldgslist.html; Christine Ann Parker, "Through These Gates: Buffalo's First African American Architect, John Edmonston Brent, 1889–1962" (master's thesis, SUNY Buffalo State, 2016), Appendix I. John Edmonston Brent, the focus of Parker's thesis, worked extensively in collaboration with Kinkel during his career as a junior landscape architect for the Parks Department. The catalog in Appendix I includes a list of Brent's drawings for the Parks and Buildings Department, many of which list Kinkel as the landscape architect.
93 "Personal Items by Classes," Ohio State University Monthly 36, no. 1 (October 1944), 24; The American School and University, 13th ed. (New York, NY: American

School Publishing Corporation, 1941), 228.

94 Robert S. Kinkel Obituary, March 18, 2018, available from Dietrich Funeral Home at http://thedietrichfuneralhome.com/cms/index.php/Robert-S.-Kinkel.html.

⁸⁵ Mike Vogel, "500 volunteers make tracks to spruce up landmark," *Buffalo News*, April 19, 1998.

 $^{86\}quad$ 1905 New York State Census and 1910 U.S. Federal Census, available from Ancestry.com.

^{87 &}quot;Alumnus Visits in Columbus," *Ohio State Lantern* 38, no. 64 (January 21, 1919), 1; The Ohio State University Junior Class, ed., *The Makio* (Columbus, OH: Sears & Simpson, 1914), 378; The Ohio State University Junior Class, ed., *The Makio* (Columbus, OH: Sears & Simpson, 1916), 276. pus," *Ohio State University Monthly* 10, no. 3 (December 1918), 16.



Figure 53: View looking southeast across the west lawn toward the U.S. Terminal Railway Post Office building and the terminal, 1983. (Buffalo Central Terminal National Register Nomination, 1984)



Figure 54: View of the south façade of the station plaza along the east extension of Curtiss Street, 1983. Note the original streetlight on the far right. (Buffalo Central Terminal National Register Nomination, 1984)



Figure 55: View along Paderewski Drive, 1983. Note the absence of street trees along the south side of the road (right side of photo). (Buffalo Central Terminal National Register Nomination, 1984)



Figure 56: View of the train platforms, looking southeast, 1992. (George Pierce Photo Collection, courtesy the Central Terminal Restoration Corporation)



Figure 57: View looking southwest of the Mail & Baggage Building, the U.S. Terminal Railway Post Office building, and the Railway Express Agency building in the distance, 1992. (George Pierce Photo Collection, courtesy the Central Terminal Restoration Corporation)



Figure 58: View looking west from the Central Terminal office tower, 1992. (George Pierce Photo Collection, courtesy the Central Terminal Restoration Corporation)



Figure 59: View of the station plaza in 1992. The sculpture, titled "Progress," was installed sometime after the terminal closed in 1979 and remained on the plaza until at least 1999. (George Pierce Photo Collection, courtesy the Central Terminal Restoration Corporation)



Figure 60: Aerial photo of the Central Terminal property after a clean-up event in April 1998. (Photo from *East Buffalo Gazette*, April 30, 1998)

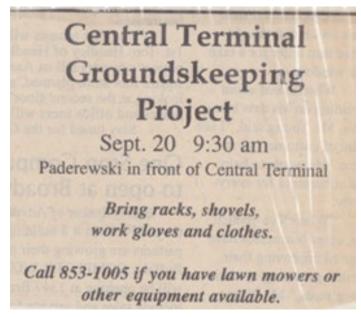


Figure 61: Newspaper notice of volunteer event at the Central Terminal. (Photo from East Buffalo Gazette, September 18, 1997)



Figure 62: Volunteer weeding a flower bed as part of an annual cleanup event. (Photo from "Pitching In: A Central Terminal Cleanup," *Buffalo News*, May 16, 2004)



Figure 63: Sculpture on the west lawn created by local Buffalo artist Cousin Kelly in 2007. (Courtesy Robinson & Associates, 2023)

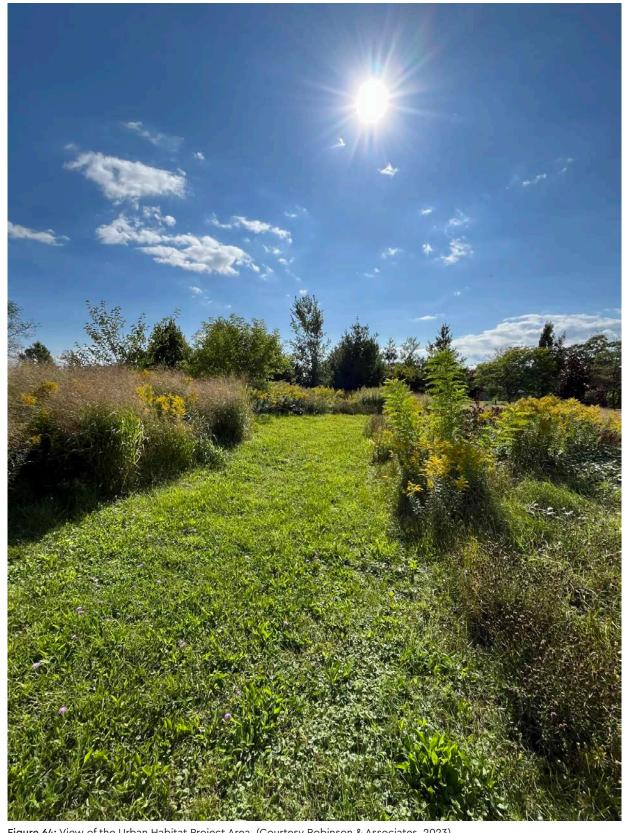


Figure 64: View of the Urban Habitat Project Area. (Courtesy Robinson & Associates, 2023)

