

**BOA PLAN**

# **NORTHLAND BELTLINE BROWNFIELD OPPORTUNITY AREA**

**CITY OF BUFFALO, NY**



# Acknowledgments

## STEERING COMMITTEE

The following individuals generously provided their time and expertise to guide the development of the Northland Beltline BOA Plan.

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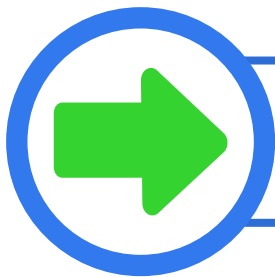
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## EXECUTIVE SUMMARY

This Executive Summary outlines key strategies to guide the Buffalo Urban Development Corporation (BUDC) and the City of Buffalo in advancing the revitalization of the Northland Beltline Corridor and its surrounding neighborhoods. Building on recent momentum, the Plan provides actionable steps to position this historic industrial district for long-term economic growth, reinvestment, and community resilience.







# PROGRAM OVERVIEW + DESCRIPTION

## BOUNDARY DESCRIPTION

The Northland Beltline Brownfield Opportunity Area (BOA) Plan provides Buffalo Urban Development Corporation (BUDC) and the City of Buffalo with a strategic framework to guide redevelopment in East Buffalo. Covering approximately 1,139 acres across parts of the Delavan Grider, Martin Luther King Jr. Park, and Genesee-Moselle neighborhoods, the BOA is centered around the historic Beltline Railway Corridor and includes a mix of residential, commercial, and industrial properties.

The area faces significant challenges—including high vacancy rates, economic disparities, and numerous underutilized or potentially contaminated sites. However, its proximity to major rail and highway networks, coupled with recent public and private investment, presents strong potential for revitalization. This Plan identifies opportunities to redevelop industrial and commercial sites, activate vacant land, and foster community-serving uses through public-private partnerships and targeted reinvestment strategies.

## LEAD PROJECT SPONSORS

The Northland Beltline BOA Plan is sponsored by the Buffalo Urban Development Corporation (BUDC), with financial assistance from the New York State Department of State (DOS) through the BOA Program. BUDC spearheaded the project, working closely with the City of Buffalo, local stakeholders and a dedicated Steering Committee. This committee brought together neighborhood representatives, community members, businesses, and property owners, whose contributions were essential in shaping the revitalization strategy and vision for the Northland Beltline Corridor.

### WHAT IS THE BOA PROGRAM?

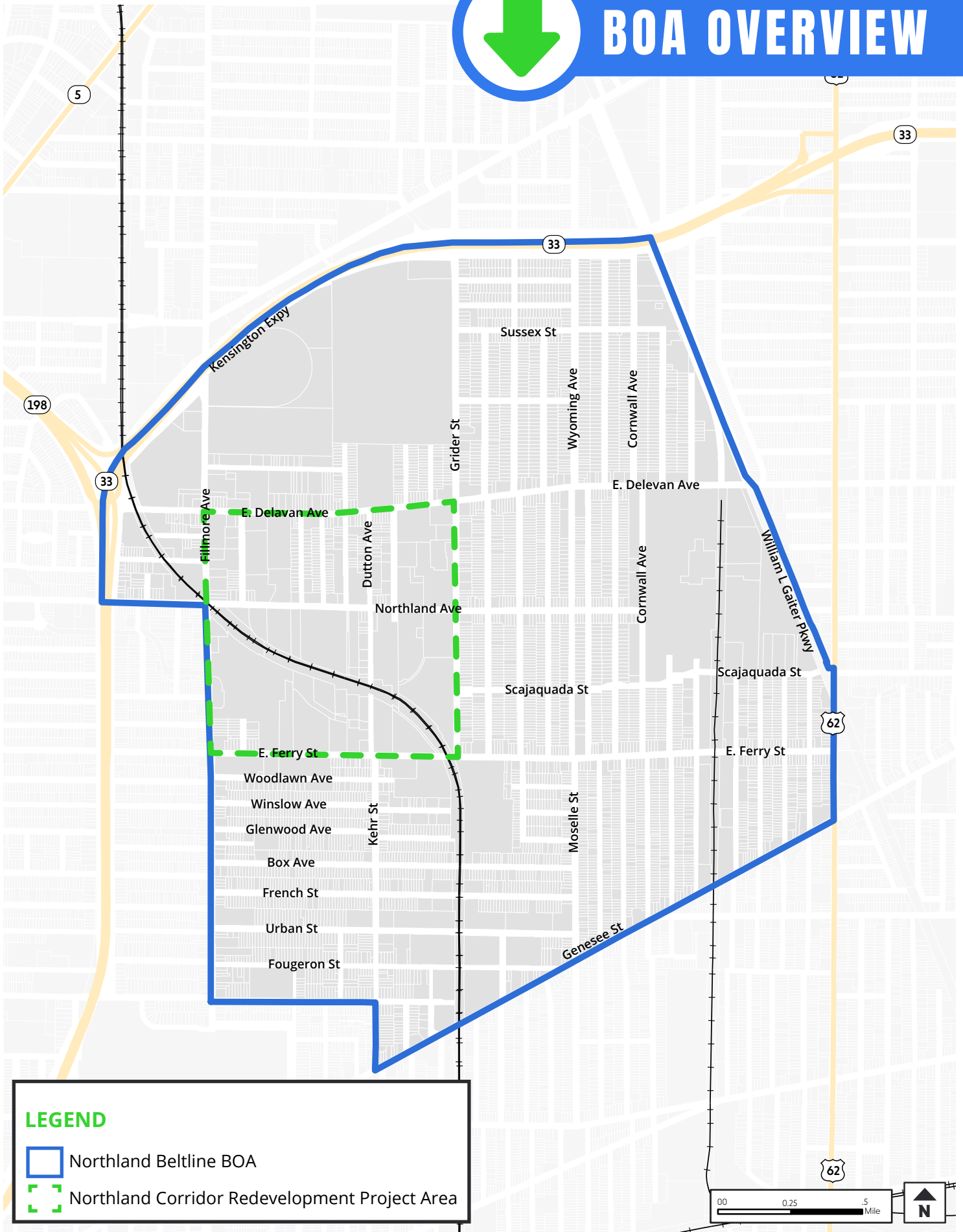
This Plan was partially funded by New York State's Brownfield Opportunity Area (BOA) Program, which supports the redevelopment of underutilized, vacant, or potentially contaminated properties through community-driven planning. Administered by the Department of State, the program provides financial and technical assistance to help communities foster economic revitalization, environmental restoration, and equitable growth.

As defined by Environmental Conservation Law Section 27-1405, a brownfield site is any real property where contaminants exceed health-based standards based on the anticipated use of the property. Properties that meet this legal definition are referred to as brownfield sites in this Plan. However, within the BOA context, properties that are suspected—though not confirmed—to meet these criteria are also included. To distinguish this broader category, the Plan refers to both known and suspected sites collectively as brownfields.

The BOA Program plays a vital role in helping communities reimagine these areas and position them for investment, redevelopment, and long-term sustainability.



# BOA OVERVIEW



# COMMUNITY PARTICIPATION

## OVERVIEW

The Northland Beltline Brownfield Opportunity Area (BOA) Plan provides Buffalo Urban Development Corporation (BUDC) and the City of Buffalo with a strategic framework to guide redevelopment in East Buffalo. Covering approximately 1,139 acres across parts of the Delavan Grider, Martin Luther King Jr. Park, and Genesee-Moselle neighborhoods, the BOA is centered around the historic Beltline Railway Corridor and includes a mix of residential, commercial, and industrial properties.

The area faces significant challenges—including high vacancy rates, economic disparities, and numerous underutilized or potentially contaminated sites. However, its proximity to major rail and highway networks, coupled with recent public and private investment, presents strong potential for revitalization. This Plan identifies opportunities to redevelop industrial and commercial sites, activate vacant land, and foster community-serving uses through public-private partnerships and targeted reinvestment strategies.

## ENLISTING PARTNERS

At the onset of the planning process, BUDC and the City of Buffalo identified a Steering Committee, comprised of community members, business representatives, and residents. The role of the committee was to gather input, review project deliverables, and guide the planning process. The Steering Committee met at project milestones over the course of the planning process. Various public engagement also occurred throughout the planning process, including:

- Stakeholder interviews;
- Public workshops; and
- Project website

## COMMUNITY VISION

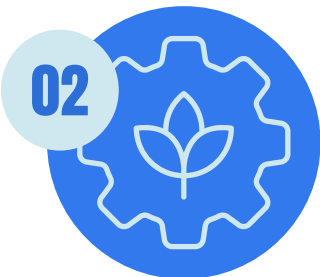
**CREATE A VIBRANT, SUSTAINABLE MIXED-USE NEIGHBORHOOD THAT LEVERAGES INVESTMENTS IN WORKFORCE TRAINING AND ADVANCED MANUFACTURING TO PROMOTE ENVIRONMENTAL STEWARDSHIP, QUALITY OF LIFE, AND ECONOMIC STABILITY. CENTERED IN THE DELAVAN-GRIDER NEIGHBORHOOD AND EXTENDING INTO PORTIONS OF THE GENESEE-MOSELLE AND MLK PARK NEIGHBORHOODS, THIS AREA WILL OFFER RESIDENTS ACCESS TO EDUCATION AND EMPLOYMENT OPPORTUNITIES, AFFORDABLE HOUSING OPTIONS, PARKS AND OPEN SPACES, AND MULTI-MODAL TRANSPORTATION ALTERNATIVES, WHILE ADDRESSING REMAINING ENVIRONMENTAL CONSTRAINTS. THIS REVITALIZATION WILL FOSTER AN INCLUSIVE AND RESILIENT COMMUNITY THAT BENEFITS NOT ONLY EAST SIDE RESIDENTS, BUT THE BROADER CITY OF BUFFALO.**



# COMMUNITY GOALS



**PROMOTE WORKFORCE  
DEVELOPMENT + JOB CREATION**



**ENHANCE SUSTAINABILITY +  
QUALITY OF LIFE**



**STRENGTHEN RESIDENTIAL  
STABILITY + HOUSING OPTIONS**



**SUPPORT IMPROVED  
CONNECTIVITY + ACCESSIBILITY**

# INVENTORY + ANALYSIS

## COMMUNITY + REGIONAL SETTING

The Northland Beltline BOA is located on Buffalo’s East Side, within Erie County and near the U.S.–Canada border. The City of Buffalo benefits from proximity to major metropolitan areas, including Niagara Falls, Rochester, Erie, and Toronto, and is connected internationally via the Peace Bridge. The BOA spans portions of the Delavan Grider, Martin Luther King Jr. Park, and Genesee-Moselle neighborhoods, with strong access to major transportation corridors such as the Kensington Expressway, I-90, and I-190. Its strategic location supports local and regional mobility, and positions the area well for commerce, redevelopment, and reinvestment.

Topic	Key Findings
Population	As of 2024, the Northland Beltline BOA accounts for 4% of Buffalo’s population and has experienced growth since 2010, but is projected to decline slightly by 2029, posing potential challenges for sustained economic development.
Age Distribution	With a median age of 33.9, the BOA has a younger population than Erie County overall, reflecting urban living trends and proximity to education and job opportunities that attract younger residents.
Race	The BOA is a predominantly Black community, with 81.4% of residents identifying as Black, more than double the share in the City of Buffalo, highlighting the area’s distinct and long-standing demographic composition.
Education	Educational attainment in the BOA is significantly lower than in Erie County, with only 11.5% of residents holding a bachelor’s or graduate degree and a higher share lacking a high school diploma, indicating a need for expanded workforce development and educational support.
Housing Tenure	Homeownership in the BOA is slightly lower than the citywide rate, with significant racial disparities, only 5.5% of Black households own homes compared to 86% of white households, and aging housing stock contributing to affordability and maintenance challenges.
Age of Housing Stock	The Northland Beltline BOA’s housing stock is predominantly old, with nearly 60% built before 1939 and little new construction in recent years, posing maintenance challenges and highlighting the need for modern, amenity-rich housing to attract new residents.
Home Values	With a median home value of \$67,833, the BOA falls well below city and county averages, underscoring economic challenges while also presenting opportunities to promote housing affordability.
Labor Force Participation	The Northland Beltline BOA faces a high unemployment rate of 18.6%, more than double the citywide rate, with most employed residents working in health care, social assistance, and service industries, highlighting both economic vulnerability and workforce development needs.
Commuting Patterns	Commuting patterns in the BOA reflect its urban character, with lower rates of solo driving and higher use of public transit, walking, and carpooling, indicating greater reliance on alternative transportation and proximity to employment centers.
Median Household Income	With a median household income of \$30,838, less than half of Erie County’s, the BOA faces deep economic disparities, with a large share of households earning under \$15,000 annually, emphasizing the need for targeted job creation and income growth strategies.
At Risk Population	Over one-third of households in the BOA include individuals with disabilities or lack access to a vehicle, while 15% of residents are over age 65 and 32% of households live below the poverty line, underscoring the need for targeted, equitable strategies to support vulnerable populations.

# INVENTORY + ANALYSIS

Topic	Key Findings
<b>Existing Zoning</b>	The Northland Beltline BOA is governed by Buffalo's form-based Unified Development Ordinance (Buffalo Green Code), which promotes flexible, mixed-use zoning to support walkability, redevelopment, and diverse land uses. With over half the BOA zoned for residential or mixed-use and nearly 26% dedicated to industrial districts, the area is well-positioned for adaptive reuse, job growth, and integrated neighborhood-scale development.
<b>Existing Land Use</b>	Residential land uses account for the largest share of the BOA at 35%, followed by a significant amount of vacant land (24%) scattered throughout the area, highlighting both established neighborhoods and opportunities for infill and redevelopment. Industrial (15%) and commercial (9%) uses remain integral to the area's economy, while community and public service uses (18%) further shape the BOA's infrastructure and accessibility, reinforcing the need for balanced, mixed-use redevelopment strategies.
<b>Brownfields</b>	A planning-level brownfield screening identified 87 properties within the BOA with environmental concerns, 26 classified as having elevated concern and 61 with minimal concern, helping to prioritize sites for further assessment and potential remediation.
<b>Vacant Land</b>	Vacant land makes up 24% of the BOA, including 91 acres of publicly owned parcels, offering significant opportunities for infill development, community spaces, and strategic redevelopment aligned with local priorities.
<b>Land Ownership Patterns</b>	While 73% of land in the BOA is privately owned, the 27% publicly owned portion, including parcels held by the City of Buffalo, BUDC, ECMC, and others, presents major opportunities for strategic, community-aligned redevelopment and investment.
<b>Parks + Open Space</b>	While many BOA residents live within a 10-minute walk of parks like Glenny Park, Box Avenue Park, and Moselle Street Park, gaps in access remain, highlighting the need for additional green space and improved pedestrian connectivity to enhance community well-being and livability.
<b>Building Inventory</b>	The BOA is home to several anchor institutions, such as the Northland Workforce Training Center, ECMC Health Campus, and Viridi Parente, that support job creation, workforce development, and community services, serving as key drivers of economic revitalization. Ongoing redevelopment of historic industrial buildings, including sites at 541 East Delavan, 612 and 631 Northland Avenue, and the former Wonder Bread Factory, demonstrates the area's potential for adaptive reuse, clean energy innovation, and strategic investment.
<b>Historic Resources</b>	The BOA contains several nationally and locally recognized historic sites, including the Niagara Machine & Tool Works complex, Wonder Bread Factory, and East High School, that reflect the area's rich industrial and cultural legacy, offering opportunities for preservation, adaptive reuse, and community identity building.
<b>Transportation Systems</b>	The BOA benefits from a well-connected transportation network, including local roads, public transit, active rail, and bike routes, but limited vehicle ownership and aging pedestrian infrastructure highlight the need for continued investment in multi-modal mobility, walkability, and equitable access to jobs and services.
<b>Infrastructure</b>	The BOA is supported by established utility networks and recent infrastructure upgrades, with ongoing investments, such as green infrastructure and EV charging stations, playing a critical role in enhancing sustainability, stormwater management, and future development capacity.
<b>Environmental Features</b>	The BOA has minimal natural environmental constraints, with mostly flat terrain, no wetlands or protected wildlife areas, and primarily urban soils, conditions that support redevelopment but require careful planning for drainage, stability, and environmental health.