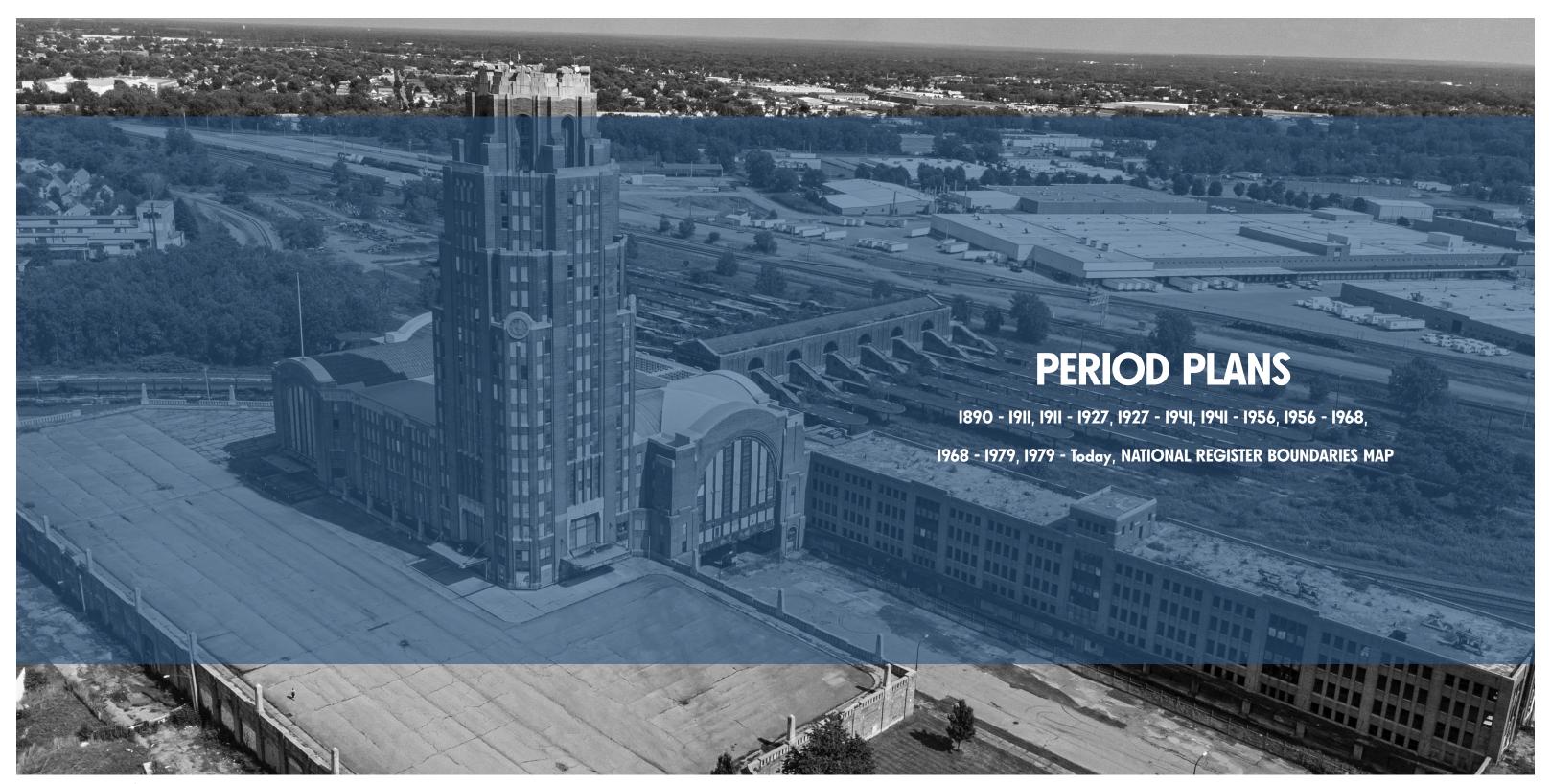
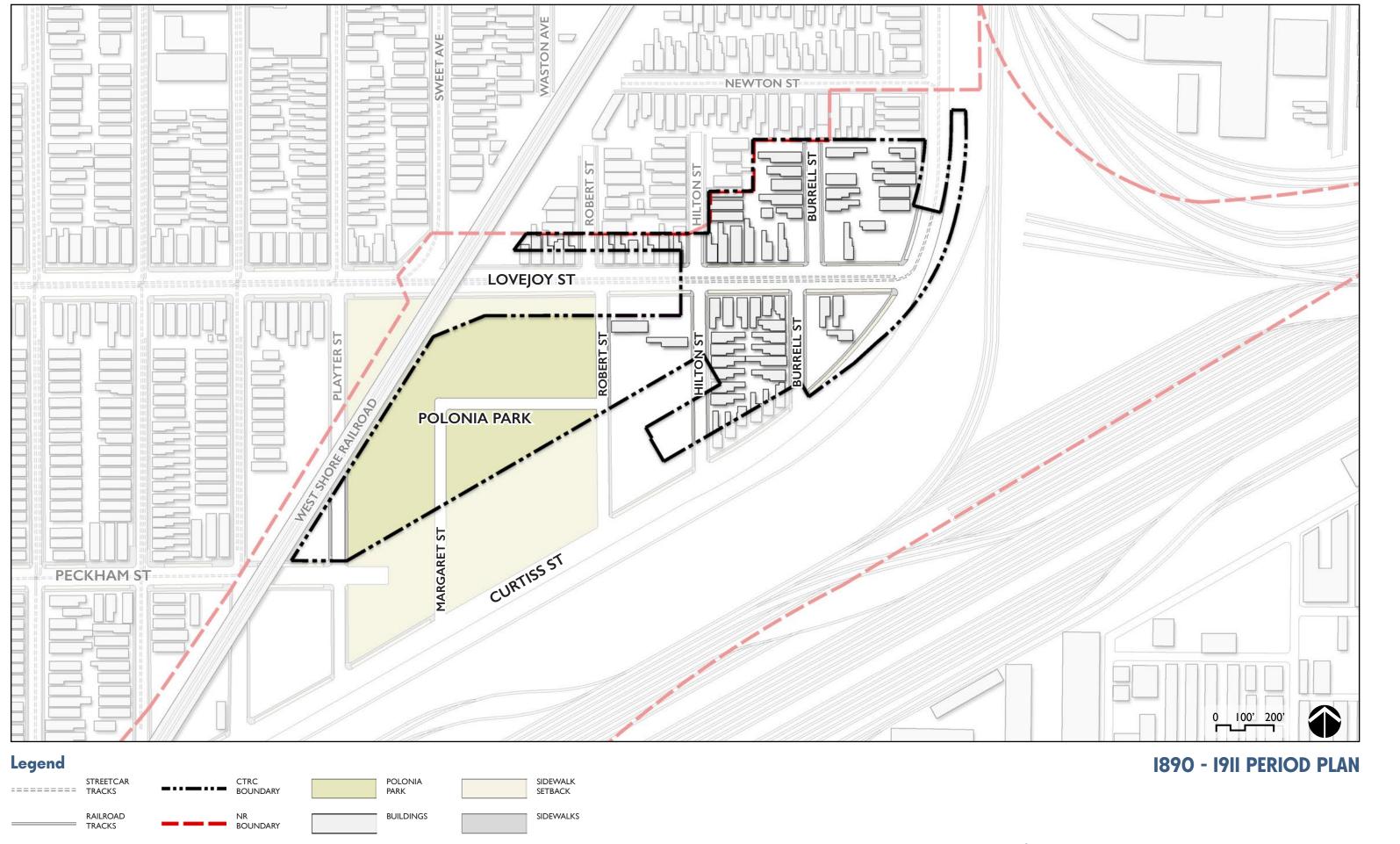
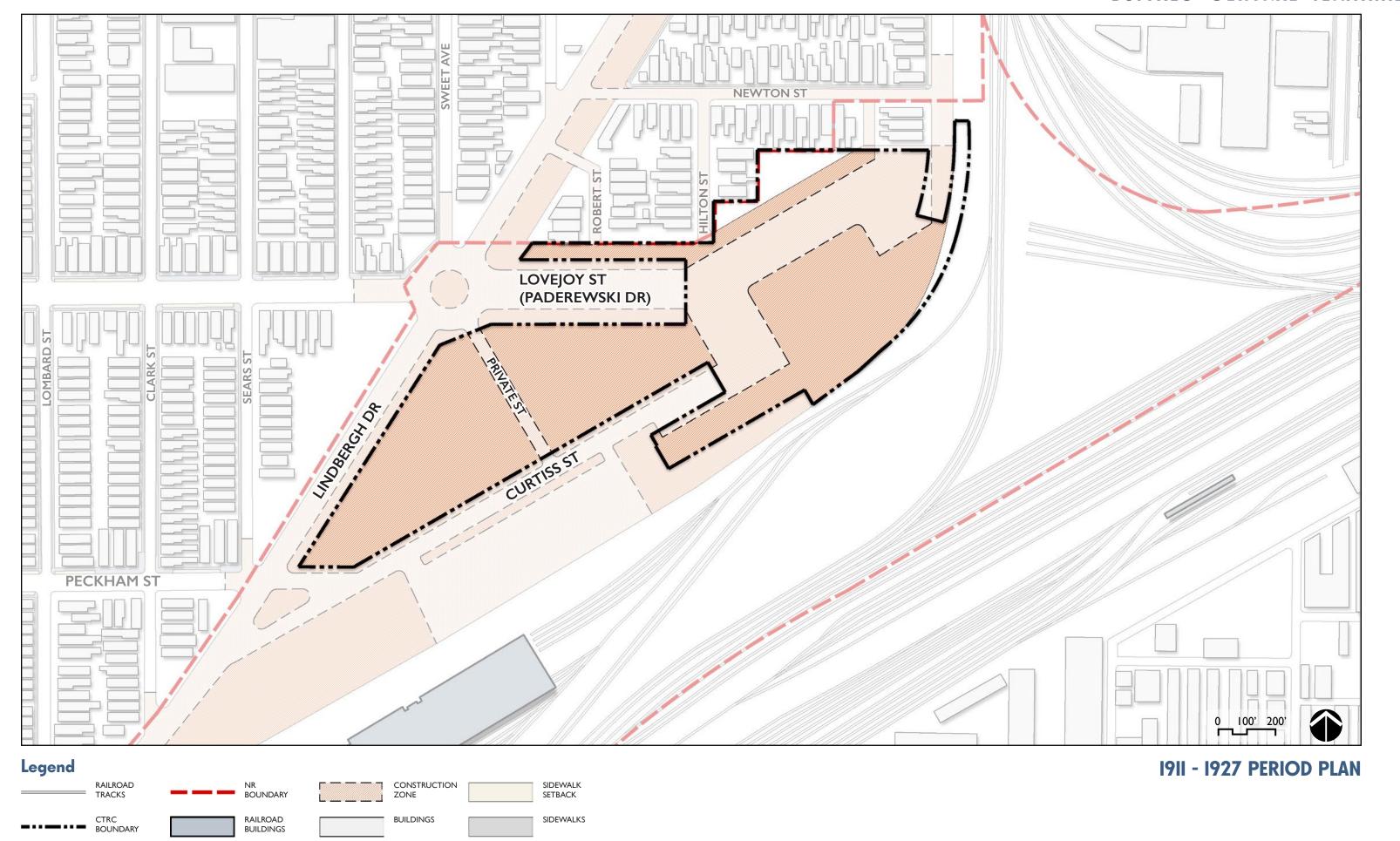
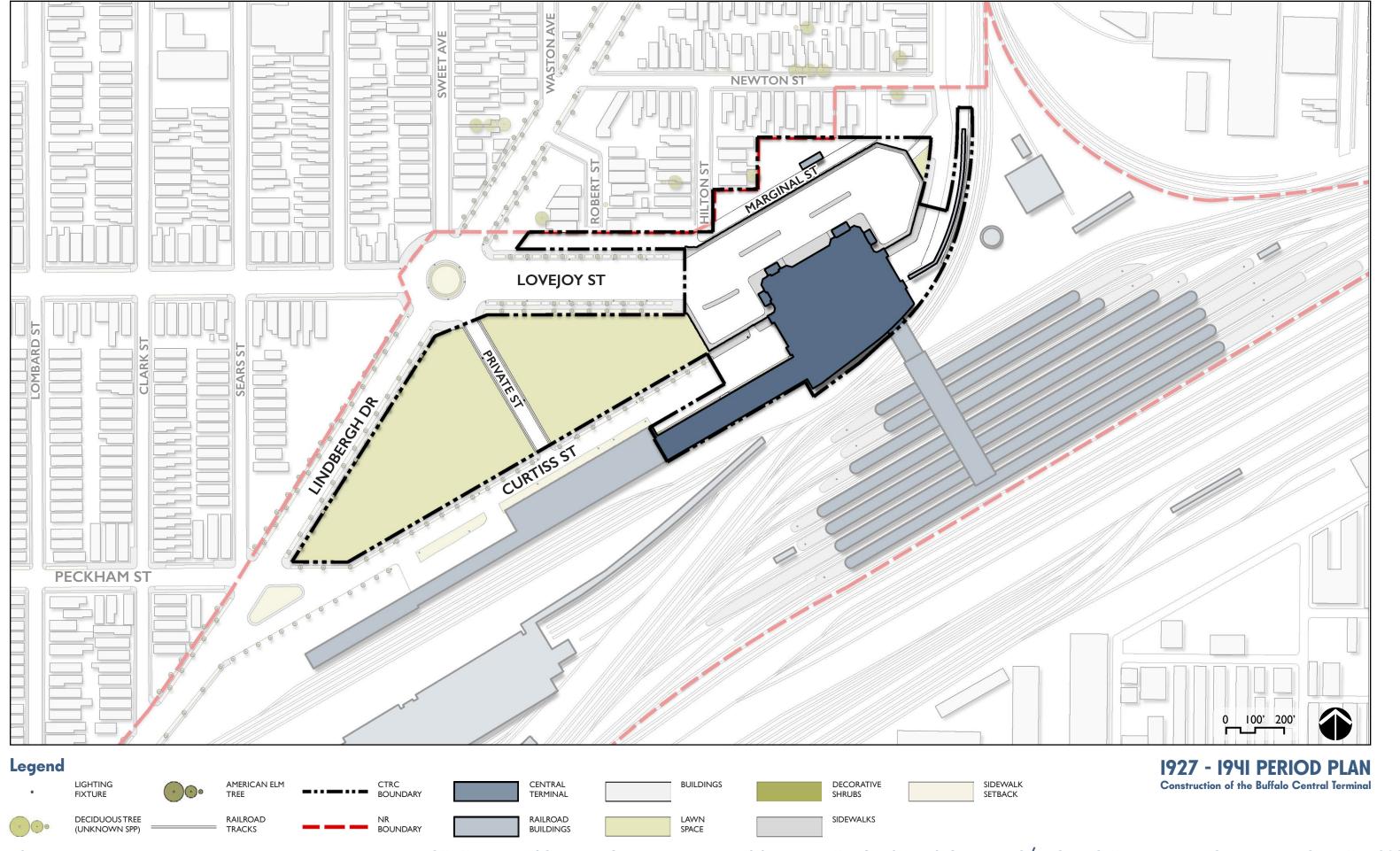
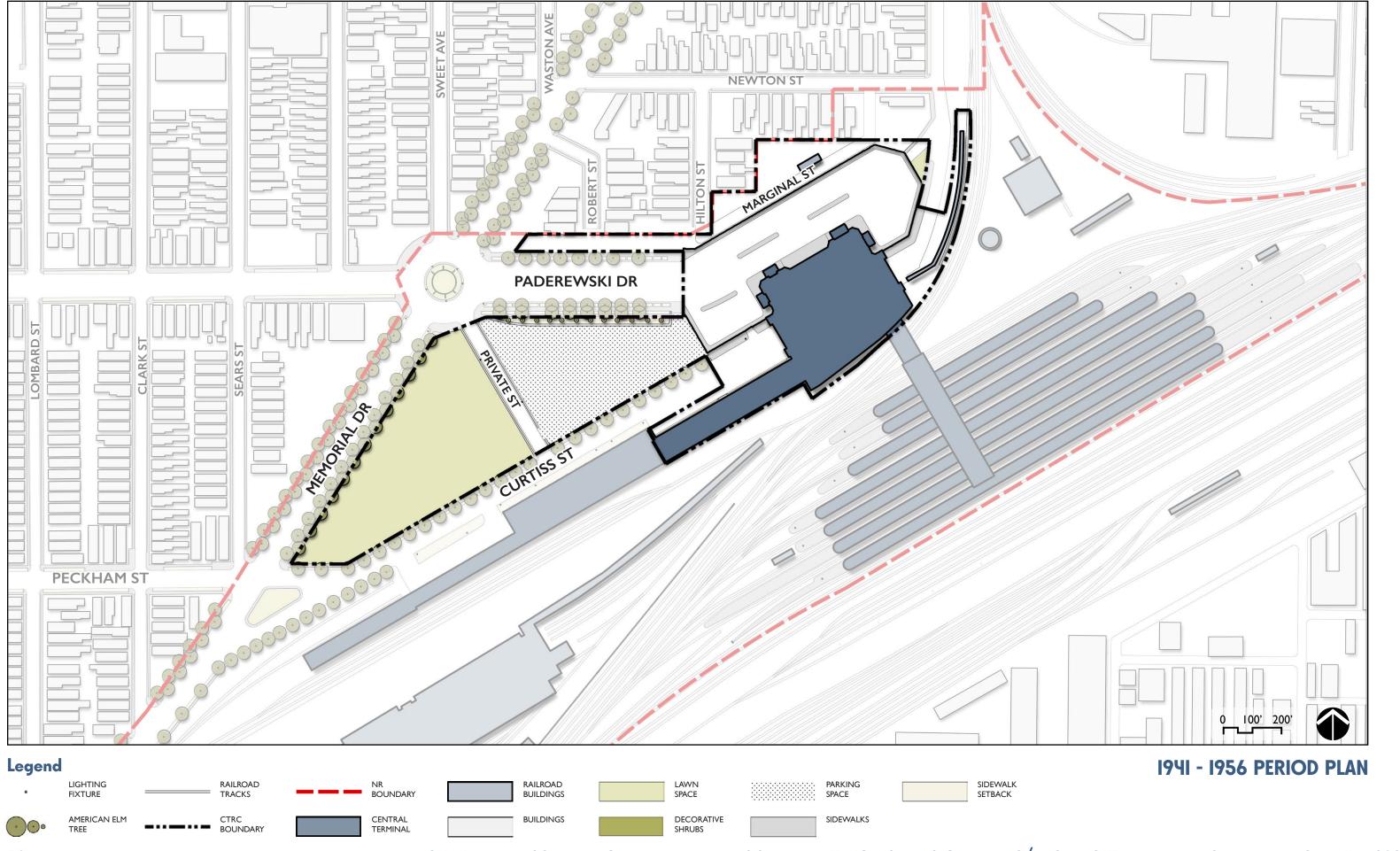


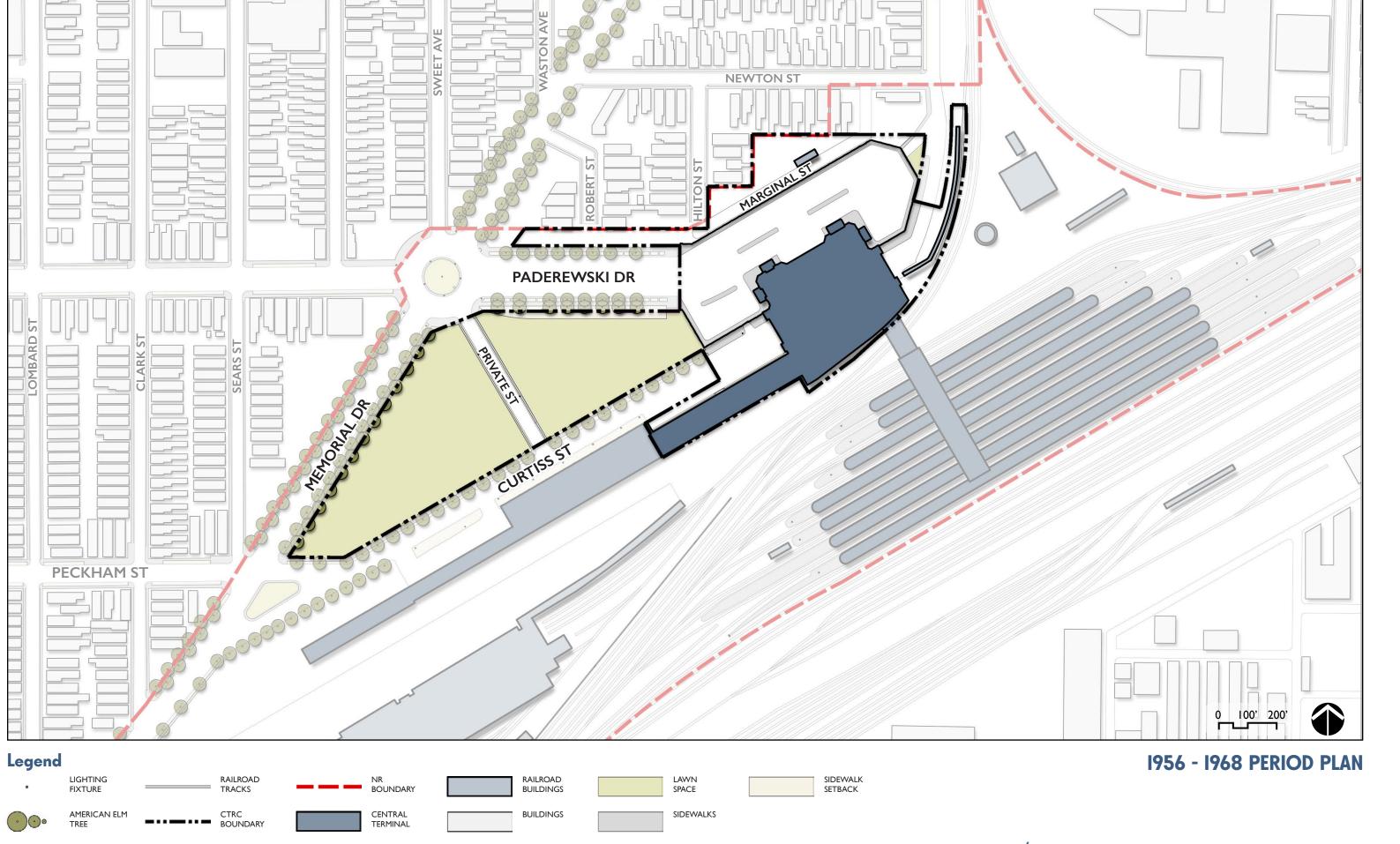
Figure 65: Aerial photo of the Central Terminal. (Copyright kc kratt photography)