# ADVANCING THE NORTHLAND BELTLINE BOA

## OVERVIEW

A detailed analysis of brownfield, underutilized, and vacant properties, guided by community input and market conditions, led to the identification of 22 strategic sites within the Northland Beltline BOA. These sites were selected based on their redevelopment readiness, location, ownership, and potential to spur investment and improve quality of life. Together with three targeted public realm areas, they form the foundation of a revitalization framework that combines site-specific projects with broader neighborhood improvements to create a more resilient, connected, and economically vibrant community.


### Site-Specific Redevelopment Priorities























The 22 strategic sites have been grouped into key redevelopment priorities that align with the BOA's long-term vision. These priorities ensure projects work in synergy, while also contributing to the broader revitalization and economic growth of the City of Buffalo.

-  **NORTHLAND CORRIDOR REVITALIZATION.**
-  **COMMUNITY SPACES.**
-  **COMMERCIAL/MIXED USE REDEVELOPMENT.**
-  **HOUSING OPPORTUNITIES.**

## KEY: PROPOSED STRATEGIC SITES

 Strategic Site

 Public Realm Improvements

-  1 1827 Fillmore Ave (Owner: Private)
-  2 Glenny Park (Owner: City of Buffalo)
-  3 Fillmore + Northland Ave (Owner: BUDC)
-  4 612B Northland Ave (Owner: BUDC)
-  5 541 East Delavan Ave (Owner: BUDC)
-  6 87 Longview Ave (City of Buffalo)
-  7 192 Chelsea Pl (City of Buffalo)
-  8 714 Northland Ave (Owner: BUDC)
-  9 631 Northland Ave (Owner: BUDC)
-  10 741 Northland Ave (Owner: BUDC)
-  11 777 Northland Ave (Owner: BUDC)
-  12 747 Northland Ave (Owner: Private)
-  13 Moselle St. Park (Owner: City of Buffalo)
-  14 795 Woodlawn Ave (Owner: City of Buffalo)
-  15 739-741 Glenwood Ave (Owner: Private)
-  16 Box Ave Park (Owner: City of Buffalo)
-  17 Northampton St. + Kehr St. (Owner: City of Buffalo)
-  18 356 Fougerson St (Owner: Private)
-  19 Future Park Space (Owner: City of Buffalo)
-  20 Genesee St + Leslie St (Owner: City of Buffalo + Private)
-  21 750 E. Ferry St (Owner: Private)
-  22 537 E. Delavan (Owner: BUDC)



# STRATEGIC SITES



# RECOMMENDATIONS

## DEVELOPMENT OPPORTUNITIES

Project	Potential Funding
<b>Strategic Site #4 - 612B Northland Ave:</b> Adjacent to the NWTC, this 1.6-acre brownfield features a 12,939 SF unfinished flex space ideal for light industrial or commercial use. With strong infrastructure and a prime location, it offers a key opportunity for business development and job creation in Phase 3 of the Northland Corridor Revitalization.	BOA Program, Restore NY, EPA Brownfields, ESD Grants, BCP Tax Credit, Private Investment
<b>Strategic Site #5 - 541 East Delavan Ave:</b> Located one block from the NWTC, this 44,000 SF industrial building is primed for adaptive reuse and ideal for advanced manufacturing or business development. With modern infrastructure and a strategic location, it offers strong potential to attract investment and support job creation within the Northland Corridor.	BOA Program, Restore NY, EPA Brownfields, BCP Tax Credit, ESD Grants, Private Investment
<b>Strategic Site #6 - 87 Longview Ave:</b> Located across from the NWTC, this 0.34-acre vacant lot at 87 Longview Avenue offers a strong opportunity for residential or live/work infill development. Zoned for flexible commercial use, the site supports neighborhood growth, increased housing, and enhanced connectivity within the BOA.	Home Program, BOA Program, HCR Main Street, Weatherization Assistance, Private Investment
<b>Strategic Site #7 - 192 Chelsea Pl:</b> This 1.3-acre site at 192 Chelsea Pl offers a prime opportunity for residential infill or live/work development across from the NWTC. Its size, zoning, and location support new housing that aligns with Northland corridor revitalization goals and fosters walkable, mixed-use neighborhood growth.	Home Program, BOA Program, HCR Main Street, Weatherization Assistance, Private Investment
<b>Strategic Site #8 - 714 Northland Ave:</b> 714 Northland Ave is a 1.8-acre brownfield set to become a reimagined parking area for the NWTC as part of Phase 3 of the Northland Corridor Redevelopment Project. Planned improvements will enhance parking capacity, pedestrian access, and the overall corridor experience through thoughtful design and placemaking.	BOA Program, Climate Smart Communities, GIGP, Transportation Improvement Program, NYSEDA, Private Investment
<b>Strategic Site #9 - 631 Northland Ave:</b> Part of Phase 4 of the Northland Corridor Redevelopment Project, 631 Northland Ave is a 39,000 SF historic industrial building with strong potential for manufacturing or warehouse reuse. Currently entering the Brownfield Cleanup Program, the site offers high ceilings, rail access, and proximity to NWTC, making it ideal for industrial investment and job creation.	BOA Program, Restore NY, EPA Brownfields, BCP Tax Credit, START-UP NY, Private Investment, Historic Tax Credit
<b>Strategic Site #10 - 741 Northland Ave:</b> 741 Northland Ave is a 4.7-acre former manufacturing site with significant structural and environmental challenges, currently slated for demolition and remediation.	EPA Brownfields Cleanup, Restore NY, BCP Tax Credit, BOA Program, Private Investment



# RECOMMENDATIONS

## DEVELOPMENT OPPORTUNITIES (CONT.)

Project	Potential Funding
<b>Strategic Site #11 - 777 Northland Ave:</b> 777 Northland Ave is a severely deteriorated industrial property recommended for demolition and environmental remediation to create a shovel-ready site. With future potential for commercial or light industrial development, the site represents a long-term opportunity within the Northland Corridor, pending SHPO approval and cleanup.	EPA Brownfields Cleanup, Restore NY, BCP Tax Credit, Private Investment
<b>Strategic Site #12 - 747 Northland Ave:</b> 747 Northland Avenue is a 3.9-acre vacant site in the Northland Corridor, offering a flexible, development-ready opportunity ideal for light industrial use. Its size and location make it well-suited to support business growth and job creation.	BOA Program, ESD Grants, BCP Tax Credit, Private Investment
<b>Strategic Site #22 - 537 E. Delavan Ave:</b> 14 Northland Avenue is a 0.9-acre site with an approximate 41,000 sf salvageable former plant building, offering high-bay space and street frontage. Future use will require updated systems, user-specific improvements, and some remediation. With access to Route 33, I-190, and the Peace Bridge, the site is well-suited for multi-tenant reuse such as an office building.	BOA Program, Climate Smart Communities, GIGP, Private Investment



# RECOMMENDATIONS

## DEVELOPMENT OPPORTUNITIES

Project	Potential Funding
<b>Strategic Site #3 - Fillmore + Northland Ave:</b> At the corner of Fillmore and Northland Avenues, this BUDC-owned site is positioned for redevelopment as a community services hub anchored by a proposed daycare facility. The project supports neighborhood livability and workforce readiness, aligning with broader revitalization goals for the Northland Corridor.	BOA Program, Restore NY, DRI/ NY Forward, HCR Main Street, Private Investment
<b>Strategic Site #18 - 356 Fougeron St:</b> 356 Fougeron Street is a 2.9-acre brownfield featuring the historic Wonder Bread Factory, offering strong potential for adaptive reuse as mixed-use or incubator space. With its large footprint and character, the site could become a hub for innovation and entrepreneurship within the Northland Beltline BOA.	BOA Program, Restore NY, EPA Brownfields, Main Street Program, Market NY, Private Investment
<b>Strategic Site #21 - 750 E. Ferry Street:</b> 750 East Ferry Street is a 14.7-acre privately owned site with a 160,000 SF industrial building, offering strong potential for light industrial reuse. With active rail access and eligibility for the Brownfield Cleanup Program, the site requires environmental remediation and roof stabilization to support future redevelopment within the Northland Beltline BOA.	EPA Brownfields, BOA Program, BCP Tax Credits, NYSERDA, Private Investment



356 Fougeron Street Existing Conditions



# RECOMMENDATIONS

Project	Potential Funding
<b>Strategic Site #1 - 1827 Fillmore Ave:</b> This 17-acre brownfield site is the future home of Glenview Heights, a proposed \$95 million mixed-use development featuring 320 housing units and 10,000 SF of commercial space. Located near Glenny Park and key transit routes, the project will expand housing options, integrate community services, and support revitalization within the BOA.	HOME Program, BOA Program, Restore NY, HCR, Weatherization Assistance, Private Investment
<b>Strategic Site #14 - 795 Woodlawn Ave:</b> 795 Woodlawn Avenue is a 0.78-acre City-owned site suited for small-scale multifamily infill housing within a residential neighborhood. With capacity for up to 8 units, the site offers an opportunity to strengthen neighborhood stability and support Northland Beltline BOA revitalization through modest, context-sensitive development.	HOME Program, BOA Program, Weatherization Assistance, Community Land Trust Support
<b>Strategic Site #15 - 739-741 Glenwood Ave:</b> 739-741 Glenwood Avenue are two privately owned parcels totaling 1.48 acres, offering an opportunity for attached, owner-occupied infill housing. Adjacent to Box Ave Park, the site supports neighborhood revitalization and enhances community livability within the Northland Beltline BOA.	HOME Program, BOA Program, Weatherization Assistance, Community Land Trust Support
<b>Strategic Site #17 - Northampton St + Kehr St:</b> This site is a 1.2-acre cluster of 11 City-owned parcels at Northampton and Kehr Streets, ideal for infill housing. Located in an established neighborhood, the site offers a chance to reduce vacancy and reinforce community stability within the Northland Beltline BOA.	HOME Program, BOA Program, Community Land Trust Support
<b>Strategic Site #20 - Genesee St + Leslie St:</b> This site is a 1.4-acre assemblage of mostly City-owned parcels at Genesee and Leslie Streets, suited for affordable or mixed-income housing with optional commercial use. Its location across from Groundwork Market Garden makes it a key opportunity to promote walkability, reinvestment, and community vitality within the Northland Beltline BOA.	HOME Program, BOA Program, Restore NY, HCR Main Street, DRI/NY Forward, Private Investment



1827 Fillmore Ave Proposed Rendering  
(Source: HHL)



# RECOMMENDATIONS

## PUBLIC IMPROVEMENT OPPORTUNITIES

Project	Potential Funding
<b>Strategic Site #2 - Glenny Park:</b> Glenny Park is a 9-acre City-owned park identified for improvements including new sports fields, an ADA fitness area, and a walking trail. These enhancements would support nearby residential growth and strengthen community connectivity and access to recreation within the Northland Beltline BOA.	EPF, BOA Program, Climate Smart Communities, GIGP
<b>Strategic Site #13 - Moselle St Park:</b> Moselle Street Park is a 0.74-acre neighborhood park slated for expansion and a new playground installation in 2025. Located near the Delavan-Grider Community Center, it supports the Northland Beltline BOA's goals of enhancing public spaces and fostering vibrant, connected neighborhoods.	EPF, BOA Program, Recreational Trails Program
<b>Strategic Site #16 - Box Ave Park:</b> Box Ave Park is a 0.43-acre neighborhood park with potential for expansion through adjacent City-owned lots. Enhancing this space with new amenities and accessibility improvements supports the Northland Beltline BOA's goals of promoting livability, active lifestyles, and quality public spaces.	BOA Program, EPF, GIGP, Climate Smart Communities
<b>Strategic Site #19 - Future Park Space:</b> This site includes 16 City-owned parcels totaling 1.65 acres, proposed for conversion into new park space. Redeveloping this vacant land into a neighborhood park would fill a recreation gap, enhance livability, and restore visual continuity within the Northland Beltline BOA.	EPF, BOA Program, GIGP, Recreational Trails Program, NY Forward



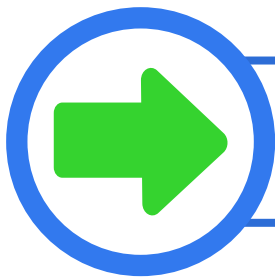
**Glenny Park Proposed Rendering**  
 (Source: SWBR)

# RECOMMENDATIONS

## AREA-WIDE OPPORTUNITIES

Action	Eligible Activities
<b>Public Health Improvements</b>	<ul style="list-style-type: none"> <li>• Community engagement to identify local environmental health concerns</li> <li>• Air quality study to assess baseline conditions</li> <li>• Phase I and Phase II ESA's for priority sites</li> <li>• Grant writing for environmental remediation and health-focused initiatives</li> <li>• Lead/asbestos/mold/radon surveys to inform safe redevelopment strategies</li> </ul>
<b>Vacant Land + Housing</b>	<ul style="list-style-type: none"> <li>• Housing market study to assess demand and typology gaps</li> <li>• Financial pro formas to support redevelopment feasibility</li> <li>• Marketing collateral for developer recruitment</li> <li>• Schematic design for infill housing design</li> <li>• Traffic studies and infrastructure analyses to support site readiness</li> <li>• Phase I and II ESAs</li> <li>• Adaptive reuse assessment for vacant structures</li> </ul>
<b>Connectivity + Accessibility</b>	<ul style="list-style-type: none"> <li>• Concept design for multi-modal trails and streetscapes</li> <li>• Costs estimates to support funding applications</li> <li>• Community engagement to identify barriers and priorities</li> <li>• Surveys to assess travel behaviors and needs</li> <li>• Traffic studies for safety improvements</li> <li>• Demonstration projects to pilot improvements</li> <li>• Construction document development for shovel-ready projects</li> </ul>
<b>Neighborhood Placemaking + Identity</b>	<ul style="list-style-type: none"> <li>• Concept design for gateways and public gathering spaces</li> <li>• Costs estimates to support capital budgeting</li> <li>• Wayfinding plan to enhance navigation and neighborhood branding</li> <li>• Community engagement to co-design spaces</li> <li>• Surveys to evaluate community identity</li> <li>• Public art strategy to reinforce cultural assets</li> <li>• Demonstration projects</li> <li>• Construction document development</li> </ul>





## SECTION 1

# PROJECT DESCRIPTION + BOUNDARY

This Plan is designed to provide Buffalo Urban Development Corporation (BUDC) and the City of Buffalo with the tools and strategies to build on recent efforts to revitalize the Northland Beltline Corridor and surrounding neighborhoods. The strategies identified in this Plan present clear, actionable steps that BUDC, the City, and their partners can take to position this historic industrial community for success.





**03**

**BOA Program Overview**

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**Project Overview**

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**BOA Vision + Goals**

**15**

**BOA Boundary Description + Justification**



# PROGRAM OVERVIEW

## WHAT IS THE BOA PROGRAM?


This Plan has been partially funded by a grant from New York State's Brownfield Opportunity Area (BOA) Program. The BOA Program is a state initiative that supports communities in the strategic redevelopment of brownfields—underutilized, vacant, or potentially contaminated properties—through comprehensive, community-driven planning. Administered by the New York State Department of State, the program aims to transform these underinvested and neglected areas into opportunities for sustainable economic growth, environmental restoration, and community revitalization.

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or "site" shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

The BOA Program provides both technical and financial assistance to municipalities, community-based organizations, and other stakeholders to develop area-wide strategies that address economic, social, and environmental challenges. By creating a detailed plan for redevelopment, communities can attract private investment, secure additional funding for cleanup and development, and foster long-term, equitable growth. In recent years, the program has become increasingly focused on aligning with New York State's broader goals for climate resilience, green infrastructure, and smart growth, making it a vital tool for advancing environmental justice and economic opportunity in underserved areas.

The BOA Program helps communities reimagine their futures by promoting a holistic approach to redevelopment, ensuring that these formerly blighted areas can once again serve as engines for local and regional prosperity.