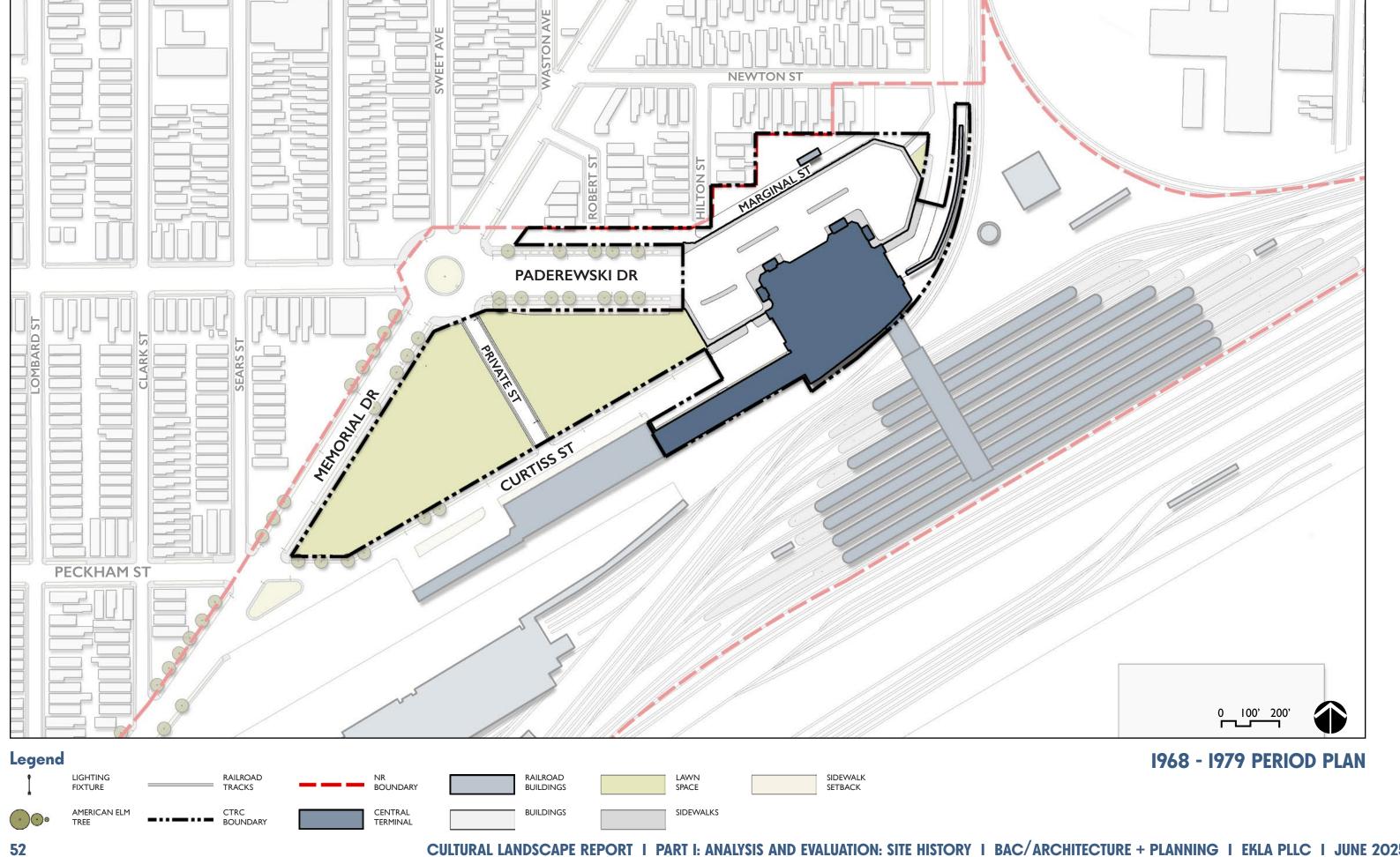


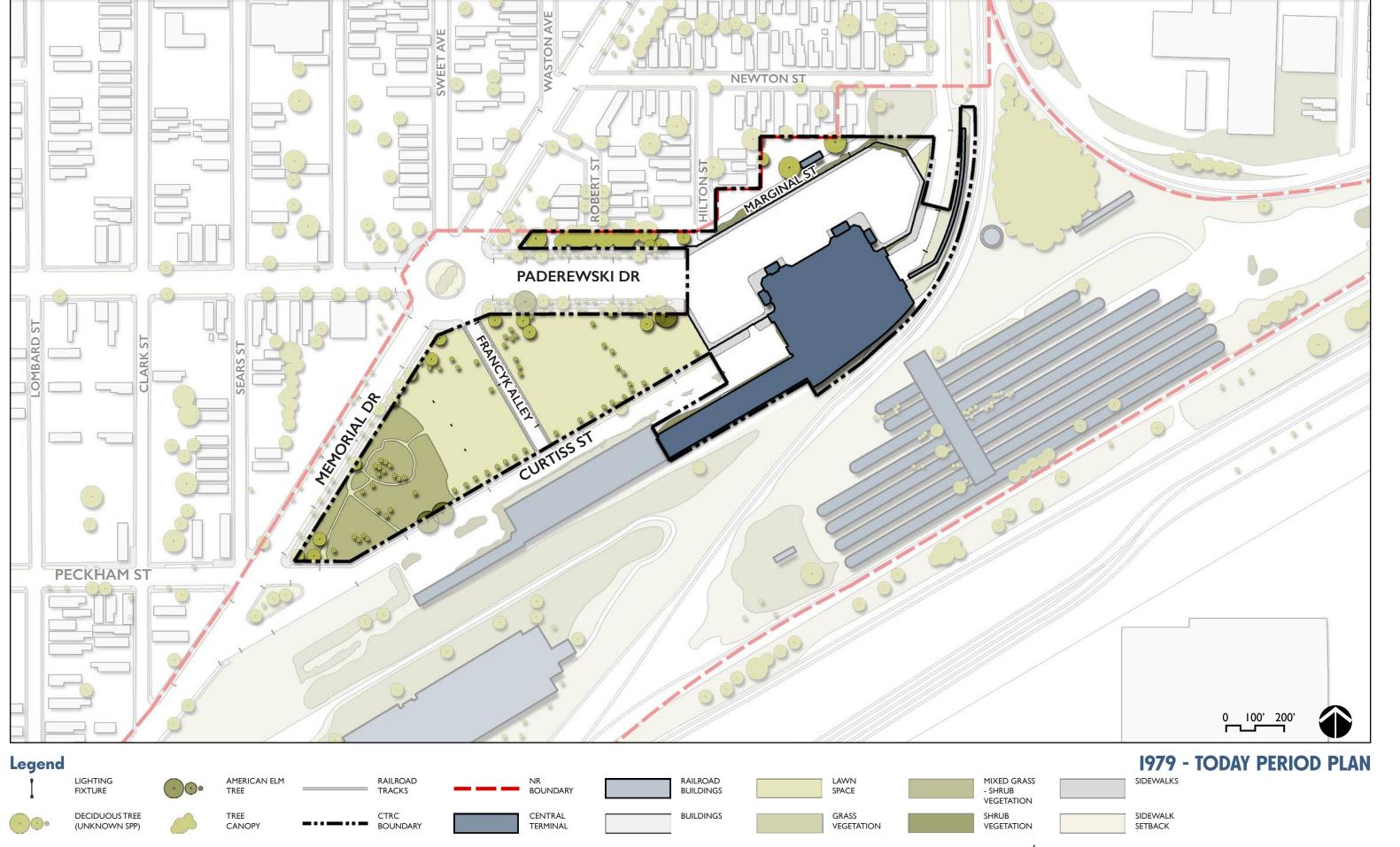


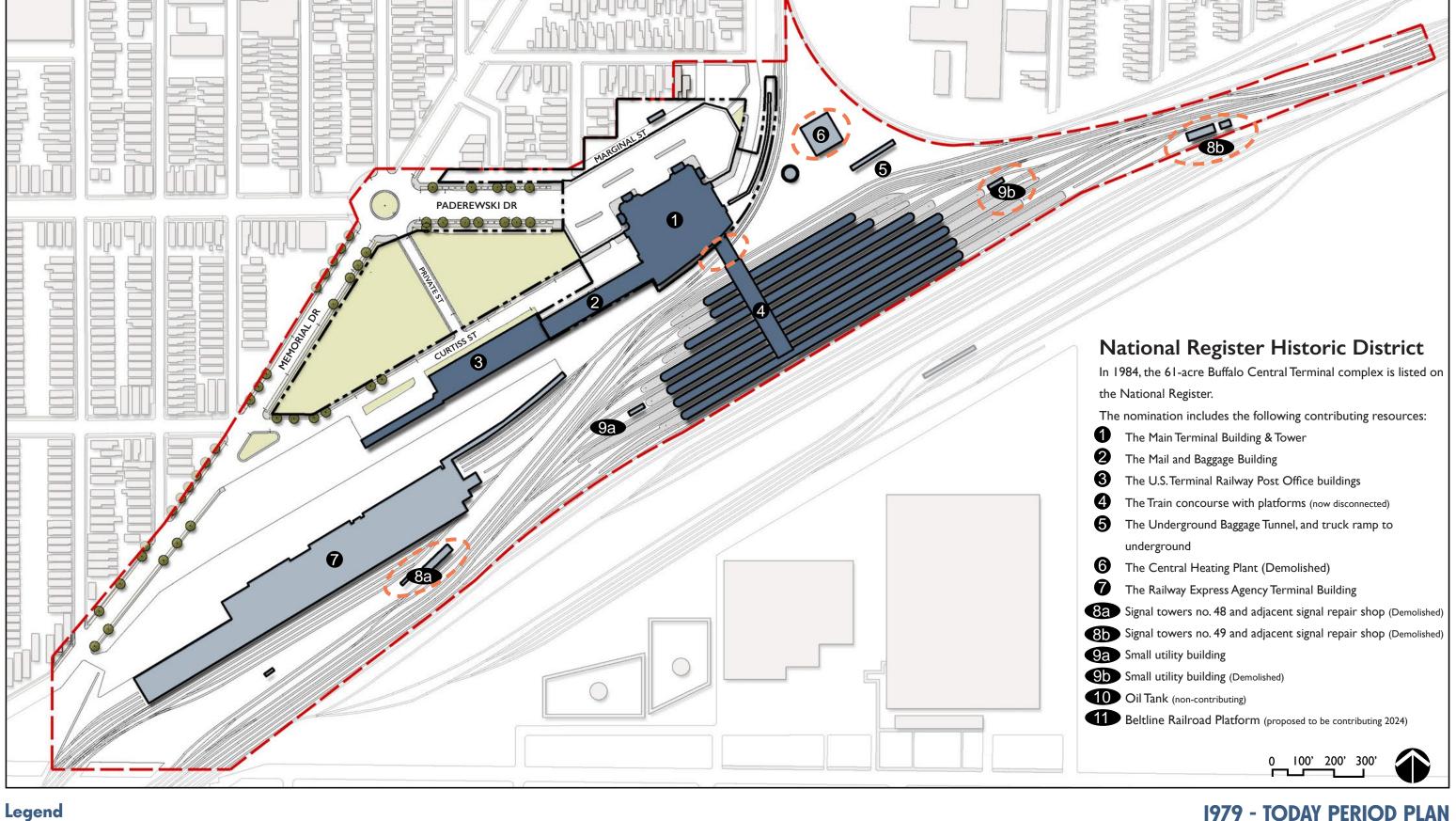












1979 - TODAY PERIOD PLAN

RAILROAD

LIGHTING

AMERICAN ELM

FIXTURE

RAILROAD

CTRC

SIDEWALK

SIGNIFICANCE & INTEGRITY

Following the guidelines established in the National Park Service's *Guide to Cultural Landscape Reports:* Contents, Process, and Techniques (1998), this chapter includes an evaluation of the significance of the Buffalo Central Terminal landscape based on National Register of Historic Places criteria, a statement defining the period of significance of the resource, an analysis of the landscape characteristics that contribute to its significance, and an evaluation of the integrity of the landscape's current physical character. These findings can be used to develop appropriate maintenance and treatment strategies for the site and guide the continued preservation of the resource.

STATEMENT OF SIGNIFICANCE

Methodology

In 1984, the Buffalo Central Terminal was listed in the National Register of Historic Places. The nomination focused on the architectural significance of the resource and identified a period of significance of 1927–30. The year 1917, the date of the construction of the Railway Express Agency building, was also documented as a significant date. The boundary of the nominated property encompassed approximately 61 acres to include all of the extant buildings and structures directly associated with the operation of the terminal as well as segments of the extensive system of tracks and roadways that served the complex.

As a first step in identifying and evaluating the landscape characteristics that collectively contribute to the historic associations, qualities, and values of the Buffalo Central Terminal, a statement of significance centered on the landscape has been developed based on the research and findings of the CLR. It utilizes as a framework the evaluation criteria for listing historic resources in the National Register of Historic Places. Under this framework, historic properties can be significant according to the following criteria: Criterion A, for resources associated with significant events, historic trends, or broad patterns of history; Criterion B, for resources associated with significant persons; Criterion C, for resources that embody distinctive characteristics of a type, period, or method of construction, resources that represent the work of a master, or resources that possess high artistic value; and Criterion D, for resources that yield information important to prehistory or history. The statement of significance defined in this CLR is intended to enhance public understanding of historic value of the Buffalo Central Terminal landscape and inform its ongoing stewardship.

Landscape Classification

The National Park Service's Cultural Resource Management Guideline classifies cultural landscapes into four types: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes. For the purpose of this report, the Buffalo Central Terminal landscape is defined as a historic designed landscape. This classification encompasses landscapes that are "significant as a design or work of art;

consciously designed and laid out by a master gardener, landscape architect, architect or horticulturist according to design principles, or an owner or amateur using a recognized style or tradition; associated with a significant person, trend, or event in landscape gardening; or having a significant relationship to the theory or practice of landscape architecture."

EVALUATION OF SIGNIFICANCE

Summary

The Buffalo Central Terminal landscape is significant under National Register Criterion A in the area of community planning and development and under Criterion C in the area of landscape architecture.

Criterion A

Under Criterion A, a property can be eligible if it is associated with an event or pattern of events that have made a significant contribution to the broad patterns of our history.

The Buffalo Central Terminal landscape is significant under Criterion A in the area of community planning and development for its association with the expansion and modernization of Buffalo's rail transportation system during the second quarter of the twentieth century. Built in response to the need for a consolidated passenger rail station, the Buffalo Central Terminal successfully fulfilled the operational requirements of Buffalo's railway companies while meeting the transportation needs of a large and diverse urban population. Compared with the disorganized and deteriorated downtown stations it replaced, the new terminal stood on a generous 70-acre site that accommodated a monumental Art Deco-style passenger concourse with an attached office tower, an elevated train concourse that provided access to fourteen passenger platforms, a supplementary facility for the dispatch and receipt of mail and baggage, service and support buildings, and an extensive system of tracks and roadways. When it was in augurated in 1929, the terminal represented an important milestone in the development of the city's transportation infrastructure that helped alleviate longstanding issues related to dangerous grade crossings, relieve downtown traffic congestion, enable growth of the downtown business district, and encourage development of the Broadway Avenue commercial corridor. As a milestone event in the history of rail transport in Buffalo, the opening of the Buffalo Central Terminal made important and lasting contributions to the city's urban development.

Criterion B

A property can be eligible for the National Register under Criterion B if it is associated with the life of a person significant in our past. This criterion is generally restricted to those properties that illustrate a person's important achievement, such as the studio of a significant artist or

1 U.S. Department of the Interior, National Park Service, NPS-28 Cultural Resource Management Guideline (Washington, DC: National Park Service, 1994): Appendix A.

the home of an important labor leader. The Buffalo Central Terminal landscape is not significant under Criterion B.

Criterion C

Under Criterion C, a property can be eligible for its physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork.

The Buffalo Central Terminal landscape is significant under Criterion C in the area of landscape architecture as a notable example of an early twentieth-century transportation precinct planned by the preeminent New York architectural firm Fellheimer & Wagner with contributions by Buffalo Parks Department landscape architect Roeder J. Kinkel. The landscape was a critical element of the overall design of the station complex. It featured separate circulation routes for passenger vehicles and service and delivery vehicles, and passenger and freight lines were set apart from vehicular traffic. This arrangement enhanced the operational safety and efficiency of the terminal. The landscape design successfully integrated existing rail infrastructure, namely the city's Belt Line Railroad, and planned for the accommodation of streetcars (ultimately never executed). The site's broad, tree-lined approaches and elegant traffic circle were designed to integrate into the existing urban fabric and to function as a continuation of Olmsted and Vaux's park and parkways system, which itself was shaped by Joseph Ellicott's 1804 city plan. Open lawns enhanced the station approach and planned vistas visually linked the station with the downtown district.

Criterion D

Under Criterion D, a property can be significant for its potential to contribute to the understanding of history or prehistory. Properties that qualify under Criterion D are most often archaeological sites. The Buffalo Central Terminal landscape was not evaluated under Criterion D, as a comprehensive archaeological survey of the site has not been conducted to determine whether archaeological resources are present.

PERIOD OF SIGNIFICANCE

The period of significance for a historic building or landscape is based upon the length of time that the resource made the contributions or achieved the character on which the significance is based. Properties may have one or more periods of significance, and some periods of significance may be as brief as a single year. For resources significant for their design, the period of significance may be the date of construction and/or the dates of any significant alterations or additions. For the site of an important event, the period of significance is the time when the event occurred. For properties associated with historic trends or important contributions to the broad patterns of history, the period of significance is the span of time during which the property actively contributed to the trends.

BUFFALO · **CENTRAL** · **TERMINAL**

The Buffalo Central Terminal landscape is significant in the areas of landscape architecture and community planning and development for the period 1926–30. This period encompasses the original construction period, the date of the terminal's inauguration, and the construction of the U.S. Terminal Railway Post Office building. During this period, key landscape characteristics, including the approach drives, the service roads, the plaza, the lawns, the trackage, and key plant materials were established. Major alternations to the landscape, such as the loss of street trees due to Dutch elm disease, the replacement of the original streetlights, the demolition of the power plant, and the insertion of an urban habitat garden, to name a few, all occurred after 1930.

LANDSCAPE ANALYSIS & CHARACTER DEFINING FEATURES

Methodology

The following evaluation compares findings from the site history with existing conditions to identify which elements and features of the landscape define its historic character and contribute to its significance and which do not. Character-defining features are the physical features and visual aspects of the landscape that embody the distinctive characteristics of its original design and date to the period of significance.

The National Park Service has established a widely recognized classification system for reading a landscape and understanding the natural and cultural forces that shape its composition.² It is based on thirteen types of landscape characteristics: natural systems and features, spatial organization, land use, cultural traditions, cluster arrangement, circulation, topography, vegetation, buildings and structures, views and vistas, constructed water features, small-scale features, and archaeological sites.³ For the purpose of this abbreviated CLR, the landscape analysis uses a subset of the NPS landscape characteristics that were determined based on the resource type, site access, and the project scope.

The evaluations presented in this chapter focus on the 12.5acre CTRC project area, which encompasses a portion of the roughly 61-acre site documented in the 1984 National Register nomination (Figure 66). The identification of character-defining features and analysis of integrity reflects this focused scope with the following exceptions. First, a segment of Memorial Drive and the Memorial Drive traffic circle are evaluated due to their role in defining the historic boundary of the project area. Second, the segment of Paderewski Drive between the Memorial Drive circle

² Cultural forces are the impacts human activity has on nature. These engagements may be aesthetic, political, economic, social, or the result of other processes.

³ Robert Page, Cathy A. Gilbert, and Susan A. Dolan, A Guide to Cultural Landscape Reports: Contents, Process, and Techniques (Washington, D.C., U.S. Department of the Interior, National Park Service, 1998), 53.

and the station plaza is evaluated due to its fundamental role in the historic design, operation, and passenger experience of the Buffalo Central Terminal. Curtiss Street is included due to its importance as a key access corridor serving the terminal complex. Lastly, the CSX rail line is evaluated due to its significance as the last operational track within the terminal's historic district boundary.

LAND USE

This landscape characteristic refers to the historical activities that influenced the development or modification of the site.

Transportation

HISTORIC: The Buffalo Central Terminal landscape was conceived and implemented to support the transportation activities of the New York Central Railroad and the city's rail system. These activities included the arrival, departure, and conveyance of passengers and the movement of supplies and materials by train, truck, and automobile. The land also supported transportation-related maintenance and back-of-the-house activities taking place at the terminal.

EXISTING: Since the departure of Amtrak in 1979, the Buffalo Central Terminal no longer operates as a passenger station. Transportation-related activities associated with the site are limited to a CSX rail line that passes just outside the southeast boundary of the project area along the tracks of the former Belt Line Railroad. The CSX trains do not stop at the terminal.

ANALYSIS: Although the transportation activities that take place at the Buffalo Central Terminal site have been largely eliminated, the CSX rail line functions along the edge of the site, and transportation as a land use continues to define the character of the landscape.

Commerce

HISTORIC: Commercial activities influenced the development of the Buffalo Central Terminal landscape. Roads, parking and delivery areas, rail sidings, and other features were designed to support the commercial enterprises located within the station complex, the terminal concourse, and the office tower.

EXISTING: With the exception of periodic special events featuring local vendors, commercial activities no longer take place within the Buffalo Central Terminal landscape.

ANALYSIS: The Buffalo Central Terminal site is no longer used for commerce. Therefore, this activity is not a character-defining feature of the landscape.

Circulation

Circulation refers to the spaces, features, and materials that constitute systems of movement.

Curtiss Street

HISTORIC: A public road named Curtiss Street existed

prior to the construction of the Buffalo Central Terminal and dates at least to 1899 when it was documented on a Sanborn map. A 1916 map of Buffalo shows this earlier iteration of Curtiss Street following a curved route between Fillmore Avenue on the south and Broadway on the north. The southern segment of Curtiss Street followed a southwest-northeast route while the northern segment was oriented north-south and ran parallel to the tracks of the Belt Line Railroad. As part of the development of the terminal site, the southern segment of Curtiss Street was relocated 200 feet to the north where it passed under the elevated concourse of the terminal. A portion of the land on which the new roadway was built had been occupied by Polonia Park.

With the opening of the Buffalo Central Terminal, Curtiss Street functioned as an access road for supply, mail, and baggage trucks that serviced the railway terminal. The street was paved with asphalt and edged with Medina sandstone curbs. A 1929 plan titled "Landscape Plan for Approaches to New York Central Terminal" shows the southern segment of Curtiss Street with a sidewalk along its northern edge separated from the street by a strip of lawn planted with trees. Along the south side of the street was a row of trees with no sidewalk and no lawn. Other associated streetscape elements included streetlights. Although the city approved an application from the International Railway Company to lay tracks and switches on the northern section of Curtiss Street to operate a streetcar line servicing the terminal, the project was never carried out.

EXISTING: Curtiss Street is bound on the west by Memorial Drive and follows a southwest-northeast route that passes under the Buffalo Central Terminal concourse before turning north. The section of Curtiss Street within the project area is paved with asphalt that is in poor condition with numerous cracks and holes. The roadway features stone curbs that in places have subsided and are overgrown with turf or only exist as curb remnants. The street is lit with modern, gooseneck-style streetlights. Along the southern segment of Curtiss Street there is a concrete sidewalk on the north side of the street and three street trees, including what appear to be two original elms. Along the south façade of the station plaza structure, the space between the building face and street is paved with concrete, and there are aprons incorporated into the paving corresponding with station plaza openings. Curtiss Street has no pavement markings, and there are several temporary concrete barriers placed across the street to deter vehicles from entering the site.

ANALYSIS: Curtiss Street was a key component of the terminal's circulation system. It served the essential function of providing a separate access route for service vehicles. Although its original streetlights and most of its original street trees are now gone, Curtiss Street remains a character-defining feature of the historic landscape (Figure 67).



Figure 66: Map showing the boundary of the CTRC project area. (Map prepared by the CTRC)

HISTORIC: As noted above, the southern segment of character-defining element of the landscape (Figure 69). Curtiss Street was relocated 200 feet to the north for the construction of the Buffalo Central Terminal. As part Memorial Drive Circle of this work, concrete sidewalks were laid out along the north side of the street. In front of the south façade of the station plaza, the sidewalk formed part of a larger paved surface that extended from the roadbed to the building

station plaza date to the original construction of the Buffalo Central Terminal. The concrete sidewalks are in poor condition with sections that are cracked, broken, and/or covered by overgrown turf.

terminal's original construction and are a characterdefining feature of the landscape (Figure 68).

Memorial Drive

HISTORIC: Memorial Drive, originally called Lindbergh Drive, was built in 1927-28 as part of the municipal street improvements carried out in association with the along the sidewalk as part of the original construction. construction of the Buffalo Central Terminal and was designed for the purpose of meeting the traffic needs of EXISTING: The Memorial Drive circle retains its original the terminal. The road was constructed along the rightof-way of the West Shore Railroad and initially measured 1 mile long, running from the junction of William Street and Fillmore Avenue on the south to Broadway on the north. The southern half of Memorial Drive was built on a portion of the railroad right-of-way that traversed Polonia Park. To build the street, the railroad embankment was leveled and graded, the right-of-way was widened, and the route was paved with asphalt and edged with Medina sandstone curbs. A 1929 plan titled "Landscape Plan for Approaches to New York Central Terminal" shows each side of Memorial Drive with a sidewalk running between narrow strips of lawn planted with trees. Although not shown on the 1929 plan, streetlights were installed along either side of the Memorial Drive Sidewalks street as part of the original construction.

a southwest-northeast course between William Street on the south and Broadway on the north. It has four traffic lanes - two in each direction - and is interrupted roughly at its midpoint by a traffic circle. The street is paved with asphalt and features sandstone curbs. The west side of the street is planted with a single row of street trees with many openings where trees are missing. The east side of the street features a double row of street trees along either side of the sidewalk. The trees are aligned, rather than set in an alternating pattern as shown in the 1929 plan. None of the trees are the original elms, and current tree species include oak, tulip poplar, maple, and cherry. The street is lit with post-and-arm style streetlights.

ANALYSIS: Memorial Drive dates to the original construction of the terminal landscape. Although it is outside the CTRC project area, forming its western edge, it was integral to the site's historic circulation system and today remains a

HISTORIC: As originally laid out, Memorial Drive incorporated a traffic circle, 250 feet in diameter, at its midpoint. The circle marked the intersection of Memorial Drive (originally Lindbergh), Paderewski Drive (originally Lovejoy), Sweet Avenue, and a short roadway (now called Franczyk Alley) on the south that extended to Curtiss Street. The use of EXISTING: The existing Curtiss Street sidewalks and a traffic circle (or rond point) at the crossing of important associated paved areas along the south façade of the streets had important precedents in the original city plan of Buffalo and in the Olmsted and Vaux park and parkway plan. A 1929 plan titled "Landscape Plan for Approaches to New York Central Terminal" indicates that the circle was originally designed with stone curbing and a perimeter sidewalk with a low circular hedge (18 to 24 inches) of ANALYSIS: The Curtiss Street sidewalks date to the Japanese barberry (Berberis thunbergii) along its inside edge. Inside the hedge was a lawn area with a 9-inch crown and a space at its center for a "proposed Lindbergh feature." Historic photographs indicate that the curb, sidewalk, hedge, and lawn were implemented as designed, but the Lindbergh feature was never implemented. Although not shown on the 1929 plan, four streetlights were installed

> size, and the streets that radiate from it remain the same although some now have different names. The circle has a nonhistoric concrete perimeter sidewalk and a nonhistoric granite curb. Today the circle is planted with a turf lawn and a mass of low bushes and grasses, roughly oval in shape, that bisects the space. There are no streetlights.

> ANALYSIS: The Memorial Drive circle dates to the original construction of the terminal. Although it is outside the project area, the circle forms an integral part of the site's historic circulation system and is a character-defining element of the landscape (Figure 70).

HISTORIC: As part of the development of Memorial Drive, wide concrete sidewalks were laid out along the east and EXISTING: Memorial Drive is a public roadway that follows west sides of the street. As noted above, the sidewalks were separated from the street by a strip of lawn planted with English elms.

> EXISTING: The existing Memorial Drive sidewalks date to the original construction of the Buffalo Central Terminal although several stretches of the sidewalk along the west side of the street have been replaced with modern materials. The original concrete sidewalks are in fair condition.