### WHAT BOA DESIGNATION CAN UNLOCK FOR NORTHLAND:

-  **Increased Funding Eligibility**
-  **Priority and Preference for Grants**
-  **Predictability and Investor Confidence**
-  **Tax Credit Incentives**
-  **Ongoing Support from NYS**

# LEAD PROJECT SPONSORS



The Northland Beltline BOA Plan is sponsored by the Buffalo Urban Development Corporation (BUDC), with financial assistance from the New York State Department of State (DOS) through the BOA Program. BUDC spearheaded the project, working closely with the City of Buffalo, local stakeholders and a dedicated Steering Committee. This committee brought together neighborhood representatives, community members, businesses, and property owners, whose contributions were essential in shaping the revitalization strategy and vision for the Northland Beltline Corridor.



# PROJECT OVERVIEW

## OVERVIEW

This Plan is designed to provide BUDC and the City of Buffalo with a strategic framework to build on recent revitalization efforts and transform the historic Northland Beltline. The opportunities presented in this plan leverage previous planning and implementation accomplishments to create a cohesive redevelopment strategy to position the City for success.

### Location

The Northland Beltline Brownfield Opportunity Area (BOA) is located in East Buffalo, New York, and encompasses key sections of the Delavan Grider, Martin Luther King Jr. Park, and Genesee-Moselle neighborhoods. The BOA is situated within the Masten, Fillmore, and Lovejoy Council Districts. Bounded by major infrastructure assets, the BOA is centered around the historic Beltline Railway Corridor, which has been a focal point for industrial and transportation uses. The BOA is bordered by the Kensington Expressway (Route 33) to the north, Fillmore Avenue to the west, Genesee Street to the south and William L. Gaiter Parkway to the east. The BOA is home to a mix of residential, commercial, and industrial properties.

### BOA Characteristics

The Northland Beltline BOA covers a total land area of approximately 1,139 acres, within which 4,762 parcels collectively account for 899 acres. The area's industrial history is evident in its existing infrastructure, drawing interest for redevelopment in light manufacturing and industrial innovation. However, many sites remain vacant, abandoned, or classified as brownfields, contributing to blight and hampering economic growth.

In particular, challenges within the Northland Beltline BOA include the following:

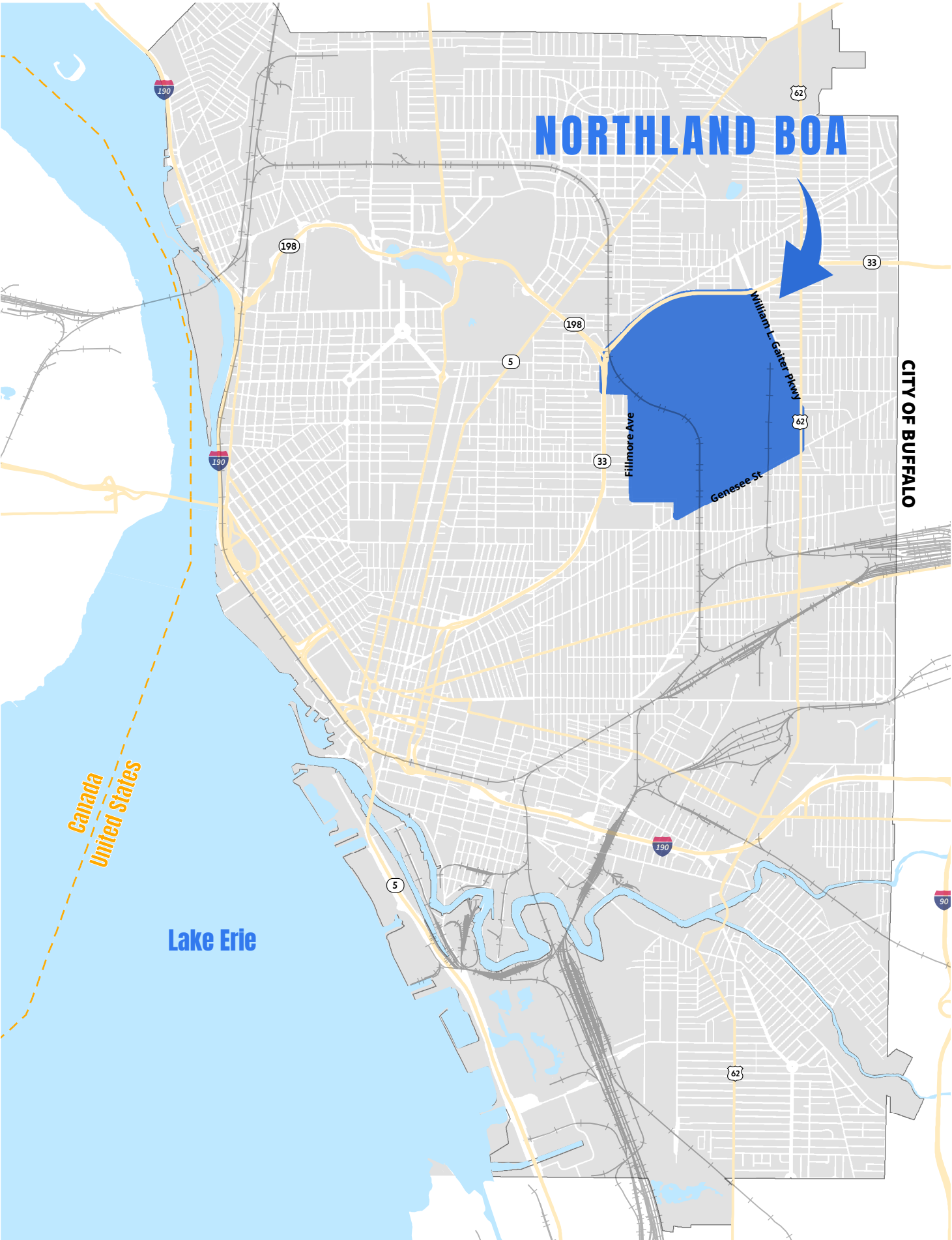
- **Economic disparities.** Incomes for BOA residents register at just over half of the Erie County level. Nearly half (42%) of households in the BOA see incomes less than \$25,000 per year.
- **Vacant homes.** Just over 16% of the BOA's housing units are vacant. High vacancy rates not only contribute to blight, but they limit the amount of property tax revenue the City is able to collect.
- **Underutilized parcels.** Multiple underutilized parking lots and stretches of vacant land reinforce a sense of disinvestment.

### Potential

Despite the challenges, the Northland Beltline BOA is well-positioned for redevelopment and community revitalization:

- **Redevelop Industrial and Commercial sites.** The vacant sites offer opportunities for new industrial and commercial uses due to the BOA's proximity to Buffalo's major rail and highway networks, making it ideal for many smaller-scale industrial and commercial uses.
- **Reimagine underutilized parcels.** Vacant and underutilized lots present opportunities for private-sector investment, community services, and new parks, enhancing the area's vitality.
- **Build upon recent investments.** Recent public and private investments along the BOA's edges create catalysts for future investment.
- **Leverage public-private partnerships.** Public-private partnerships are collaborations between government and private companies to finance, build, and operate projects, leveraging social capital to drive creative solutions and achieve community goals.







# RELATED PLANNING INITIATIVES

## OVERVIEW

In recent years, the Northland Beltline BOA and surrounding community have been the focus of several interrelated planning initiatives aimed at revitalizing the area and addressing its unique challenges. These efforts have generated significant progress in advancing economic development, improving community infrastructure, and enhancing quality of life for residents. This Plan seeks to build upon and align with these ongoing efforts—including the City’s current “East Side Vision for Growth” initiative, which promotes Smart Growth strategies in the Broadway-Fillmore, Delavan-Grider, Genesee-Moselle, and MLK Park neighborhoods to address vacancy, housing demand, and strategic land use—to create a cohesive and actionable strategy for the development of strategic sites within the BOA.

### Plan Summaries

#### **Buffalo Housing Opportunity Strategy (2017)**

The 2017 Buffalo Housing Opportunity Strategy provides a comprehensive analysis of Buffalo’s housing market, identifying challenges like soft demand, disinvestment, and affordability issues driven by low incomes. It outlines tailored strategies to improve market conditions, address inequities, and guide investments in specific neighborhoods.

#### **Buffalo Billion II: East Side Corridor Economic Development Fund (2019)**

This report outlines a strategic plan to revitalize Buffalo’s East Side by addressing economic disparities through targeted investments in workforce development, housing stability, infrastructure, and entrepreneurship. It provides a framework for sustainable growth and equitable development, aiming to transform underserved areas into vibrant, connected communities.

#### **The Future of Mobility + Smart Street Design Plan (2020)**

The Future of Mobility report and Smart Streets Design Plan (SSDP) outline strategies for integrating emerging transportation technologies to enhance connectivity, equity, and economic growth in Buffalo. The SSDP focuses on future-ready, multimodal street design, leveraging smart infrastructure to improve safety, accessibility, and reduce car dependency.

### HOW DOES IT ALIGN ?



Highlights opportunities for revitalization by addressing housing instability and vacancy, fostering investment, and strengthening neighborhood demand.



Supports the BOA by prioritizing the Northland Workforce Training Center and commercial corridor investments to enhance accessibility, drive economic growth, and foster community connections.



Supports BOA goals by improving transportation accessibility, advancing sustainability, and strengthening workforce development through better connections to jobs and training centers

# RELATED PLANNING INITIATIVES

## Plan Summaries (cont.)

### **City of Buffalo Parks Master Plan**

The Master Plan includes a comprehensive inventory and analysis of parks and recreation availability across Buffalo, identifying priority investment areas and recommendations for enhancing the city-wide system. It emphasizes equitable access to green spaces, particularly in underserved neighborhoods, to improve community well-being and promote environmental sustainability.

### **Buffalo Common Council Affordable Housing Task Force Report (2023)**

The November 2023 Buffalo Common Council Affordable Housing Task Force Report outlines policy recommendations to address Buffalo's affordable housing crisis, focusing on issues such as fair housing law updates, rental inspection programs, and vacancy studies, with the goal of ensuring equitable housing opportunities citywide.

### **The City of Buffalo 2023-2027 Four-Year Strategic Plan**

The City of Buffalo 2023-2027 Four-Year Strategic Plan provides a framework for building an equitable city by focusing on thriving neighborhoods, sustainable infrastructure, climate resilience, and economic opportunities. It emphasizes collaborative approaches and targeted investments to address systemic inequities and foster long-term growth and resilience across all communities.

### **East Side Trails: A Vision for Connecting Communities on Buffalo's East Side (2024)**

This report outlines a comprehensive plan, currently in design, to develop a trail network that enhances connectivity, green space access, and mobility across Buffalo's East Side. The plan includes trail connections along William L. Gaiter Parkway and an east-west route between Bailey and Fillmore Avenues, linking to the Scajaquada Creek Path. These trails will strengthen neighborhood connections and expand access to Buffalo's broader trail network.

## HOW DOES IT ALIGN ?



Identifies the BOA area as a 'Very High' priority for park investment, citing areas with a lack of parkland within a 10-minute walk and a need for more facilities to support residents.



Highlights strategies to improve housing stability and affordability in the Northland Beltline BOA, addressing high vacancy rates and housing disinvestment to support revitalization and equitable development.



Emphasizes workforce development, environmental sustainability, residential stability, and improved transportation, aligning with the BOA's goals and supporting revitalization through workforce training and infrastructure improvements.



Proposes infrastructure investments, including trail connections near William L. Gaiter Parkway and Northland Avenue, to enhance active transportation and support neighborhood revitalization within the BOA.

# NORTHLAND CORRIDOR REDEVELOPMENT PLAN

## OVERVIEW

The Northland Corridor Redevelopment Project Area, located within the Northland Beltline BOA, is a key driver of the broader revitalization goals for the region. Defined by Fillmore Avenue to the west, East Delavan Avenue to the north, Grider Street to the east, and East Ferry Street to the south, this area is strategically targeted to address economic challenges, foster community growth, and reclaim underutilized spaces. The Northland Corridor Redevelopment Plan aims to transform the historic corridor into a vibrant hub for advanced manufacturing, workforce development, and community revitalization. Anchored by initiatives such as the Northland Workforce Training Center and the redevelopment of historic industrial sites, the plan focuses on creating job opportunities, supporting local businesses, and building a sustainable, inclusive economy.

Key elements of the redevelopment plan include:

- **Industrial Reuse:** Adaptive reuse of vacant industrial buildings, including 541 East Delavan Avenue, 612 and 631 Northland Avenue, to accommodate light industrial tenants and renewable energy initiatives.
- **Workforce Development:** The Northland Workforce Training Center serves as a catalyst for workforce education, providing residents with access to training in advanced manufacturing and energy sectors.
- **Infrastructure Improvements:** Upgrades to utilities, transportation networks, and public spaces to support new development and enhance connectivity.
- **Community Investments:** Focused efforts on improving housing, public services, and green spaces to bolster quality of life for residents.

The redevelopment plan's geographic focus aligns with the BOA boundary, ensuring that revitalization efforts are concentrated where they can have the greatest impact on local and regional economic growth.









# BOA VISION + GOALS

**Create a vibrant, sustainable mixed-use neighborhood that leverages investments in workforce training and advanced manufacturing to promote environmental stewardship, quality of life, and economic stability. Centered in the Delavan-Grider neighborhood and extending into portions of the Genesee-Moselle and MLK Park neighborhoods, this area will offer residents access to education and employment opportunities, affordable housing options, parks and open spaces, and multi-modal transportation alternatives, while addressing remaining environmental constraints. This revitalization will foster an inclusive and resilient community that benefits not only East Side residents, but the broader City of Buffalo.**



# BOA VISION + GOALS

## OUR GOALS

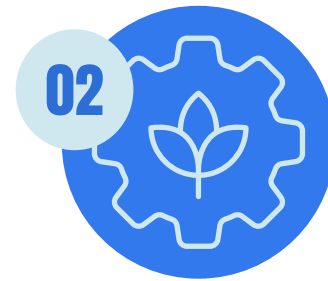


### PROMOTE WORKFORCE DEVELOPMENT + JOB CREATION

**STRATEGY 1:** Support the efforts of the Northland Workforce Training Center, including promoting programs.

**STRATEGY 2:** Support the needs of existing businesses in the BOA and continue to emphasize local hiring and job training programs.

**STRATEGY 3:** Attract new businesses and job opportunities to strategic sites throughout the BOA.



### ENHANCE SUSTAINABILITY + QUALITY OF LIFE

**STRATEGY 1:** Provide equitable access to parks, open space and recreation facilities.

**STRATEGY 2:** Integrate green infrastructure practices into site redevelopment.

**STRATEGY 3:** Support solar energy and clean energy at redevelopment sites.

**STRATEGY 4:** Advance the remediation and adaptive reuse of brownfields using sustainable practices





## STRENGTHEN RESIDENTIAL STABILITY + HOUSING OPTIONS

**STRATEGY 1:** Support infill development in existing residential neighborhoods.

**STRATEGY 2:** Provide a range of housing price points, from affordable to market rate.

**STRATEGY 3:** Offer a range of housing types to meet local needs, including multifamily, townhomes and single family units.



## SUPPORT IMPROVED CONNECTIVITY + ACCESSIBILITY

**STRATEGY 1:** Continue to implement existing plans to expand the bike/pedestrian network in and around the BOA.

**STRATEGY 2:** Invest in streetscape improvements to ensure a welcoming and safe multi-modal environment.

**STRATEGY 3:** Ensure bike and pedestrian infrastructure is ADA compliant and accessible to all users.

**STRATEGY 4:** Enhance gateways, signage, and wayfinding to improve appearance and identity.

# BOUNDARY DESCRIPTION + JUSTIFICATION

## OVERVIEW

Within the BOA, there are approximately 4,762 parcels, accounting for 899 acres of developable land. The boundary was selected to focus on areas with the greatest potential for economic revitalization while addressing environmental challenges such as brownfields and disinvestment.

### Boundaries

The Northland Beltline BOA boundary is delineated by major infrastructure and transportation corridors, reflecting both the historic industrial character and current redevelopment opportunities in the area. The boundary includes sections of the Delavan Grider and adjacent neighborhoods. The boundaries are defined as follows:

**North Boundary:** The Kensington Expressway (Route 33) provides a natural northern limit. This expressway has historically acted as a barrier but also serves as a key transportation asset, connecting the BOA to broader regional networks.