> ANALYSIS: The east segment of the Memorial Drive sidewalk between Curtiss Street on the south and Paderewski Drive on the north dates to the terminal's original construction and is a character-defining feature of the landscape (Figure



Figure 67: Looking east along Curtiss Street. (Courtesy Robinson & Associates, 2023)



Figure 68: Curtiss Street sidewalk looking west toward Memorial Drive. (Courtesy Robinson & Associates, 2023)



Figure 69: Looking southwest along Memorial Drive from the Memorial Drive circle. (Courtesy Robinson & Associates, 2023)



Figure 70: Memorial Drive circle, looking west. (Courtesy Robinson & Associates, 2023)

Paderewski Drive

HISTORIC: A public road named Lovejoy Street (later renamed Paderewski Drive) predates the construction of the Buffalo Central Terminal and dates to at least 1893 when it was documented on a Sanborn map. At that time, the east-west oriented street formed part of the residential street grid of East Buffalo and extended from Emslie Street (formerly Otto Street) on the west to the embankment of the West Shore Railroad on the east. By 1899, the street had been extended several blocks east of the embankment to Curtiss Street.

As part of the development of the Buffalo Central Terminal, Paderewski Drive west of Memorial Drive was widened to 90 feet in order to facilitate the movement of traffic to and from the new station. The segment of Paderewski Drive east of Memorial Drive (formerly Lindbergh Drive) measured 150 feet wide and 600 feet long and ascended a gently sloping incline to the station plaza. This inclined segment of Paderewski Drive formed a formal approach to the plaza and its design was intended to add to the imposing appearance of the station and accentuate the height of the office building. Historic photographs indicate that the inclined segment of Paderewski Drive featured sidewalks, streetlights, and lawn panels. Like the other terminal approaches, Paderewski Drive was "parked," meaning enhanced with trees and vegetation. The lawn panels were planted with English elm trees and low shrubs (type undetermined), and rows of elm trees along the outsides edges of the sidewalks formed shaded allées. Although a site plan published in the April 1927 issue of American Architect and early renderings of the terminal show the drive with a landscaped median, this featured was never implemented.

EXISTING: The inclined segment of Paderewski Drive east of the Memorial Drive circle continues to function as the primary pedestrian and vehicular route to the Buffalo Central Terminal. The street has been repaved but retains its original sandstone curbs. Modern post-and-arm-style streetlights have replaced their historic counterparts, but the original concrete sidewalks remain. Today, the allée is comprised of a variety of tree species, with only one original elm tree remaining.

ANALYSIS: The segment of Paderewski Drive east of the Memorial Drive circle dates to the original construction of the terminal. Although it is outside the project area, it constitutes one of the principal components of the site's historic circulation system and is a character-defining element of the landscape (Figure 72).

Paderewski Drive Sidewalks

HISTORIC: Historic photographs indicate that the inclined segment of Paderewski Drive east of Memorial Drive was landscaped with both vehicular and pedestrian access in mind. On each side of the drive and running parallel to it were two concrete sidewalks – a narrow sidewalk that was adjacent to the curb and a wider sidewalk set back from the street behind lawn panels. The narrow sidewalks facilitated movement to and from cars parked along

the street, while the wider sidewalks provided ample space for pedestrian traffic. Short segments of sidewalk connected the inner and outer sidewalks and defined the edges of the rectangular lawn panels. A double row of elm trees shaded each of the sidewalks.

EXISTING: The original concrete sidewalks remain along the inclined segment of Paderewski Drive approaching the terminal plaza. Where the sidewalks intersect with the Memorial Drive circle, the original material has been replaced with modern concrete sidewalks that incorporate ADA compliant features. Where the original concrete sidewalks have been replaced, the original sandstone curbs have also been replaced with granite.

ANALYSIS: The Paderewski Drive sidewalks date to the original construction of the terminal. Although there have been modications for code compliance, the paths are a vestige of the historic circulation system and are character-defining elements of the landscape (Figure 73).

Franczyk Alley

HISTORIC: Franczyk Alley, indicated on Sanborn maps and the 1929 municipal landscape plan for Memorial Drive (Lindbergh Drive) simply as "private street," was laid out as part of the construction of the Buffalo Central Terminal site. It provided a direct route from the Memorial Drive circle to Curtiss Street and was built on land formerly occupied by Polonia Park. When the east and west lawns began to be used for parking, Franczyk Alley served as an access point. Historic photographs indicate that Franczyk Alley featured sidewalks and streetlights, but no street trees.

EXISTING: Today, Franczyk Alley is paved with a combination of asphalt and loose gravel and is edged with original sandstone curbs. In several areas the curbing is not visible due to overgrown turf. Original concrete sidewalks extend along either side of the road. The street is lit by three streetlights – two gooseneck style and one postand-arm style. There are no street trees along Franczyk Alley. Two temporary concrete barriers are placed across the roadway.

ANALYSIS: Franczyk Alley dates to the original construction of the terminal and forms an integral part of the site's historic circulation system. It is a character-defining element of the historic landscape (Figure 74).



Figure 71: East segment of the Memorial Drive sidewalk looking northeast toward the Memorial Drive circle. (Courtesy Robinson & Associates, 2023)

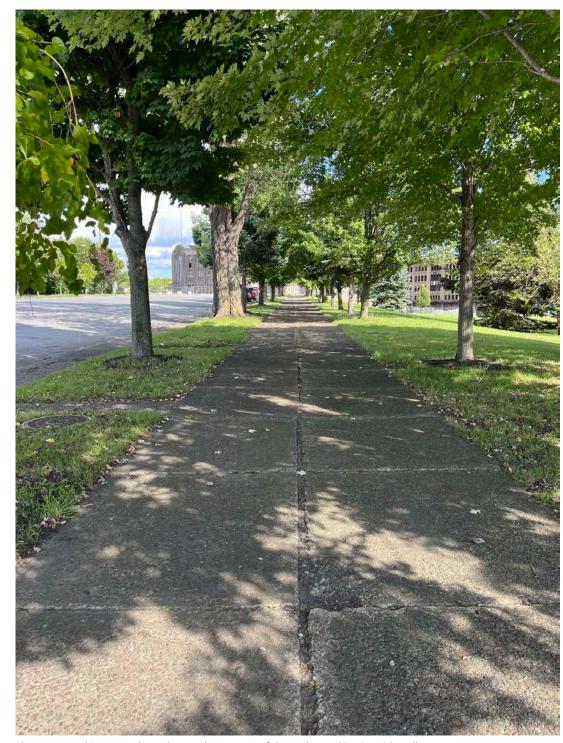


Figure 73: Looking east along the south segment of the Paderewski Drive sidewalks. (Courtesy Robinson & Associates, 2023)



Figure 72: View looking east along Paderewski Drive. (Courtesy Robinson & Associates, 2023)



Figure 74: View looking south along Franczyk Alley. (Courtesy Robinson & Associates, 2023)

Franczyk Alley Sidewalks

HISTORIC: The Franczyk Alley sidewalks were laid out as part of the construction of the Buffalo Central Terminal site. They were narrow concrete sidewalks located along both sides of the street and were separated from it by a narrow strip of lawn.

EXISTING: Original concrete sidewalks extend along either side of the road. The sidewalks are in poor condition with areas missing, covered with turf, or replaced with modern concrete.

ANALYSIS: The Franczyk Alley sidewalks are an original feature of the terminal landscape and a character-defining element (Figure 75).

Marginal Street

HISTORIC: Marginal Street was built circa 1927–28 as part of the street improvements carried out in association with the construction of the Buffalo Central Terminal. It ran parallel with the northern edge of the station plaza and provided access to its lower-level truck bays. A stone curb defined the north edge of the street, while a narrow concrete sidewalk with a metal edge bordered the roadway on the south. Sanborn maps and historic photographs indicate that Marginal Street originally extended between Hilton Street on the west and Burrell Street on the east. The roadway created a buffer between the station plaza structure and the residential neighborhood to the north.

EXISTING: Marginal Street is paved with a combination of asphalt and gravel, and the road surface is in poor condition with many areas covered with vegetation. Remnants of original stone curbing mark the north edge of the roadway, and along the south edge is a narrow concrete sidewalk with steel edge trim. There are barriers placed at the east and west ends of the street to prevent vehicular access. Burrell Street no longer exists, and today there is an empty lot, which is overgrown with vegetation, in place of the roadway. A volunteer path provides access from the west end of Marginal Street to Paderewski Drive.

ANALYSIS: As an original component of the site design, the path of Marginal Street between Hilton Street and Burrell Street and remaining original elements (sandstone curbs, concrete sidewalk with steel edge) constitute a character-defining feature of the landscape (Figure 76).

Topography

Topography refers to the historical, human-created shape of the ground plane.

Paderewski Drive Incline

HISTORIC: Paderewski Drive was laid out as part of the circulation improvements carried out in association with the construction of the Buffalo Central Terminal, and its gently inclined slope was designed to facilitate vehicular and pedestrian access to the terminal's elevated parking plaza and entrances. The broad ramp was constructed on built up land with sloped sides stabilized with turf.

EXISTING: Paderewski Drive retains its original slope and continues to bridge the topographical change between the Memorial Drive circle and the raised elevation of the station plaza.

ANALYSIS: The man-made slope that defines the Paderewski Drive incline is a character-defining feature of the landscape (Figure 77).

Paderewski Drive Side Slopes

HISTORIC: As originally constructed as part of the circulation improvements carried out in association with the Buffalo Central Terminal, Paderewski Drive ascended an incline between the Memorial Drive circle and the station plaza. The gradient along either side of the incline was covered with grass turf.

EXISTING: Today, the slope along the north side of Paderewski Drive features volunteer planting that provides the neighboring residential properties with privacy. While the south slope is primarily lawn, there is a small group of trees with native understory plantings at its north end.

ANALYSIS: Although the character of the north slope has been significantly altered through the introduction of volunteer plantings and trees have been planted along south slope, the Paderewski Drive slopes retain their original grades and are character-defining features of the landscape (Figure 78).

Vegetation

Vegetation includes indigenous or introduced trees, shrubs, vines, ground covers, and herbaceous materials

Lawns

HISTORIC: The arrangement of streets in the Fellheimer & Wagner site plan for the Buffalo Central Terminal created two broad open spaces, both roughly triangular in shape, between Memorial Drive and the Central Terminal building. Although the original design intent of these spaces is not explicitly defined in historic documentation, contemporary articles describe the terminal's "landscaped surroundings," and the spaces appear as open lawns in an aerial photograph dated 1929. The west lawn was defined by Memorial Drive (originally Lindbergh Drive), Curtiss Street, and Franczyk Alley (originally identified only as a "private street"). The east lawn was bound by Paderewski Drive (originally Lovejoy), Curtiss Street, and Franczyk Alley. The lawns provided the only open green spaces within the station grounds and created spatial and visual separation between the terminal's passenger entrance, along Paderewski Drive, and the Curtiss Street service route. Sidewalks and street trees along Curtiss Street, Paderewski Drive, and Memorial Drive helped define the edges of the lawns. Historic photographs from the late 1930s indicate that the east lawn was being used as overflow parking by that date. Later photographs also show the west lawn being used for parking. The parking function was eliminated as passenger service at the terminal diminished and eventually ceased in the 1970s.



Figure 75: View looking south on Francyzk Alley towards US Terminal Post Office Railway Building. (Courtesy Robinson & Associates, 2023)



Figure 76: View looking west along the path of Marginal Street. Remaining original elements include the sandstone curbs (not visible in image) and concrete sidewalk with steel edge (on left, obscured by vegetation). (Courtesy Robinson & Associates, 2023)



Figure 77: View looking east up the slope of Paderewski Drive. (Courtesy Robinson & Associates, 2023)



Figure 78: Looking north toward the sloped embankment along the south edge of Paderewski Drive. (Courtesy Robinson & Associates, 2023)



Figure 79: View looking east across the west and east lawns. (Courtesy Robinson & Associates, 2023)

Up until circa 2021 there were three wooden light poles set within the west lawn to illuminate the area at night.