**East Boundary:** William L. Gaiter Parkway marks the eastern edge of the BOA, encompassing adjacent industrial sites and providing a strategic opportunity for light industrial and commercial developments.

**South Boundary:** Genesee Street forms the southern limit, integrating commercial and mixed-use properties that link the BOA to East Buffalo's historic urban fabric.

**West Boundary:** Fillmore Avenue defines the western edge, including residential and community-oriented uses, supporting the revitalization of surrounding neighborhoods.

The study area includes a mix of residential,

commercial, industrial, and vacant parcels, reflecting the need for a holistic redevelopment approach.

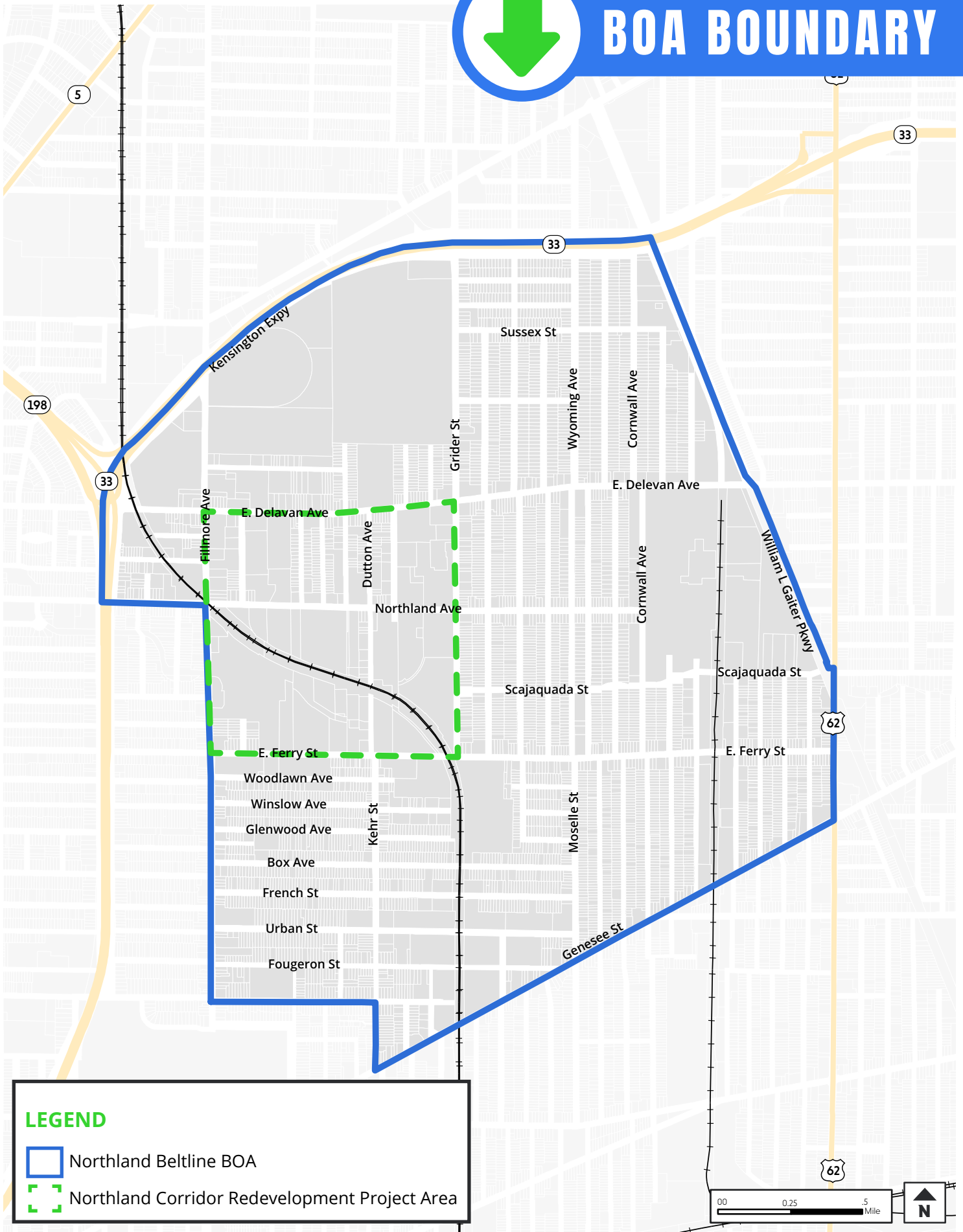
### Justification

The Northland Beltline BOA boundary was carefully delineated to address the following objectives:

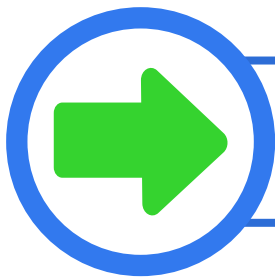
- **Synergy with Planned Investment.** The boundary encompasses areas already benefiting from investment under the Northland Corridor Redevelopment Plan (**see page 9**). This alignment ensures new initiatives build on existing momentum, for cohesive and sustainable redevelopment.
- **Inclusion of Key Assets.** The boundary incorporates significant industrial sites, including the historic Belt Line Corridor, which has been a focal point for economic activity since the late 19th century.
- **Targeting Areas of Need.** The BOA includes neighborhoods with high poverty, unemployment, and vacancy, along with underutilized industrial land affected by decades of underinvestment. Revitalization efforts are essential to addressing these challenges and supporting underserved communities.
- **Connectivity and Access.** The boundaries leverage proximity to major transportation corridors, such as Route 33 and the CSX rail line, to support logistical and industrial development.
- **Opportunities for Mixed-Use Development.** By including residential and commercial areas alongside industrial zones, the boundary promotes a balanced approach to urban revitalization.



# BOA BOUNDARY







## SECTION 2

# COMMUNITY PARTICIPATION

Throughout the planning process, BUDC, the City of Buffalo and the project team utilized a variety of engagement strategies to gain input from the community. All public input gathered was used to create a unified future vision and identify goals and objectives to guide the community's revitalization process.





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**Enlisting Partners**

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**Community Voices: Then + Now**

# ENLISTING PARTNERS

## OVERVIEW

Throughout the planning process, the Northland Beltline BOA project team employed a range of engagement strategies to gather valuable input from the community. This engagement was envisioned as a continuation and expansion of the outreach efforts undertaken during the 2020 BOA planning process for the Northland Beltline BOA, which laid the groundwork for identifying initial community priorities and strategic opportunities. By revisiting and building upon the insights gathered in 2020, the project team ensured that the current planning process reflected the community's evolving needs, goals, and challenges.

This approach built on the connections and feedback established during the earlier process, creating opportunities to revisit and refine the community's vision. Engagement activities included input from a range of stakeholders, community members, landowners, elected officials, and regional organizations, all with a shared interest in the plan's success. See Appendix A for a summary of engagement activities and community input.

## Committee Meetings

At the onset of the planning process, BUDC and the City of Buffalo identified a Steering Committee comprised of community, business and resident representatives. The role of the Steering Committee was to gather input, review project deliverables and guide the planning process.

### Meeting 1 - October 22, 2024

The first Steering Committee meeting for the Northland Beltline BOA introduced the project, set its direction, and outlined objectives. Participants engaged in a mapping exercise to identify strategic sites, prioritize improvements, and share

community insights. The meeting also reviewed project components, outcomes, and deliverables.

### Meeting 2 - February 25, 2025

The second committee meeting focused on providing updates on the Northland Beltline BOA planning process. The team presented 21 potential strategic sites for redevelopment, including infill housing, park improvements, and adaptive reuse. Area-wide recommendations were presented covering the topics of public health, vacant lots, housing and public realm enhancements.

## Stakeholder Meetings

Over a dozen stakeholder interviews were conducted throughout the planning process to engage key organizations and individuals connected to the Northland Beltline BOA. These discussions provided valuable insights into local challenges and opportunities within the study area. Stakeholders included local business leaders, developers, community organizations, and public entities, who shared their perspectives on topics such as affordable housing, environmental remediation, workforce training, and infrastructure needs.

## Project Website

A dedicated section on the BUDC website was created to provide community members and stakeholders with access to information about the Northland Beltline BOA. This platform served as a resource for learning about the project and sharing input. Meeting notifications, summaries, and other project updates were regularly posted to ensure transparency and encourage public engagement.

Learn more: <https://www.buffalourbandevelopment.com/northland-beltline-corridor-boq>



## SECTION 2: COMMUNITY PARTICIPATION

# ENLISTING PARTNERS

### Public Workshops

Community-wide meetings were conducted throughout the planning process to provide the public opportunities to learn about the goals and objectives of the Northland Beltline BOA Nomination Plan and gather valuable insight, input, and feedback on community needs, priorities, and opportunities

#### Meeting 1 - November 25, 2024

The first public workshop introduced the community to the Northland Beltline BOA Plan. The workshop included interactive exercises where attendees provided input on priorities such as park amenities, public art, and streetscape features. Key concerns raised during the session included housing, environmental health, and accessibility. Community feedback highlighted the importance of enhanced public engagement, expanded housing options, and additional recreational spaces.



#### Meeting 2 - March 5, 2025

The second public meeting for the Northland Beltline BOA project was held on March 5, 2025, at the Northland Workforce Training Center. The project team recapped the BOA program, shared the project's status, and presented preliminary recommendations, including updated visioning, brownfield site classifications, and strategic redevelopment sites. Attendees discussed priorities such as homeownership, market-rate and affordable housing, vacant land reuse, air quality concerns, and access to healthy food. Feedback emphasized the need for cohesive development that respects neighborhood character and supports both affordability and long-term reinvestment in the East Side.

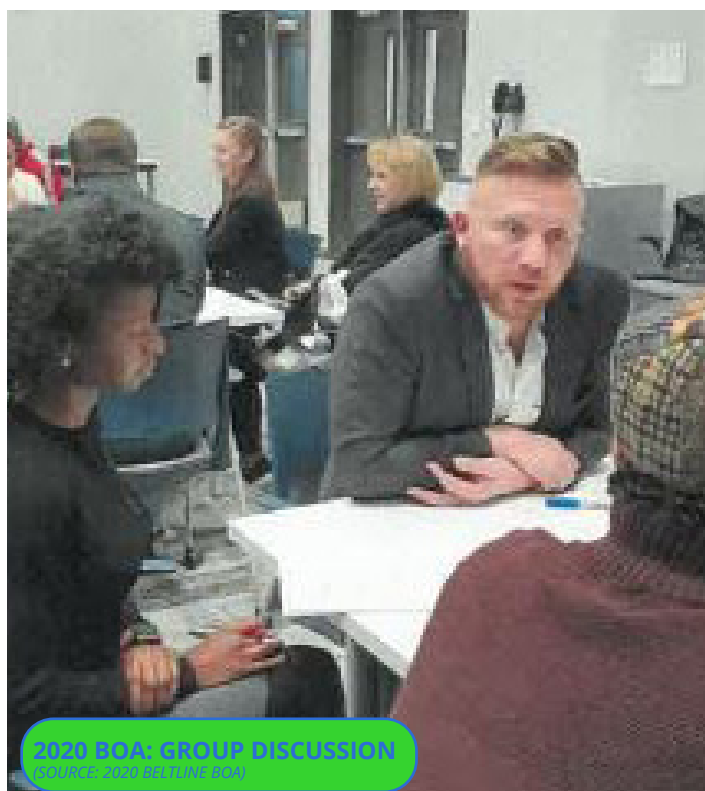


# COMMUNITY VOICES: THEN + NOW

## OVERVIEW

Community engagement played a vital role in the 2020 Northland Beltline BOA initiative, providing an opportunity to hear directly from residents, businesses, and other stakeholders about their vision for the area's future. Through workshops, surveys, interviews, and other outreach methods, the initiative gathered valuable input that shaped its initial strategies and priorities.

This report builds on the groundwork laid in 2020, serving as an update and extension of that effort. By revisiting and incorporating the insights from the earlier engagement process, we ensure that the recommendations align with the community's priorities and reflect the voices that have guided the initiative from the start. The themes identified in 2020 continue to play an important role in shaping the vision for the Northland Beltline BOA.



## 2020 Key Themes Identified

The 2020 community engagement process for the Northland Beltline Corridor BOA identified recurring themes that reflect local priorities and inform redevelopment strategies. These themes highlight key challenges and opportunities shaping the community's vision for the corridor's future:

- **Economic Development and Job Creation:** Community members emphasized the need for job opportunities within the corridor, particularly those accessible to local residents with diverse skill sets.
- **Affordable Housing:** Residents expressed concerns about potential displacement and emphasized the need to preserve and expand affordable housing options, including single-family homes.
- **Transportation and Connectivity:** Improved access to public transportation, pedestrian-friendly infrastructure, and better connectivity to surrounding areas were consistent priorities.
- **Preservation of Community Character:** The community expressed the desire to retain the historical and cultural identity of the Northland Beltline area while integrating modern development.
- **Environmental Sustainability + Brownfield Remediation:** Stakeholders highlighted the importance of incorporating green infrastructure and environmentally friendly practices into redevelopment efforts, while also addressing contamination concerns through brownfield remediation to ensure safe, healthy, and productive reuse of land.
- **Youth and Workforce Development:** There was a strong interest in creating programs that support youth engagement and workforce training, especially in emerging industries.

# COMMUNITY VOICES: THEN + NOW

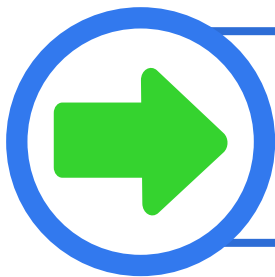
## 2025 Key Themes Identified

Building on the priorities identified during the 2020 Northland Beltline BOA initiative, recent engagement activities, including two public meetings, stakeholder interviews, and committee workshops, have reaffirmed many core community values while also introducing new focus areas shaped by current conditions and emerging opportunities.

- **Balanced Housing Options:** While affordability remains a priority, there is increasing interest in market-rate housing to attract a diverse mix of residents. Community members expressed strong support for homeownership, particularly single-family and owner-occupied homes, while emphasizing the need to maintain neighborhood character and prevent displacement.
- **Public Health and Environmental Quality:** Concerns about brownfield contamination, soil safety, and air quality persist. Residents and advocates called for greater transparency in environmental data, stronger protections during redevelopment, and enhanced collaboration with agencies like the NYS Department of Health and Department of Environmental Conservation. Interest in solar energy and green infrastructure on remediated sites is growing.
- **Reactivation of Vacant Land:** Residents consistently emphasized the need for infill housing, parks, community gardens, and other productive uses for vacant lots. They recommended leveraging city programs and incentives to turn underutilized land into community assets.
- **Connectivity and Walkability:** Participants identified a need for safer, more accessible streets, improved bike and pedestrian infrastructure, and better public transportation connections, particularly around employment and educational centers like the Northland Workforce Training Center.
- **Youth, Workforce, and Small Business Support:** Expanding workforce training, youth engagement, and small-scale development opportunities was frequently raised. Stakeholders stressed the need for a complete neighborhood with amenities like daycare, coffee shops, and gathering spaces that serve students, workers, and residents alike.
- **Community-Led Development:** There was a strong call for meaningful community involvement in decision-making, with residents requesting clearer information, more consistent outreach, and the opportunity to guide the reuse of properties and design of new development.

**COMMUNITY VOICES CONTINUE TO SHAPE THE VISION AND RECOMMENDATIONS OF THE NORTHLAND BELTLINE BOA, ENSURING ALIGNMENT WITH CURRENT NEEDS AND ASPIRATIONS WHILE MAINTAINING THE FOUNDATIONAL PRIORITIES SET IN 2020.**





### SECTION 3

## ANALYSIS OF THE NORTHLAND BELTLINE BOA

This section offers a thorough overview of the current conditions within the Northland Beltline BOA boundary, laying the groundwork for understanding the BOA's existing state, and serving as a foundation for identifying redevelopment opportunities and potential public realm and land use recommendations.





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**Community + Regional Setting**

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**Key Findings**

# COMMUNITY + REGIONAL SETTING

## LOCATIONAL CONTEXT

### Regional Location

The Northland Beltline BOA is located in the City of Buffalo, within the boundary of Erie County, and east of the United States/Canada border. The City itself is strategically located within a short driving distance to major US and Canadian metropolitan areas, within 20-miles of Niagara Falls, 60-miles of Rochester and under 100-miles from both Erie, PA and Canada's largest city, Toronto. Buffalo is bordered by Lake Erie to the west, and benefits from an international crossing to Canada via the Peace Bridge on its west side, providing access to vital international transportation routes. Surrounding the City to the north, east, and south are numerous suburban communities that help to support the City's access to goods and services.

### Northland BOA

Within the City's context, the Northland Beltline BOA is situated on the East Side, within the Delavan Grider, Martin Luther King, Jr. Park, and Genesee-Moselle neighborhoods. It is strategically located near major hubs for commerce, historic sites, and entertainment and is bordered by the Kensington Expressway (Route 33) to the north, Fillmore Avenue to the west, Genesee Street to the south, and William L. Gaiter Parkway to the east. The BOA has access to major transportation routes, with Interstates 90 and 190 easily accessible to the south and west. The BOA's location provides excellent connectivity to other parts of the City and surrounding suburbs, making it well-suited for local and regional mobility.

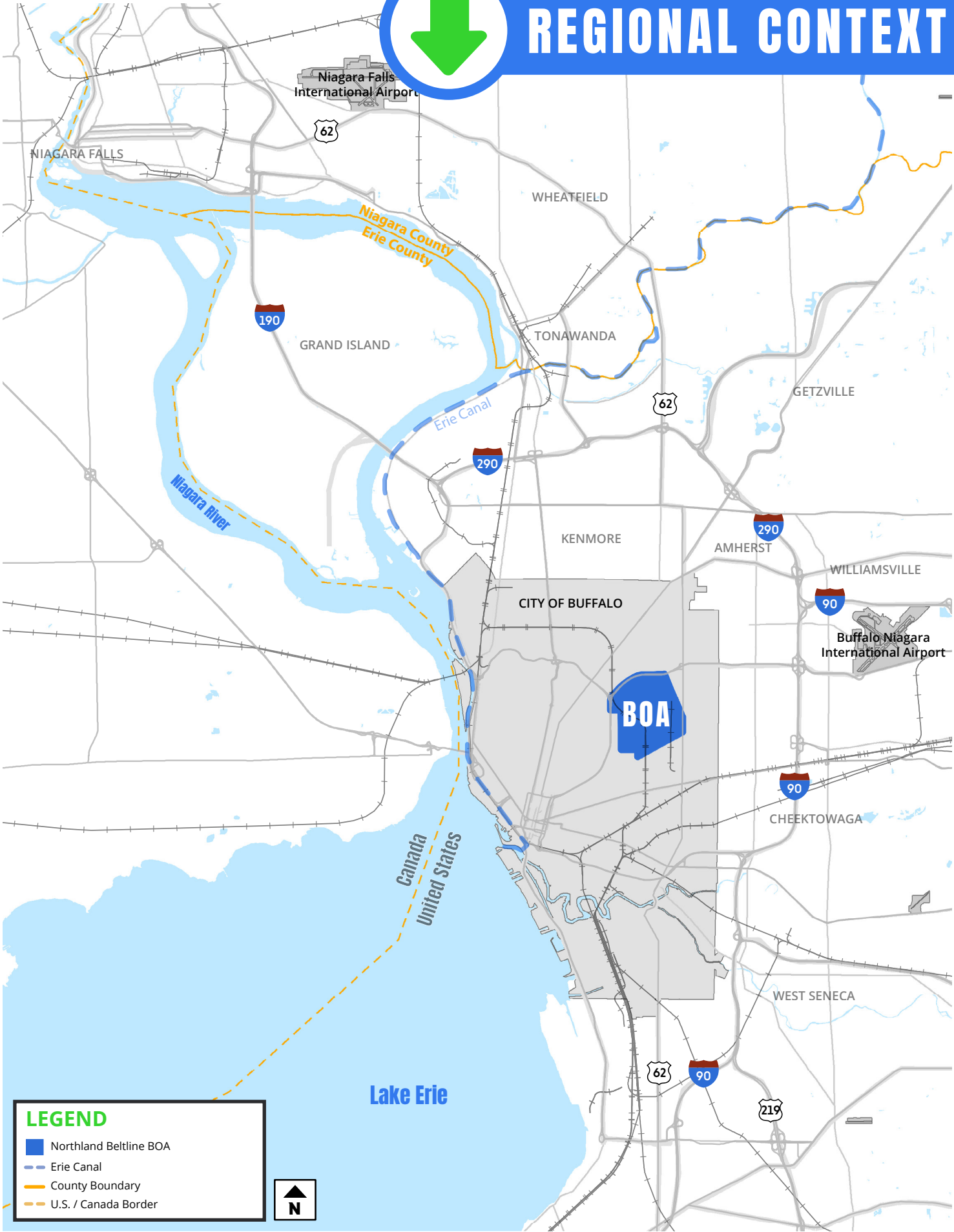
### QUICK FACTS ABOUT THE BELTLINE CORRIDOR

- **Completed in 1883, the New York Central Belt Line was a key commuter and freight rail route that circled Buffalo, helping connect as well as create new manufacturing centers and working class neighborhoods.**
- **Located along the Belt Line, the Ward & Ward Bakery was built in 1914 and became associated with the Continental Baking Company, makers of the iconic Wonder Bread and Hostess Cakes.**
- **By the early 20th century, the Belt Line housed over 12 million square feet of industrial space, much of which became vacant by the late 20th century. Today, many of these historic assets are being repurposed for housing, offices, retail, workforce training, and advanced manufacturing.**





# REGIONAL CONTEXT



# COMMUNITY + REGIONAL SETTING

## NORTHLAND BELTLINE BOA OVER TIME

The Northland Beltline area has a rich industrial history that dates back to the late 19th century, when it became a hub for manufacturing and transportation in Buffalo. Anchored by the Belt Line, which once served as a major freight and passenger route encircling the city, the area was home to a variety of factories and industrial facilities. These industries helped fuel Buffalo's economic growth during its peak as a manufacturing powerhouse. Over the years, however, deindustrialization and economic shifts led to the decline of many of these factories, leaving behind underutilized and vacant properties.

Today, the Northland Beltline BOA seeks to revitalize this historically significant area, leveraging its industrial legacy while transforming it into a modern center for economic opportunity and community development.



1800s

Before 1853, Buffalo's economy centered on its waterfront, located in the southwestern part of the city, with little development in the northeast. The future Northland area remained largely vacant during this period, with economic activity focused closer to the water. Buffalo expanded its boundaries in 1853 to include the Northland area, although it remained largely undeveloped at the time. The completion of the Junction Railroad in 1872 improved transportation access and positioned the area for future industrial opportunities. By 1879, the New York Central Railroad's reorganization led to the creation of the Belt Line railway, which further enhanced connectivity. In the 1883, the Belt Line began full operations, offering affordable, frequent transportation and fostering residential and industrial growth, including near the Northland area. By 1894, Puffer Street (later Northland Avenue) was established, marking the start of development that laid the groundwork for future industrialization.



W. FERRY & THE BELTLINE, 1905  
SOURCE: THE PUBLIC

## 1900s

In the 1910s, Buffalo addressed a public health crisis by acquiring 71 acres along Grider Street to establish the Buffalo Municipal Tuberculosis Hospital, laying the groundwork for future institutional investment in the Northland area.

By the 1920s through the mid-20th century, Northland developed into a thriving industrial corridor, supported by the nearby New York Central Belt Line Railroad, which enabled efficient transport of materials and goods. The area attracted heavy industry, precision manufacturing, and skilled labor. Major employers such as Niagara Machine & Tool Works, Houdaille Industries, Curtiss-Wright, and Otis Elevator powered Buffalo's industrial growth, provided stable jobs for East Side residents, and drew a diverse workforce, including African American families migrating from the South.

By the late 20th century, deindustrialization, automation, and globalization triggered widespread job losses and disinvestment. The 1997 closure of Curtiss-Wright's Grider Street plant marked the end of Northland's industrial era, leaving behind vacant facilities and economic challenges.

## 2000s

Significant efforts to revitalize the Northland Beltline area began in the early 2000s, aiming to breathe new life into a corridor that had suffered decades of disinvestment and industrial decline. These efforts were rooted in a vision to reconnect East Side residents with opportunity, improve quality of life, and transform long-vacant industrial properties into engines of economic growth.

The opening of the Northland Workforce Training Center in 2019, marked a turning point in the transformation of the Northland Beltline area, signaling a shift from decades of decline to a future centered on innovation, opportunity, and community. Housed in a repurposed industrial facility, the Training Center now equips local residents with the skills needed for careers in advanced manufacturing and energy, linking the area's industrial past to its evolving future.

This milestone reflects broader efforts to revitalize vacant sites, upgrade infrastructure, and spur local economic growth. As former factories are reimagined, the Northland Beltline is reclaiming its identity as a resilient, community-driven corridor poised for sustainable renewal.



# COMMUNITY + REGIONAL SETTING

## SOCIO-ECONOMIC CONTEXT

### Overview

Understanding local and regional population trends, age characteristics, and other demographic factors is critical to making recommendations for future development. The recommendations in this plan are informed by an in-depth socio-economic analysis tailored to the unique needs and vision of the Northland Beltline BOA.

The data in this report were acquired from the ESRI 2024, U.S. Census Bureau, Census 2020, 2017-2021 American Community Census (ACS) and Open Data Buffalo.

### Population

As of 2024, the population of the BOA was 10,629 which accounts for roughly 4% of the City of Buffalo's total population. Since 2010 the BOA's population grew by 13.8%, while the City's population grew by 11.6%. It is important to note that although the BOA's population has grown since 2010, future projections indicate an annual decline of -0.29% from 2024 to 2029, reaching a total of 10,475. The City of Buffalo, on the other hand, has a positive 2024-2029 growth projection of 0.15%.

This anticipated population decline will have a direct impact on the area's economic growth.

### KEY FINDINGS



The Northland Beltline BOA faces several socio-economic challenges that impact its redevelopment. While the population grew 13.8% since 2010, a projected decline by 2029 underscores the need to retain and attract residents. The population is predominantly black (81.4%) and young with a median age in the low 30s. This presents opportunities to engage a youthful workforce, though low educational attainment and an 18.6% unemployment rate highlight the need for workforce development.

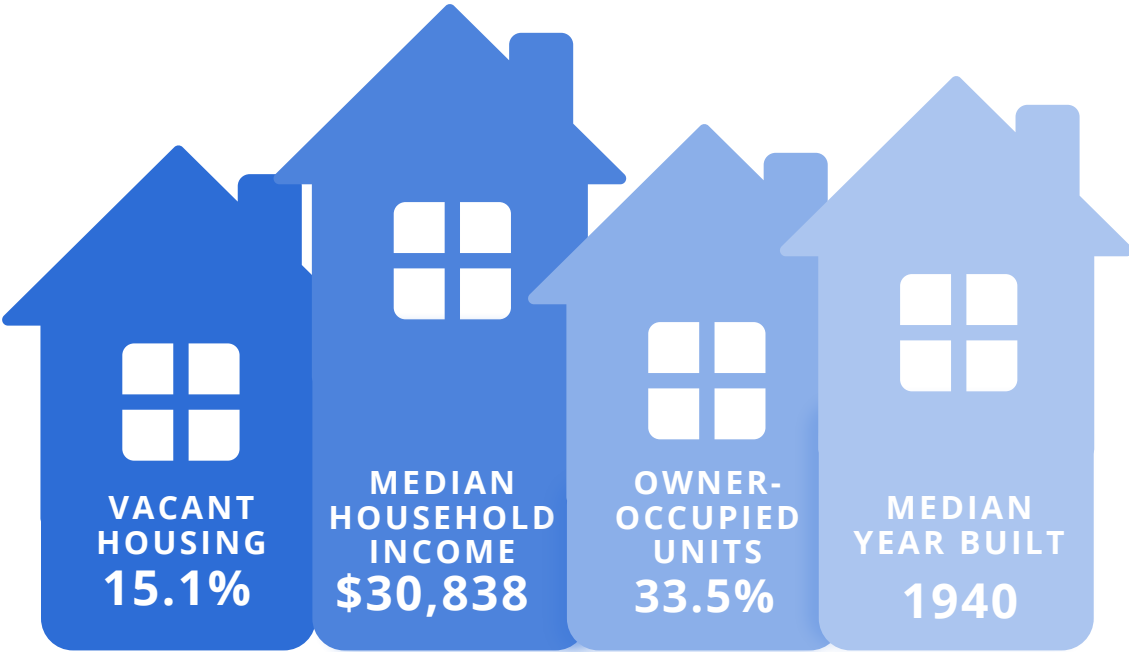
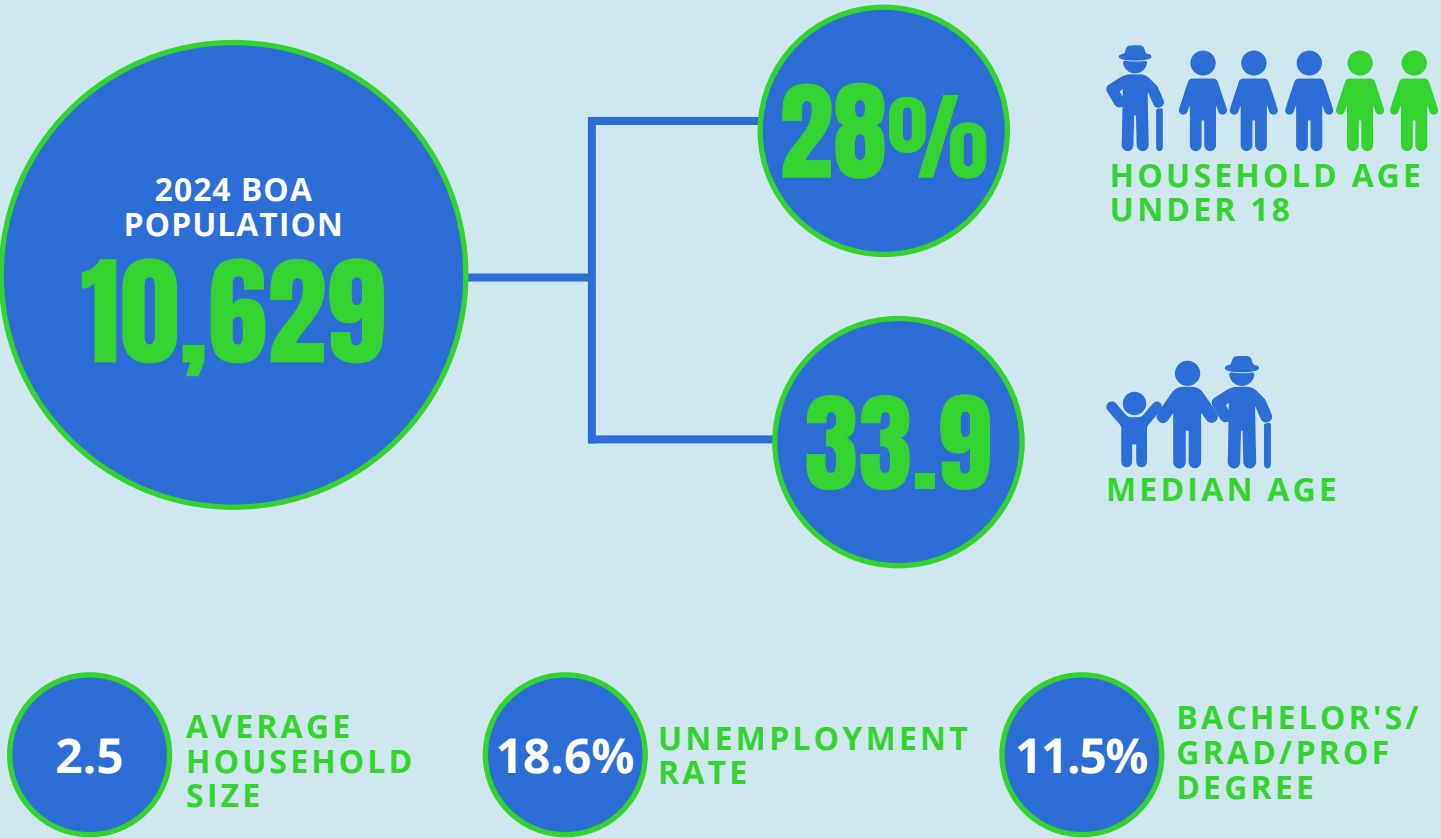
Housing affordability and quality are major concerns, with a median home value of \$67,833 and 60% of homes having been built before 1939. Investment in rehabilitation and affordable housing is essential. Additionally, the median household income of \$30,838—less than half of Erie County's—paired with limited vehicle access calls for improved transportation and support for low-income households.