EXISTING: Today, the lawns are planted with grass and a combination of deciduous and evergreen trees. East of Franczyk Alley, the lawn is relatively level between Curtiss Street and the slope leading up to Paderewski Drive, and tree coverage is thin. The majority of the trees are relatively young, including a row of crab apple trees along the Curtiss Street sidewalk and a cluster of trees near the intersection of Franczyk Alley and Paderewski Drive. There is a cluster of semi-permanent picnic tables in the east lawn and Central Terminal Restoration Corporation signage near the intersection of Paderewski Drive and Franczyk Alley. The west lawn is also planted with grass and trees but has a different character than the east lawn due to the installation in 2011 of an Urban Habitat Project Area in its far western corner. The Urban Habitat Project Area (approximately 1.75 acres) features meadows, nature trails, and bioretention areas. It has an elevated topography as a result of fill materials placed in this area. The west lawn also features an outdoor sculpture that stands near the intersection of Franczyk Alley and Memorial Drive circle.

ANALYSIS: The lawns date to the Buffalo Central Terminal's original construction and are, despite modern intrusions, character-defining elements of the landscape (Figure 79). Originally open, the ornamental trees currently planted within the lawns do not contribute to its historic character. The Urban Habitat Project Area, outdoor sculpture, benches, and signage are also noncontributing.

Street Trees

HISTORIC: Certain streets and approaches to the Buffalo Central Terminal were "parked," meaning enhanced with vegetation, as part of the original site design. A 1929 plan titled "Landscape Plan for Approaches to New York Central Terminal" and city records indicate that Memorial Drive (originally Lindbergh Drive), Paderewski Drive (originally Lovejoy Street), and Curtiss Street were planted with English elms. Along either side of the Memorial Drive and Paderewski Drive sidewalks were rows of trees planted in an alternating pattern to provide maximum shade coverage to the sidewalks. Although the 1929 plan shows the southern segment of Curtiss Street with rows of trees along each side of the street, historic photographs indicate that trees were only planted along the north side of the street.

EXISTING: Today, only three of the original elm trees appear to remain – one along the south side of Paderewski Drive and two along the north side of Curtiss Street (Figure 80). While street trees have been planted over time to partially restore the canopy, the replacement trees do not replicate the original design pattern. The new trees include oak, tulip poplar, maple, cherry, Callery pear, and other species.

ANALYSIS: With the possible exception of three original elm trees, the street trees along the Memorial Drive, Paderewski Drive, and Curtiss Street sidewalks are not in-

kind replacements and many do not represent appropriate substitutions. Moreover, the planting pattern does not replicate the original design as indicated on the 1929 plan. Therefore, with the exception of the original elm trees, the street trees do not contribute to the historic character of the landscape.

Building and Structures

Buildings and structures include the three-dimensional constructs of the landscape such as houses, barns, bridges, and memorials.

Main Terminal Building

HISTORIC: The main terminal building, designed by Fellheimer & Wagner in the Art Deco style, was built in 1927–29. Its principal components included a passenger concourse, train concourse, office tower, and station plaza. The station plaza, which was level with the main floor of the passenger concourse, was built for the arrival and departure of passenger vehicles and for parking. It could be accessed from Paderewski Drive and functioned as a component of the landscape's circulation system. The plaza was located about 20 feet above grade and formed the roof of a one-story garage. The plaza featured three concrete traffic islands, and a concrete sidewalk edged with steel curbs bordered its perimeter. An ornamental stone balustrade with stone pylons and custom-designed light fixtures ran along the outer edge of the sidewalk.

EXISTING: With the exception of the bridge that once connected the passenger concourse with the train concourse, which was demolished in 1981, the principal original components of the main terminal building remain standing. Since the period of significance, alterations to the station plaza have included the removal of the traffic islands and repaving. Although the limestone balustrade remains, it is in poor condition with missing elements, including the original light fixtures. The original perimeter sidewalk is also intact, although portions of the concrete paving at the building entrances have been replaced.

ANALYSIS: Despite damage caused by neglect and vandalism that has resulted in the loss of original features and materials, the main terminal building and its associated station plaza contribute to the significance of the site and are character-defining features of the landscape (Figure 81).

Mail and Baggage Building

HISTORIC: The mail and baggage building was designed by Fellheimer & Wagner and built in 1927–29. It is integrated into the southwest corner of the main terminal and extends west along Curtiss Street. The upper floors of the building featured offices while the street level was designed with spaces and equipment for the handling of baggage and mail. At the ground-floor level of the Curtiss Street façade were large truck bays sheltered by a long canopy. On the trackside elevation was a covered platform

4 The Mail & Baggage Building is identified as an individual resources for the purpose of this CLR.

that connected with a ramp to the baggage tunnels.

EXISTING: The principal original components (foundation, exterior walls, roof, Curtiss Street canopy, trackside platform) of the mail and baggage building remain intact but in highly deteriorated condition. While the original window sash remain in their frames, the glass is missing. Several large marble spandrel panels are also missing.

ANALYSIS: Despite damage caused by neglect and vandalism that has resulted in the loss of original features and materials, the mail and baggage building is a character-defining feature of the landscape (Figure 82).

Former Filling Station

HISTORIC: At some point, possibly in the 1940s or 1950s, a filling station was constructed along the north side of Marginal Street roughly at its midpoint. It was an open sided steel frame structure with a shed roof.

EXISTING: Today, the former filling station consists of an open sided steel frame structure supporting a corrugated metal shed roof. The structure has a concrete floor and shelters two concrete pads, formerly the location of gasoline pumps, and a steel fill port for an underground petroleum storage tank (existence of tank unverified).

ANALYSIS: The former filling station postdates the period of significance and is not a character-defining feature of the landscape.

Belt Line Railroad Platform

HISTORIC: The Belt Line Railroad was a freight and commuter line operated by the New York Central Railroad that circumnavigated the city. A platform for the Belt Line Railroad stood along the south side of the northern section of Curtiss Street. It was a raised concrete platform that curved to follow the arc of the track and featured a steel pipe railing and a steel canopy.

EXISTING: While the Belt Line Railroad tracks (now used by CSX) are outside the study area, the former train platform stands on CRTC property. The platform structure retains its original design and materials, but the steel and concrete elements show signs of deterioration and portions of the structure are overgrown with vegetation.

ANALYSIS: The Belt Line Railroad platform is an original feature of the Buffalo Central Terminal and is a character-defining element of the landscape (Figure 83).

Views and Vistas

Views and Vistas include features that create or allow a range of vision which can be natural or designed and controlled. The term "view" refers to the expansion or panoramic prospect of a broad range of vision, which may be naturally occurring or deliberately contrived. A "vista" is the controlled prospect of a discrete, linear range of vision that is deliberately contrived.

HISTORIC: Certain planned views influenced how the building and site were experienced. Photographs,

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renderings, and postcards dating to the period of the terminal's construction and early history captured these views. One of the most frequently documented views of the Main Terminal was from Memorial Circle looking east along Paderewski Drive. This view, looking up the incline of the approach drive, emphasized the height and dramatic Art Deco design of the office tower and captured key elements, such as the entrance canopies and the monumental arched window of the passenger concourse. A journalist writing in 1929 remarked on "the sweeping view of the approaches" which gave visitors "the fullest appreciation of the stirring qualities of the construction." Although the historic record does not specifically document the existence of other significant views and vistas, the terminal's siting and its design, which featured a raised station plaza, broad, tree-lined approach drives, and an elevated (rather than tunneled) approach to the train platforms, almost certainly took into account views and vistas to and from the property, which have been appreciated by passengers and employees since the period of significance.

EXISTING: Certain views historically associated with the Buffalo Central Terminal landscape continue to shape one's experience of the site, including the primary view of the office tower from the Memorial Drive circle and Paderewski Drive. Other historically significant views, such as the view of the main terminal building as seen from the passenger trains arriving at the station are no longer accessible.

ANALYSIS: The following views and vistas are characterdefining features of the Buffalo Central Terminal landscape.

- View from the Memorial Drive circle and Paderewski Drive looking east toward the Central Terminal (Figure 84)
- Periodic views from Memorial Drive of the Central Terminal
- Panoramic views from the station plaza of the surrounding neighborhood (Figure 85)
- Vista looking west from the station plaza toward downtown Buffalo (Figure 86)



Figure 80: Elm trees along the north side of Curtiss Street, looking west. (Courtesy Robinson & Associates, 2023)



Figure 81: View of the main terminal building from the east lawn. (Courtesy Robinson & Associates, 2023)



Figure 82: North façade of the Mail & Baggage Building. (Courtesy Robinson & Associates, 2023)

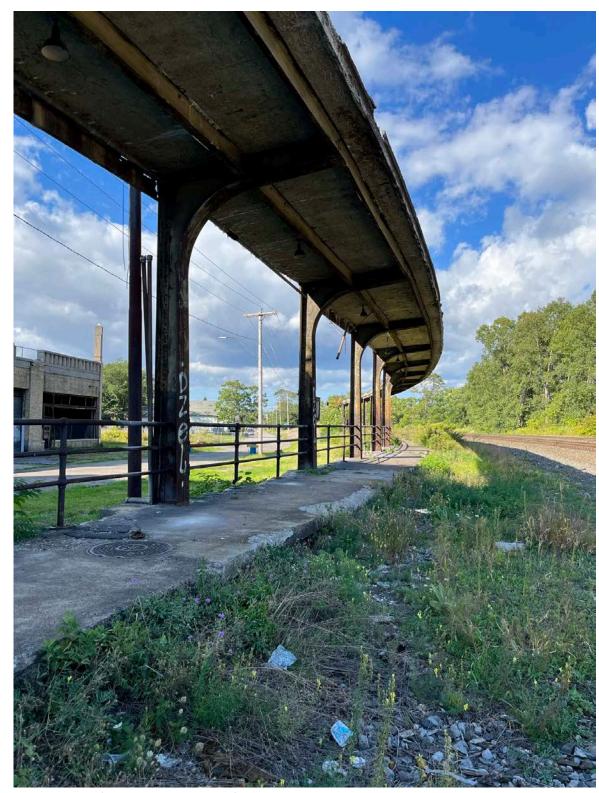


Figure 83: View of the Belt Line Railroad platform looking north. (Courtesy Robinson & Associates, 2023)



Figure 84: View from the Memorial Drive circle and Paderewski Drive looking east toward the Central Terminal. (Courtesy Robinson & Associates, 2023)



Figure 85: View from the station plaza looking north into the surrounding neighborhood. (Courtesy Robinson & Associates, 2023)



Figure 86: Vista looking west from the station plaza toward downtown Buffalo. (Courtesy Robinson & Associates, 2023)

SMALL-SCALE FEATURES

Elements that provide detail and diversity combined with function and aesthetics.

Streetlights

HISTORIC: As part of the development of the terminal, decorative light standards manufactured by the Union Metal Manufacturing Company were installed along the streets approaching and within the Buffalo Central Terminal landscape. The standards were pressed steel with a fluted shaft, a tall decorative base, and GE Novalux globes. The streetlights were placed at intervals along the sidewalks. Historic photos indicate that they were installed before December 1928.

EXISTING: Today the streets are lit with a combination of two different styles of modern streetlights – the pendant arm type and the gooseneck type.

ANALYSIS: The existing streetlights postdate the period of significance and are not character-defining features of the landscape.