Despite these challenges, targeted investments in housing, education, workforce development, job creation, and transportation offer the potential to revitalize the BOA.

### POPULATION TRENDS



# DEMOGRAPHIC SNAPSHOT



## Age Distribution

With a median age of 33.9, the population of the BOA is comparable to that of the City of Buffalo, which has a median age of 34.3. Both of these figures are significantly lower than Erie County, where the median age is 40.4. This age disparity suggests that both the BOA and the City of Buffalo have younger populations relative to the broader county, which could be attributed to factors such as urban living preferences, proximity to educational institutions, and employment opportunities that appeal to younger demographics.

## Race

The Northland Beltline BOA is a predominantly Black community, with Black residents making up 81.4% of the population. White residents account for 5.5%, while other racial groups are present in smaller numbers, including Asian residents at 5.2% and those identifying with two or more races at 4.9%. The racial composition reflects the area's long-standing demographic patterns, which differ significantly from the City of Buffalo as a whole, where Black residents represent a smaller proportion of the population at 36.9%, and White residents make up 41.9%.

## Education

Approximately 15.5% of the population lacks a high school diploma, which is more than double the rate in Erie County (7%). The largest group, 38.7%, has completed high school, while 34.2% have pursued some college or earned an associate degree. Only 11.5% of residents hold a bachelor's or graduate degree, which is significantly lower than the 38.2% in Erie County. This lower level of educational attainment can impact residents' access to higher-paying jobs and economic mobility, suggesting the need for workforce development and educational support programs.



MEDIAN AGE

**33.9**



RACIAL  
COMPOSITION

**81.4% black**



HIGH SCHOOL  
DIPLOMA

**38.7%**



## Housing Tenure

Homeownership in the Northland Beltline BOA stands at 39.4%, slightly lower than Buffalo's 42%, with 60.6% of households renting compared to 58% citywide. This reflects a higher reliance on rental housing in the BOA.

Homeownership disparities are notable, with 86% of white households owning homes compared to just 5.5% of Black households, a trend mirrored in Buffalo. Younger residents (15-34) are predominantly renters, while homeownership increases with age, especially for those over 55. The older housing stock, much of it built before 1989, further adds to the affordability and upkeep challenges faced by both renters and homeowners.

## Age of Housing Stock

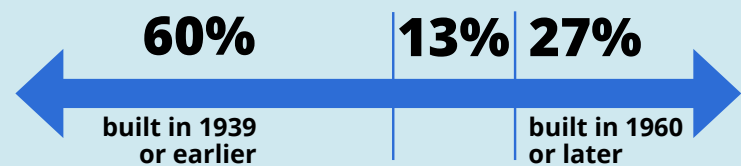
Just under 60% of housing units in the BOA were built prior to 1939, with a median construction year of 1940. Older housing is generally more expensive to maintain, requires significant investment to update with modern amenities, and is frequently characterized by environmental contaminants (e.g., lead-based paint, asbestos). According to the 2018-2022 American Community Survey, there have been only 147 houses (4.6%) built since 2010 and no new houses constructed in the BOA since the year 2020. The development of new, modern housing with amenities may help to attract new residents.

## Home Values

The median home value in the BOA is \$67,833, significantly lower than both the City of Buffalo and Erie County, where the median values are \$182,685 and \$263,277, respectively. This represents a home value that is 63% lower than the City of Buffalo and 74% lower than Erie County. The relatively low home values within the BOA highlight the economic challenges faced by the area and indicate potential opportunities for housing affordability.



HOME  
OWNERSHIP  
**39.4%**



MEDIAN HOME  
VALUE  
**\$67,833**

## Labor Force Participation & Unemployment

In the Northland Beltline BOA, approximately 18.6% of the population 16 years and older are unemployed. This is significantly higher than Erie County's 5.7% employment rate and the City of Buffalo's 8.4%

A significant portion of the BOA population is employed in health care and social assistance (36.4%). Other employment sections include accommodation/food services (9.8%), transportation warehousing (9.3%), retail trade (7.9%), and admin/support/water management (7.7%) industries. Approximately 47% of workers are in white collar occupations, 21% in blue collar, and 32% in services.

## Commuting Patterns

Commuting patterns within the BOA show distinct characteristics compared to the broader area, reflecting the urban environment and socioeconomic context. Within the BOA, a smaller percentage of workers (58.3%) commute alone by car compared to Erie County at large (76.1%). This difference may reflect the area's higher reliance on alternative modes of transportation, such as public transit, which serves 17.3% of the workforce within the BOA which is significantly higher than countywide average of 3.0%.

Additionally, carpooling is slightly more common within the BOA (11.0%) than in Erie County as a whole (7.2%). Walking to work is also more prevalent, with 7.1% of workers commuting by foot compared to just 2.5% countywide. These commuting trends highlight the BOA's urban setting and close proximity to employment centers, allowing for shorter travel distances and greater accessibility via non-vehicular modes of transportation.



WHITE COLLAR

**47%**

BLUE COLLAR

**21%**



ALONE  
BY CAR

**58.3%**



PUBLIC TRANSIT

**17.3%**



CARPPOOLING

**11%**

## Median Household Income

The median household income in the Northland Beltline BOA is \$30,838, less than half of Erie County's median income of \$71,829. Nearly 28% of households in the BOA earn less than \$15,000 annually, indicating widespread economic hardship. In contrast, only 1.6% of households earn over \$200,000. These figures underscore the significant income disparities in the area, highlighting the need for economic development strategies that prioritize job creation, wage growth, and financial support for lower-income households.

## At-Risk Population

At-risk populations are diverse groups that face increased vulnerability to societal, economic, and health challenges. These populations often encounter barriers to accessing essential resources such as healthcare, education, employment, and transportation. In the Northland Beltline BOA, there are 4,290 households, with 1,517 (35%) containing individuals with disabilities and 1,526 (36%) without access to a vehicle, highlighting significant mobility and accessibility challenges. Of the total population of 10,629 residents, 1,564 (15%) are over the age of 65, an age group that typically requires greater social services and healthcare resources. Additionally, 32% of all households fall below the 2024 federal poverty level, further illustrating the pervasive economic difficulty within the study area.

Addressing the needs of these vulnerable populations requires comprehensive strategies that include targeted interventions, equitable policy frameworks, and robust support systems. By prioritizing these efforts, the BOA initiative can work to reduce disparities, enhance access to critical services, and promote a more inclusive, resilient community.



**MEDIAN HOUSE-  
HOLD INCOME**

**\$30,838**



**DISABILITY**

**35%**



**65+**

**15%**



**NO VEHICLE**

**36%**



# INVENTORY + ANALYSIS

## EXISTING ZONING

The Unified Development Ordinance (UDO) of the City of Buffalo, commonly referred to as the Buffalo Green Code, is the city's guiding regulatory framework for land use and development. Adopted in 2017, the UDO introduced a form-based zoning code designed to encourage walkability, sustainability, and mixed-use development, replacing outdated, rigid zoning regulations. Within the Northland Beltline BOA, zoning regulations play a critical role in redevelopment efforts, providing a flexible framework that accommodates residential, commercial, industrial, and institutional uses across multiple districts.

The Northland Beltline BOA covers approximately 899 acres and includes 12 zoning districts. One of the fundamental features of the UDO is the mixed principal use approach, which allows permitting of multiple principal uses in most districts to facilitate evolving land use over time. Table 6A of the UDO establishes that residential, employment, and commercial uses are not strictly confined to single-use districts but often overlap, enabling dynamic redevelopment opportunities—though this flexibility varies by zone and is more limited in strictly residential and heavy industrial districts.

### A Mixed-Use + Employment Oriented BOA

While the BOA has strong industrial zoning—D-IL Light Industrial (17%) and D-IH Heavy Industrial (8.9%) together covering 25.9% of the study area—industrial uses are not confined to these districts. These zones have historically supported the area's manufacturing base and continue to offer space for production, fabrication, warehousing, and related activities. Their proximity to roadways and rail lines supports ongoing industrial use and job growth.

Other zones, such as N-1S Secondary Employment (2.6%) and D-C Flex Commercial (6.6%), also support light industrial and employment-related uses, reflecting the integration of industrial and commercial activity in the BOA. Additionally, 4% of the area is zoned C-R (Rail), supporting infrastructure and logistics that reinforce the industrial landscape.

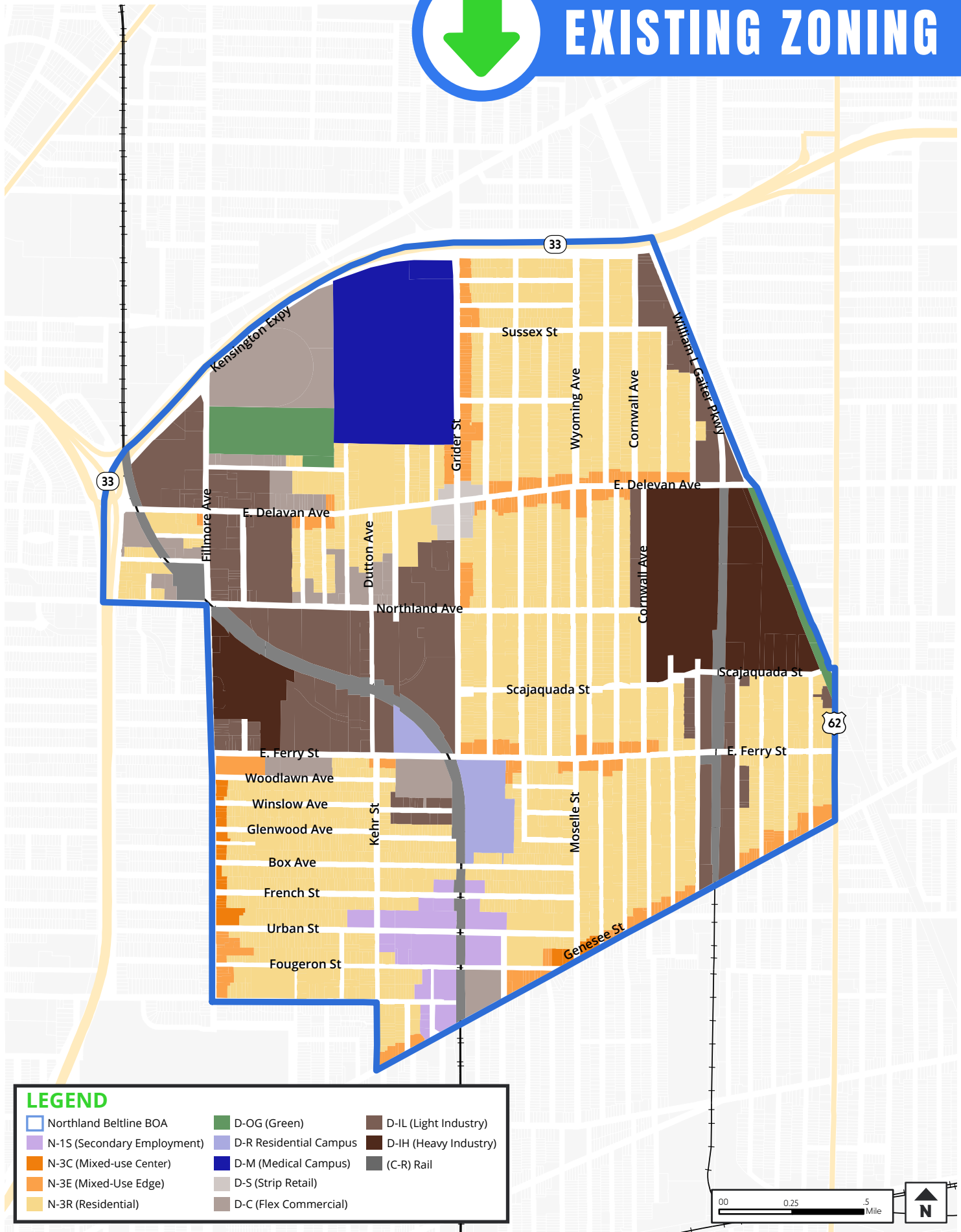
Residential and mixed-use zoning covers over 50% of the BOA, underscoring the area's versatility. The N-3R Neighborhood Residential zone is the largest designation, encompassing 412 acres (45.9%) and primarily supporting low-density residential development. This zone includes relatively prescriptive form standards and allows only limited non-residential uses such as schools or churches by special permit. Other zones also accommodate housing, including the N-3E Mixed-Use Edge (4.8%) and N-3C Mixed-Use Center (0.6%) districts, which allow a blend of residential, commercial, and employment uses to support neighborhood-scale businesses and multi-unit housing. The D-R Residential Campus zone (1.72%) supports housing in institutional or campus-like settings.

Commercial districts also play an important role in the BOA's economic and service-oriented framework. The D-C Flex Commercial zone (6.6%) supports a wide range of uses, including retail, office, and small-scale industrial, and allows residential units above non-residential ground floor uses. The form standards in this zone are more flexible to accommodate mixed-use redevelopment, unlike more prescriptive neighborhood zones.

The D-S Strip Retail zone (0.5%), though limited in area, accommodates high-volume retail uses, primarily located along E. Delavan and Grider Street.



# EXISTING ZONING



## Institutional + Green Space

Public and institutional space uses increase the quality of life and functionality of the BOA. The D-M Medical Campus district (6.5%), consisting of the Erie County Medical Center (ECMC) campus, increases the medical industry and acts as a base for medical-related economic activity. The D-OG Green district (2.5%) ensures the preservation of public parks and open spaces like Glenny Park and a linear park along William L. Gaiter Parkway.

## Adaptive Reuse, Use Variances + Future Redevelopment

The UDO employs tools such as the Adaptive Reuse Permit, which allows historic buildings to change use more easily through a streamlined approval process. This permit is only available for certain historic structures, not all existing buildings, and it supports reuse for commercial, residential, or institutional purposes in ways that preserve architectural character.

Use Variances may be granted to allow uses otherwise not permitted in a zone, but these are not routine and must meet strict hardship criteria as set forth in New York State law.

### DRIVING SUSTAINABLE URBAN GROWTH

The Unified Development Ordinance (UDO) is redefining Buffalo's urban growth plan with an emphasis on sustainable, adaptable, and community-based development. As a form-based zoning ordinance, it treats the relationship between buildings and public space, building lively, walkable, and mixed-use communities. By shifting away from prescriptive, rigid zoning, the UDO promotes adaptable land use, allowing residential, commercial, and industrial districts to inter-mix and respond to community and economic needs.

One of the UDO's great benefits is that it encourages reuse of underdeveloped land, particularly in legacy industrial neighborhoods like the Northland Beltline BOA. The code encourages adaptive reuse of buildings, redevelopment of vacant sites, and transit-oriented development, making Buffalo more robust and economically sound.





## HOW CAN FLEX ZONING IMPACT DEVELOPMENT?

The City of Buffalo's UDO includes targeted flexibility in land use to help properties respond to market forces, community needs, and redevelopment opportunities. Unlike traditional zoning systems that separate uses, the UDO allows for a mix of uses in many, but not all, districts.

This flexibility helps promote adaptive reuse and mixed-use development, allowing spaces to evolve based on changing demand. A formerly industrial building, for example, might be redeveloped for office or retail space, or a commercial storefront might add residential units above.

District zones like D-IH, D-IL, D-C, and D-S include more flexible form standards to accommodate specialized land use functions, especially outside traditional walkable neighborhoods. In contrast, residential zones prioritize consistency with surrounding context and limit non-residential uses.

The Adaptive Reuse Permit and other UDO tools eliminate certain barriers to redevelopment while promoting walkability, sustainability, and economic reinvestment.

# INVENTORY + ANALYSIS

## EXISTING LAND USE

Land use patterns reveal how land in the Northland Beltline BOA is currently utilized, shaping the area's character and communities. Understanding these patterns is crucial to ensuring future developments align with the community's existing character and needs.

The following data has been generalized for summarization and grouped into seven overarching property classes based on NYS property type classification codes: residential, vacant, community and public services, commercial, industrial, and recreation and entertainment.

### Residential (200s and 411)

Residential land uses account for 35% (307.47 acres) of the parcels in the study area. These residential parcels are distributed throughout the entire area, with a higher concentration found east of Grider Street. These existing residential areas include single-family, multi-unit dwellings and apartments.

### Vacant (300s)

Vacant land accounts for 24% (212 acres) of total land area. Vacant land is scattered across the BOA, creating gaps in the urban fabric that hold significant potential for reuse. Most vacant parcels are smaller lots in established residential neighborhoods, though there are several larger vacant parcels in the northwest corner of the BOA.

### Community + Public Services (600s and 800s)

Community services make up about 14% (129 acres) of the BOA, including hospitals, schools, libraries, and churches, such as ECMC Health Campus, True Bethel Baptist Church, and School 89. Public services, covering 4% (31 acres), provide

essential utilities like water, transportation, and energy, and are mainly located along the Parkway between Delavan and Scajaquada Streets. An active railroad corridor runs along the western side of the Northland Beltline BOA, traveling north-south, and plays a significant role in shaping the area's infrastructure and accessibility.

### Commercial (400s)

Commercial land uses occupy just over 9% (82.13 acres) of the Northland Beltline BOA, including mixed-use centers, retail, and service-oriented businesses. These uses are scattered throughout the area, with clusters along East Delavan Avenue, East Ferry Street, and Fillmore Avenue.

*Note: While LUC 411 (Apartments) is technically classified as commercial under the NYS property tax system, these parcels function as residential uses (e.g., Ferry Grider Homes) and have been symbolized and analyzed accordingly in this study. Additionally, LUC 481 and 482 represent mixed-use row-type buildings and may be more accurately categorized as "Mixed-Use Row-Type," though such refinements are not reflected on the current map.*

### Industrial (700s)

Industrial land uses comprise 15% (136 acres) of the Northland Beltline BOA study area. These parcels are distributed across the BOA, with significant concentrations along the Northland Avenue corridor, both west of Grider Street and at the eastern end of Northland Avenue. The parcels host a range of light and heavy industrial activities, playing a key role in the area's economic landscape.

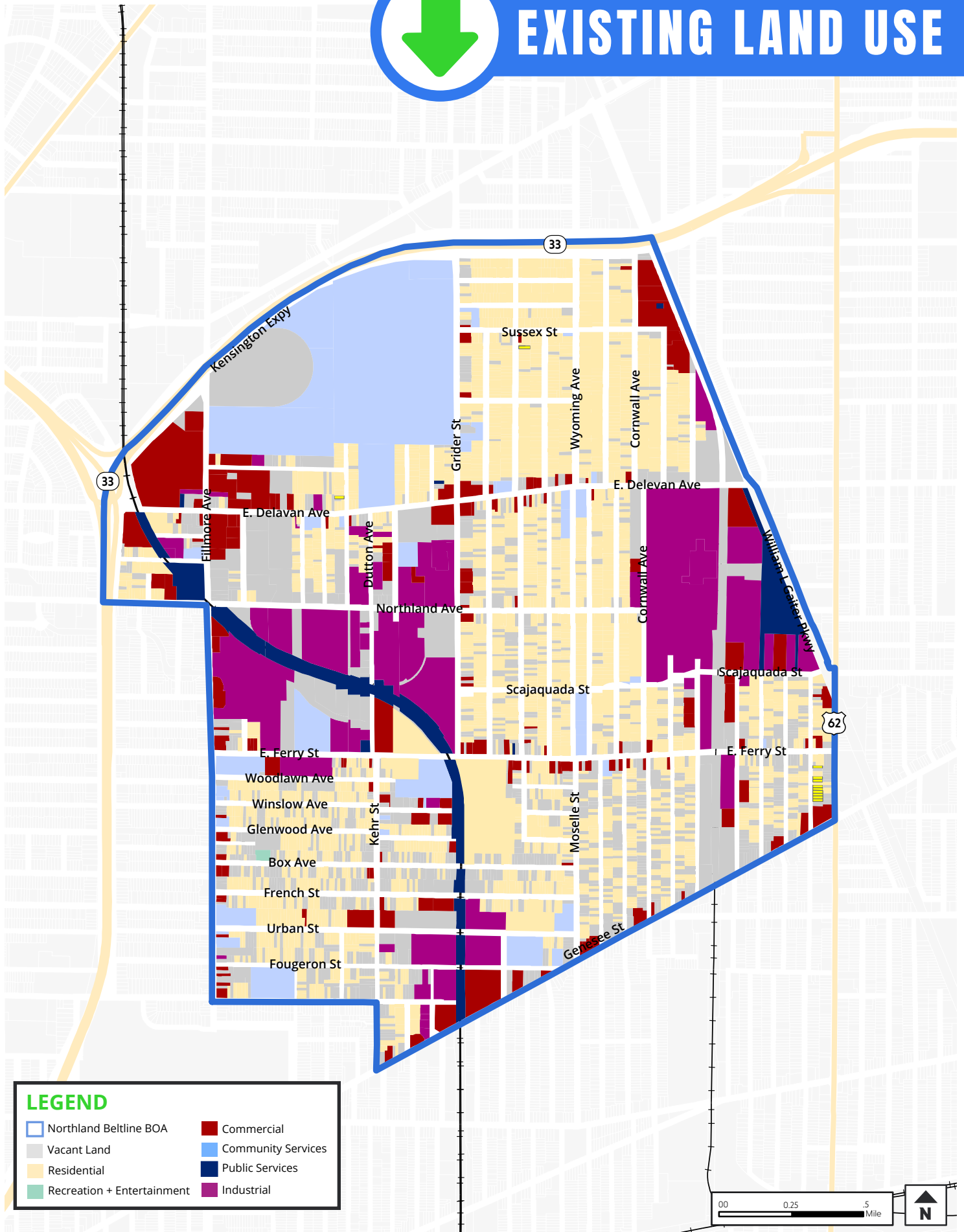
### Recreation + Entertainment (500s)

Recreation and entertainment uses account for only 0.05% or 0.4 acres of the Northland Beltline BOA. A single parcel is classified as this land use according to parcel data – Glenwood New Box Park. Other parks within the BOA boundary are classified as community services.





# EXISTING LAND USE





# INVENTORY + ANALYSIS

## BROWNFIELDS



One of the primary objectives of the BOA Program is to identify sites that may have been impacted by actual or perceived environmental contamination. This section provides an overview of properties within the Northland Beltline BOA where past or potential environmental concerns have been identified, helping to guide redevelopment strategies and future remediation efforts.

*Please note: Concerns listed herein based on minimal preliminary review of all available information provided by BOA Assessment efforts. Concerns may exist relative to Subject Properties that will require additional assessment, investigation, remedial effort and/or soil/groundwater/vapor management.*

### Brownfield Screening + Classification

As part of this study, a planning-level brownfield screening was conducted using available environmental data, regulatory listings, and desktop review. The classification builds on the 2020 BOA inventory and reflects updated findings in 2025.

A total of 87 sites were identified and grouped into the following two categories:

-  **Elevated Environmental Concern (Red - 26 Sites):** Properties with indicators of higher potential environmental concern. This includes sites listed as NYSDEC Inactive Hazardous Waste Sites, EPA CERCLIS sites, or those with multiple spills (including groundwater impacts), chemical bulk storage (CBS), petroleum bulk storage (PBS), or suspected underground storage tanks (USTs) with no known cleanup.
-  **Minimal Environmental Concern (Blue - 61 Sites):** Properties with lower levels of concern, typically involving petroleum-related contamination with closed or managed spill cases under NYSDEC oversight.

While no new subsurface investigations were conducted as part of the BOA planning process, the updated screening helps prioritize sites for further environmental assessment and positions them for potential remediation and reuse through programs such as the NYS Brownfield Cleanup Program (BCP), Environmental Restoration Program (ERP), or other available funding sources.

### Redevelopment Potential + Next Steps

Understanding the brownfield landscape is essential for implementing strategic redevelopment that improves community health, restores land value, and aligns with the Northland Beltline BOA's long-term vision. Brownfields offer significant potential for infill development, open space, light industrial reuse, and job-creating investments when paired with appropriate environmental review and remediation. See Appendix B for a full listing and map of all identified brownfields, including classification, location, acreage, and known environmental concerns.

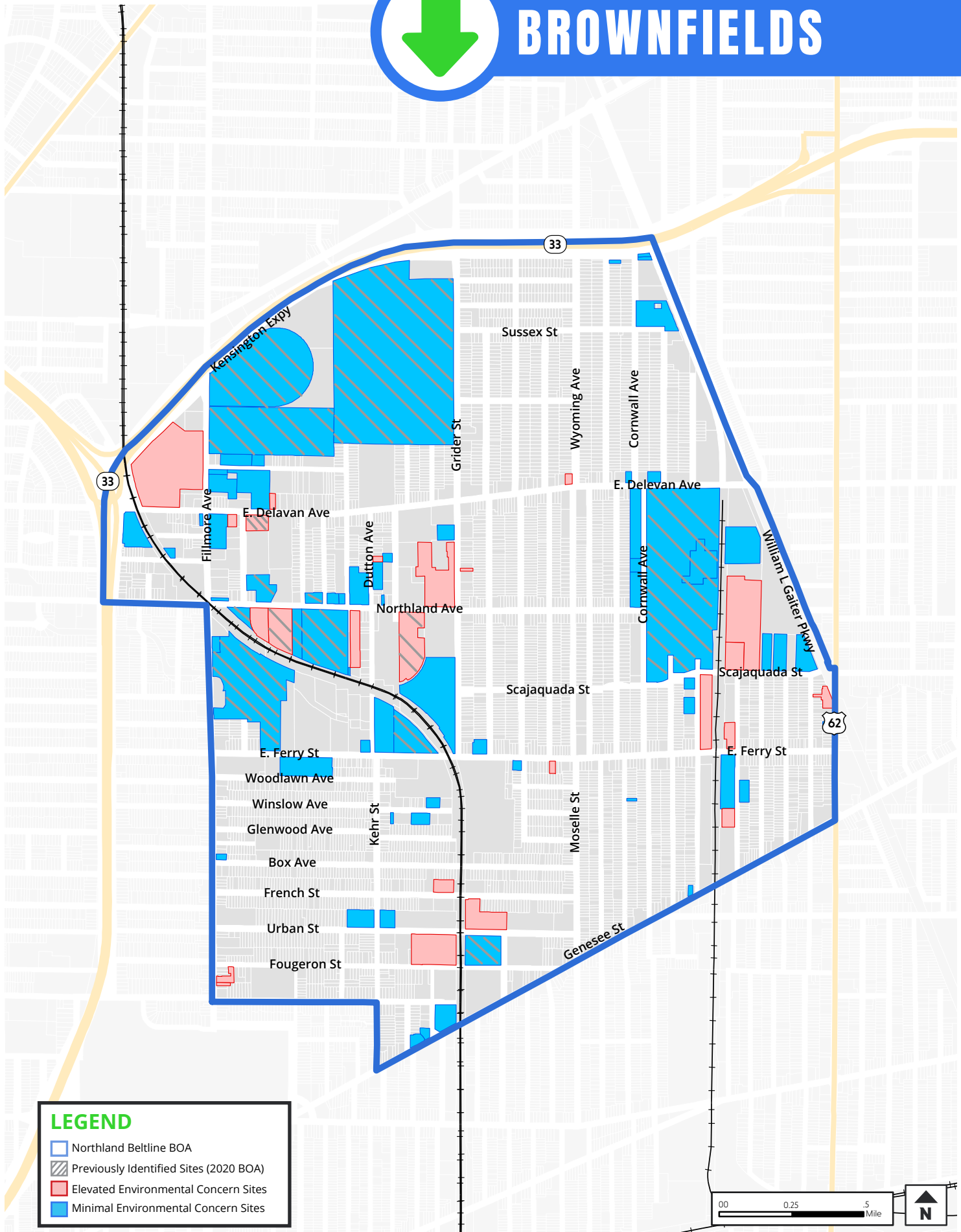
#### BROWNFIELD VS BROWNFIELD SITE

**Brownfield (general term):** A property where redevelopment may be complicated by actual or suspected contamination. These are often called “potential brownfields” until confirmed through testing.

**Brownfield Site (official designation):** A property where contamination has been confirmed to exceed NYS cleanup standards. These sites typically require remediation and may qualify for programs like the Brownfield Cleanup Program (BCP).



# BROWNFIELDS



# INVENTORY + ANALYSIS

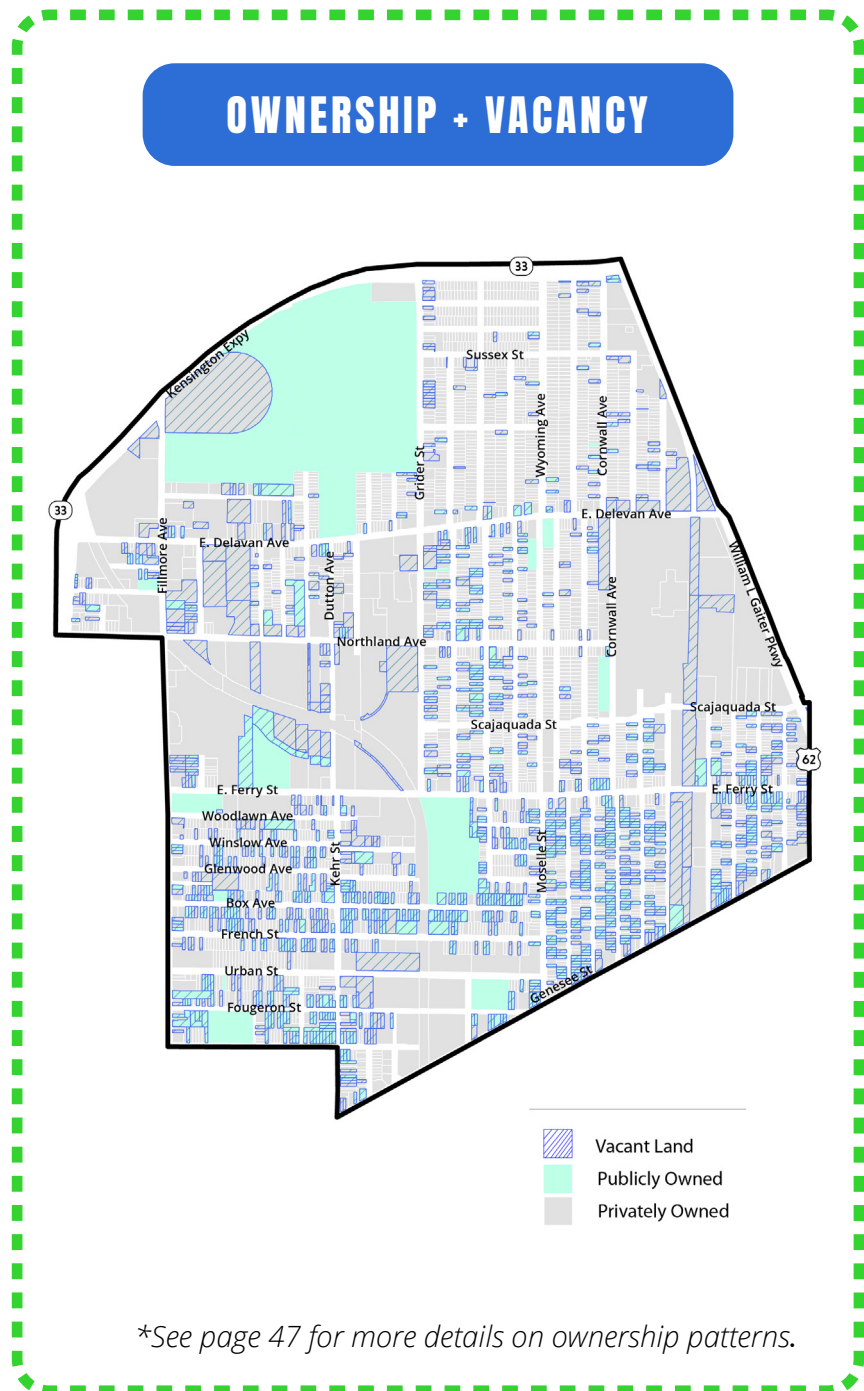
## VACANT LAND

Vacant land refers to parcels that are currently undeveloped or not in active use. This includes both land that has never been developed and land that previously supported buildings or infrastructure but is now unused. In urban settings, vacant land typically encompasses empty lots, abandoned or vacant buildings, or properties awaiting redevelopment. For the purposes of this analysis, vacant land was identified through a combination of land use code review and aerial imagery.