Outdoor Sculpture

HISTORIC: As originally designed, the Buffalo Central Terminal landscape did not feature public art or outdoor sculpture.

EXISTING: In 2007, local Buffalo artist Cousin Kelly carved a sculpture out of a dead tree trunk located at the northwest corner of the intersection of Franczyk Alley and Memorial Circle. The painted wood sculpture features relief carvings depicting a locomotive and other objects and scenes associated with the Buffalo Central Terminal.

ANALYSIS: The outdoor sculpture at the intersection of Franczyk Alley and Memorial Circle postdates the period of significance and is not a character-defining feature of the landscape.

CHARACTER-DEFINING FEATURES SUMMARY

Land Use

Transportation

Circulation

- Curtiss Street
- Curtiss Street sidewalks
- Memorial Drive
- Memorial Drive circle
- Memorial Drive sidewalks
- Paderewski Drive
- Paderewski Drive sidewalks
- Franczyk Alley
- Franczyk Alley sidewalks
- Marginal Street

Topography

- Paderewski Drive incline
- Paderewski Drive side slopes

Vegetation

- Lawns
- Remaining original elm trees along Paderewski Drive (1) and Curtiss Street (2)

Buildings and Structures

- Main terminal building
- Mail and baggage building
- Belt Line Railroad platform

Views and Vistas

- View from the Memorial Drive circle and Paderewski Drive looking east toward the Central Terminal
- Views from Memorial Drive of the Central Terminal
- Panoramic views from the station plaza of the surrounding neighborhood
- Vista looking west from the station plaza toward downtown Buffalo

EVALUATION OF INTEGRITY

Integrity is the ability of a property to convey its significance. The concept relates to the degree to which a feature reflects its appearance during the period of significance and takes into account the physical condition of the feature. The Buffalo Central Terminal landscape is significant in the areas of community planning and development and landscape architecture for the period 1929–30. This period encompasses the dates of the original construction of the terminal and its associated landscape. The seven aspects of historic integrity, as established by the National Register, include location, setting, design, material, workmanship, feeling, and association.

The following evaluations consider the the seven aspects of historic integrity as applied to the Buffalo Central Terminal landscape.

Overall, the landscape has a moderate level of integrity to the period of significance.

Location

Location is the place where a historic property was constructed or the place where the historic event associated with the property occurred.

The location of the Buffalo Central Terminal landscape retains a high level of integrity. The terminal landscape occupies its original location at the eastern edge of Buffalo's Broadway-Fillmore neighborhood. It continues to form the setting of the main terminal building, the mail and baggage building, and other structures historically associated with the site.

Setting

Setting is the physical environment of a historic property.

The Buffalo Central Terminal's setting retains a low to moderate level of integrity. The boundaries of the 12.5acre CTRC project area do not encompass the entire landscape historically associated with the Buffalo Central

Terminal, and the parcels adjacent to the project area on the south and east are now owned by the City of Buffalo, CSX, and Amtrak. Within these parcels, the physical vestiges of the Central Terminal are poorly maintained and subject to vandalism. The historic power plant has been demolished, the train concourse and platforms are in ruins, miles of trackage have been removed from the landscape, and the U.S. Terminal Railway Post Office and Railway Express Agency buildings are highly deteriorated. The blocks south of former New York Central passenger tracks, which historically were utilized by the New York Central as stock yards, are now occupied by a large post office facility. The erosion of the historic character of the parcels adjacent to and bordering on the project area have diminished the integrity of the Central Terminal's setting. The broader setting of the Central Terminal landscape is also defined by the residential, commercial, and religious buildings of the Broadway-Fillmore neighborhood. This neighborhood has undergone changes that have eroded its historic building stock, which has had a negative effect on the integrity of the Buffalo Central Terminal's setting.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

The Buffalo Central Terminal landscape retains a moderate degree of design integrity. The original landscape was designed by Fellheimer & Wagner with contributions by Buffalo Parks Department landscape architect Roeder J. Kinkel. The architects planned a "side-loading" type station with the train tracks running parallel to the station on the south. Buildings and roadways were carefully arranged north of the tracks in a cohesive scheme intended to maximize the station's functional efficiency and to provide passengers with an easy, comfortable, and safe travel experience. The vehicular circulation system, which was comprised of both existing and new roadways, was designed to incorporate Buffalo's planning traditions and integrate into the existing urban traffic. Plant materials were primarily limited to the "parkings" along the roadways, which were designed by Kinkel. Over time, changes to vegetation, including the loss of most of the original street trees to Dutch elm disease and the accretion of nonhistoric plant materials, have impacted the integrity of the historic design. Other factors that have had a detrimental effect on the site's design integrity include the loss of the original streetlights, the loss of original balustrade elements from the station plaza, and the deterioration of original features, such as concrete sidewalks and sandstone curbs. Although the Central Terminal's buildings and structures still convey the Art Deco design of their original construction, deterioration and vandalism have had an adverse effect on their architectural integrity, which, in turn, has a negative impact the design integrity of the landscape.

Materials and Worksmanship

Materials are the physical elements that were combined or deposited during a particular period of time in a

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particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

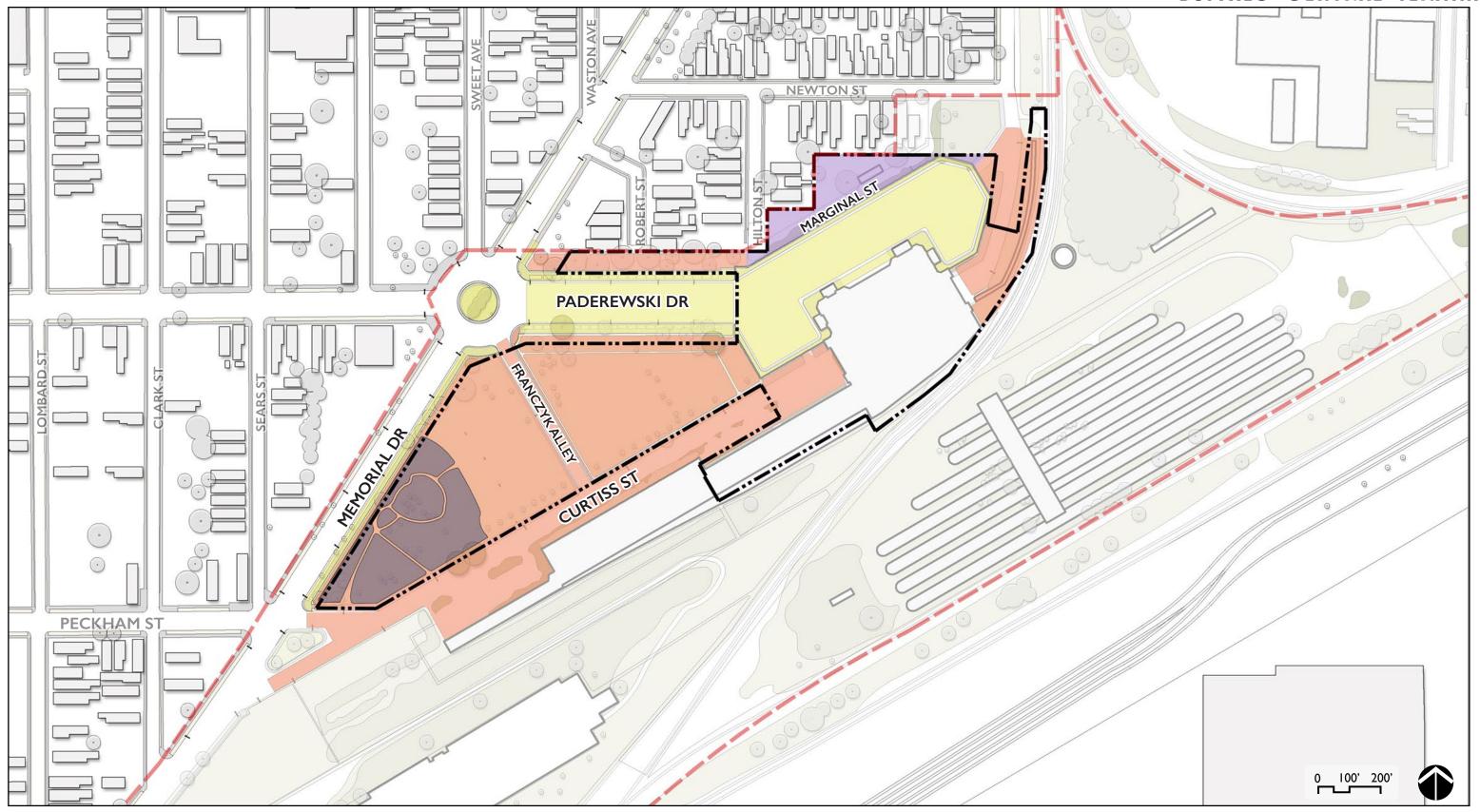
The materials that comprised the Buffalo Central Terminal landscape during the period of significance exist to a varying degree. Regarding the circulation features, the original paving of the roads has been altered, but the historic concrete sidewalks and Medina sandstone curbs remain, albeit in poor condition. Original plant materials are limited to three elm streets (two along Curtiss Street and one along Paderewski Drive). The amount of original lawn material has not been determined but is likely low considering that the lawns were repurposed as parking lots for many years. The architectural integrity of the main terminal building, the station plaza, and mail and baggage building has been negatively impacted by loss and deterioration, and this has hindered the capacity for these built elements to convey the materials and workmanship that went into their original construction. Overall, the landscape has a low to moderate integrity related to the qualities of materials and workmanship.

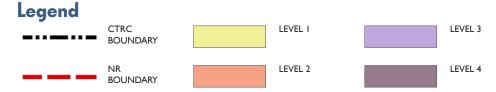
Feeling and Association

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Association is the direct link between an important historic event or person and a historic property.

The Buffalo Central Terminal retains a moderate degree of integrity of feeling and association. The site no longer retains is historic use as a railroad station and a railroad company no longer has ownership of the project area. These factors impact the Central Terminal's historic associations with the expansion and modernization of Buffalo's rail transportation system during the second quarter of the twentieth century. Loss of key landscape features, such as the passenger tracks and the original streetlights, also contributes to a weakened aesthetic and historic sense of the particular period of time in which the property was developed. Finally, the fact that the property is vacant and that there are abandoned buildings on the parcels adjacent to the project area diminish the Central Terminal's integrity related to the qualities of feeling and association.

NEWTON ST SIGNIFICANCE DIAGRAMS Significance diagrams establish a framework for categorizing the relative historic importance of the components and features that comprise a cultural landscape. This framework is based on an understanding of the design significance and historic function of the landscape component or feature, as well as its current physical condition and integrity. Integrity relates to the degree to which a feature reflects its appearance during the period of significance. Significance Diagrams serve as a tool for establishing management and treatment requirements and prioritizing preservation efforts. The following levels of significance have been applied to the Buffalo Central Terminal landscape: Level 1: Areas of high public visibility with the greatest historical or design importance and a high level of integrity. These primary significance areas typically have a high concentration of character-defining features and constitute publicly accessible areas of the landscape. Level 2: Areas of apparent or likely historical or design importance, moderate to high integrity, and some public visibility. These secondary significance areas typically have some existing features that date to the period of significance, although nonhistorical or modern elements may be present. Level 3: Areas that may be original to the period of significance but exhibit low integrity and lack character-defining features. These tertiary significance areas may have originally functioned as service or support spaces and are not generally accessible to the public. **Level 4:** Areas of no significant historical or design importance.





AREAS OF SIGNIFICANCE DIAGRAM

END OF VOLUME 2 - CULTURAL LANDSCAPE REPORT



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