Within the Northland Beltline BOA, vacant land includes not only undeveloped parcels but also vacant structures and a number of publicly owned sites, some of which may currently function as parking lots. These publicly owned vacant parcels offer strategic opportunities for redevelopment aligned with community priorities.

The Northland Beltline BOA has a substantial inventory of vacant land, with approximately 212 acres (1,469 parcels), or 24% of the total land area, currently classified as vacant. These parcels are dispersed throughout the BOA, with a notable concentration within residential neighborhoods. Much of this inventory has potential for infill development, small-scale community spaces, neighborhood-serving uses, or larger-scale redevelopment where multiple adjacent parcels are available.

The abundance of vacant land, especially publicly owned sites, offers a key opportunity to advance revitalization through community-focused projects that enhance quality of life for residents.





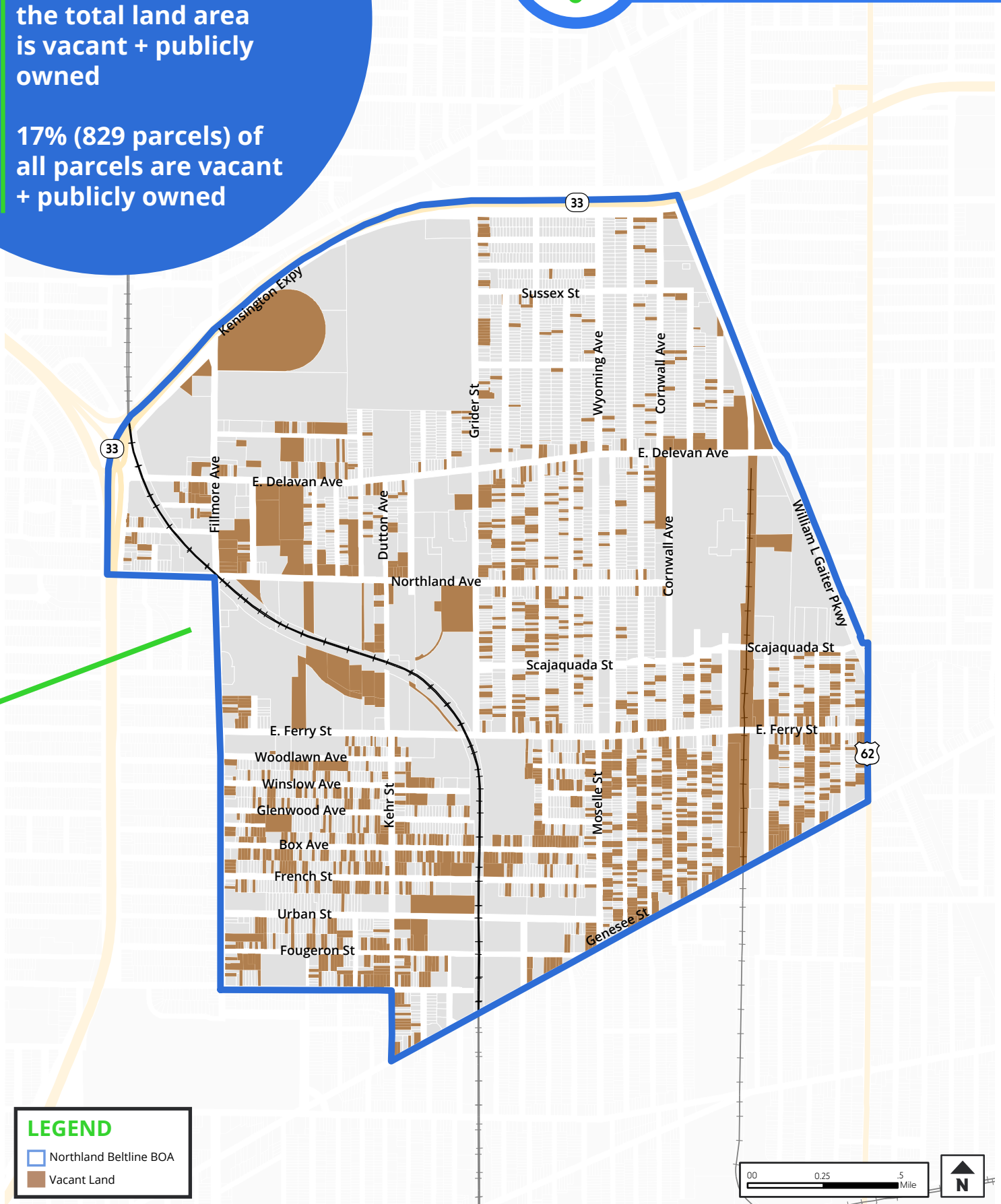
## QUICK FACTS

10% (91 acres) of  
the total land area  
is vacant + publicly  
owned

17% (829 parcels) of  
all parcels are vacant  
+ publicly owned



## VACANT LAND



# REVITALIZING BUFFALO'S EAST SIDE

## BENLIC

The Buffalo Erie Niagara Land Improvement Corporation (BENLIC) is a public entity created to help address vacant, abandoned, and tax-delinquent properties in Erie County. Established in 2012, BENLIC's mission is to return these properties to productive use, stabilize neighborhoods, and support community revitalization. As part of New York's land bank initiative, BENLIC acquires properties through tax foreclosure and works to rehabilitate, redevelop, or demolish them, depending on their condition and potential.

Key projects by BENLIC include transforming blighted residential homes into affordable housing and improving vacant lots for community use. One notable ongoing project involves the rehabilitation of properties within Buffalo's East Side, where BENLIC has partnered with local organizations to provide affordable housing opportunities and enhance neighborhood stability. Additionally, BENLIC has participated in several demolitions to clear unsafe structures, paving the way for future redevelopment.

In the Northland Beltline Corridor, BENLIC's work complements the BOA initiative by addressing property disinvestment and enabling new development opportunities. By returning formerly distressed properties to productive use, BENLIC plays a critical role in advancing the revitalization efforts in this historically underserved area of Buffalo. This synergy supports the overarching goals of the BOA to foster economic growth, enhance quality of life, and attract private investment to the community.

## BENLIC'S IMPACT TO DATE



**230 PROPERTIES  
ACQUIRED**



**44 RENOVATIONS  
COMPLETED**



**112 DEMOLITIONS  
COMPLETED**



**\$8.6M SALE REVENUE**



**\$2.4M ASSESSED VALUE  
RETURNED**



**\$14M INVESTMENT  
LEVERAGED**







# INVENTORY + ANALYSIS

## LAND OWNERSHIP PATTERNS

Ownership patterns influence redevelopment potential. Public parcels offer flexibility for community-driven projects, while private properties present opportunities for partnerships. Understanding these patterns helps identify areas best positioned for future development aligned with community goals.

### Privately Owned

Privately owned land makes up 660 acres, or 73% of the BOA, and includes industrial, commercial, residential, and community uses. While larger redevelopment may require coordination with landowners, private ownership also presents opportunities for investment aligned with the BOA's revitalization goals.

### Publicly Owned Lands

Publicly owned land accounts for 27% (239 acres) of the BOA and presents a major opportunity for strategic redevelopment. Parcels managed by the City of Buffalo, Erie County, Erie County Medical Center, Buffalo Municipal Housing Authority, BUDC, Buffalo Niagara Land Improvement Corporation, and Buffalo Water can be leveraged to support community priorities, spur economic development, and address environmental challenges.

#### City of Buffalo

The City of Buffalo owns about 13% (112.1 acres) of the BOA, much of it vacant residential property acquired through abandonment or default. Buffalo Water also owns one parcel totaling 1.7 acres (0.19%). These publicly controlled lands offer unique opportunities for redevelopment and add flexibility to future planning efforts.

#### ECMC (Erie County Medical Center)

ECMC owns three parcels totaling 67.5 acres, accounting for 8% of the BOA. As a major regional healthcare provider, ECMC's presence anchors the eastern portion of the BOA and offers opportunities to strengthen connections between healthcare, community development, and future investment.

#### BUDC (Buffalo Urban Development Corporation)

BUDC owns 22 parcels within the Northland Beltline BOA, totaling 36.5 acres (4%). These properties are key to revitalization efforts, supporting job creation and redevelopment.

*Note: This is based on the latest BUDC data. However, this data is subject to change as parcels change ownership.*

#### BMHA (Buffalo Municipal Housing Authority)

BMHA owns three parcels totaling 13.9 acres (1.5% of the BOA), including Ferry Grider Homes on Donovan Drive and Kelly Gardens on Cornwall Avenue. These properties support BMHA's mission to provide affordable housing in Buffalo.

#### Erie County

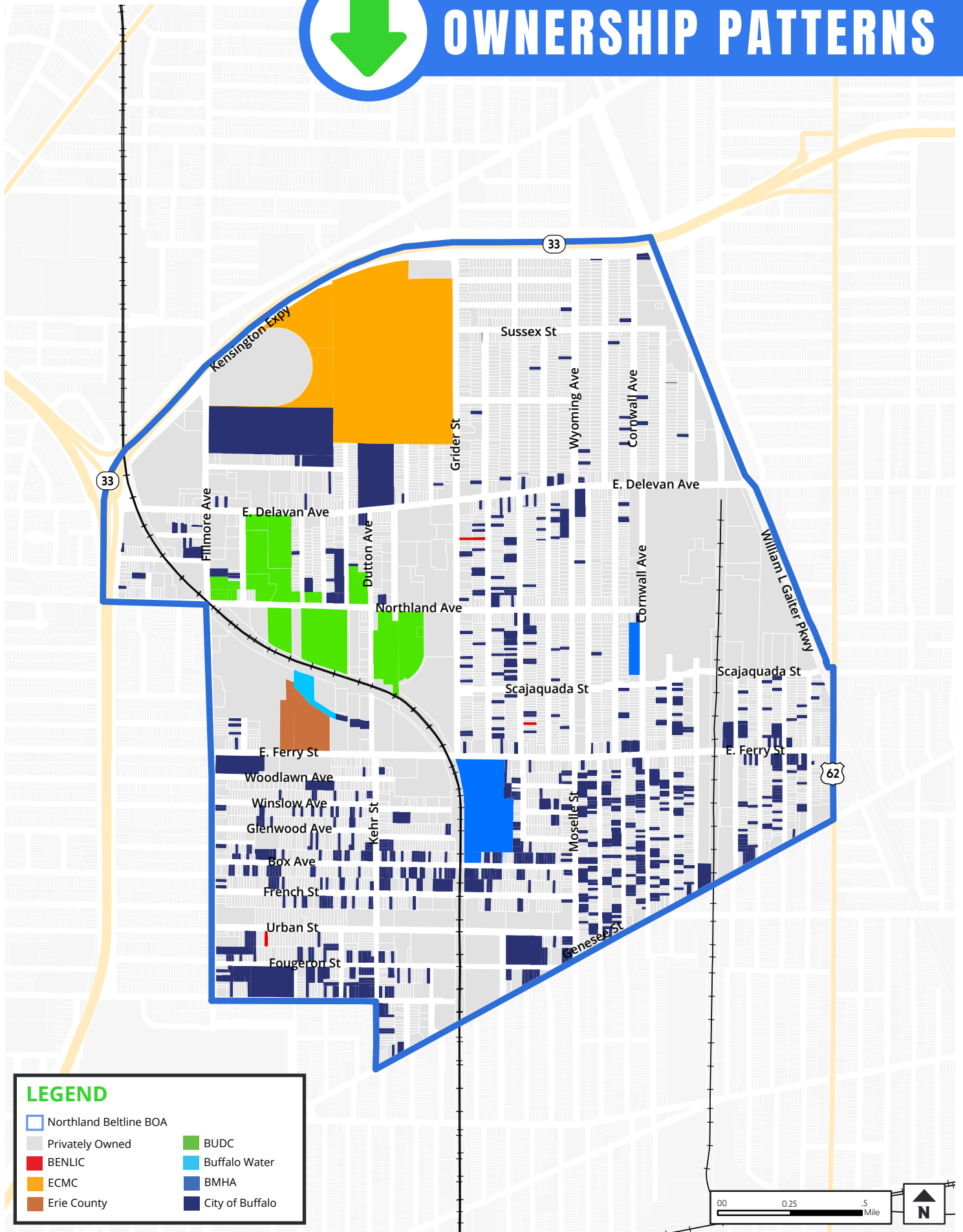
Erie County owns two parcels totaling 7 acres (0.8% of the BOA), including a correctional facility. These properties reflect the County's institutional presence in the area and contribute to the mix of public uses within the BOA.

#### BENLIC (Buffalo Erie Niagara Land Improvement Corporation)

BENLIC, a public nonprofit that acquires tax-delinquent and abandoned properties for redevelopment, owns three parcels totaling 0.4 acres (0.05%) in the BOA. While primarily focused on residential properties, BENLIC takes a flexible approach to acquisition and reuse.



# OWNERSHIP PATTERNS



Source: City of Buffalo Parcel Data (2024)

# INVENTORY + ANALYSIS

## PARKS + OPEN SPACE

Parks, open spaces, and recreational resources are vital components of a thriving community, contributing to both economic development and the overall quality of life for residents. These spaces offer accessible areas for physical activity, social interaction, and relaxation, benefiting people of all ages and abilities. Within the Northland Beltline BOA, parks and open spaces serve as important assets to support the surrounding neighborhood, enhancing the urban environment, and providing opportunities for community gathering. While recreational resources within the study area may be limited, these spaces play an important role in fostering a strong, healthy, and connected community.

### Key Parks

#### Glenny Park

Glenny Park is the BOA's largest public park, located between Grider Street and Fillmore Avenue. This park provides valuable open space for the community and features amenities such as basketball courts, baseball diamonds, and swings, offering residents a place for outdoor activities and recreation. In 2019 a master plan was completed for the park that recommended expanding the number of recreation fields and general amenities within the park.

#### Box Ave Park

Located between Glenwood Avenue and Box Avenue, east of Fillmore Avenue, this small, neighborhood park features a basketball court and a playground, along with green space that can be used for various activities such as sports, gatherings, and leisure. Though modest in size, this park serves as an important open space within the surrounding neighborhoods, offering residents a place to engage in outdoor activities and connect with neighbors.

#### Moselle Street Park

Located on Moselle Street between E Delavan Avenue and Northland Avenue, Moselle Street Park is just under 1-acre and provides the surrounding neighborhood opportunities for active recreation. The park includes basketball courts, a small green space area and off-street parking.

### THE 10-MINUTE WALK

The concept of the "10-minute walk" refers to the idea that all residents should live within a half mile, or about a 10-minute walk, from a park or green space. This concept is rooted in research showing that close proximity to parks not only promotes physical activity and recreation but also improves mental health and fosters stronger social connections within communities.

Within the BOA, many residents enjoy the convenience of living within a 10-minute walk (0.5 miles) of parks and green spaces. This proximity provides easy access to outdoor recreation, promoting physical activity, community engagement, and overall well-being. Parks within walking distance serve as essential community assets, offering spaces for relaxation, play, physical activity, and social interaction.

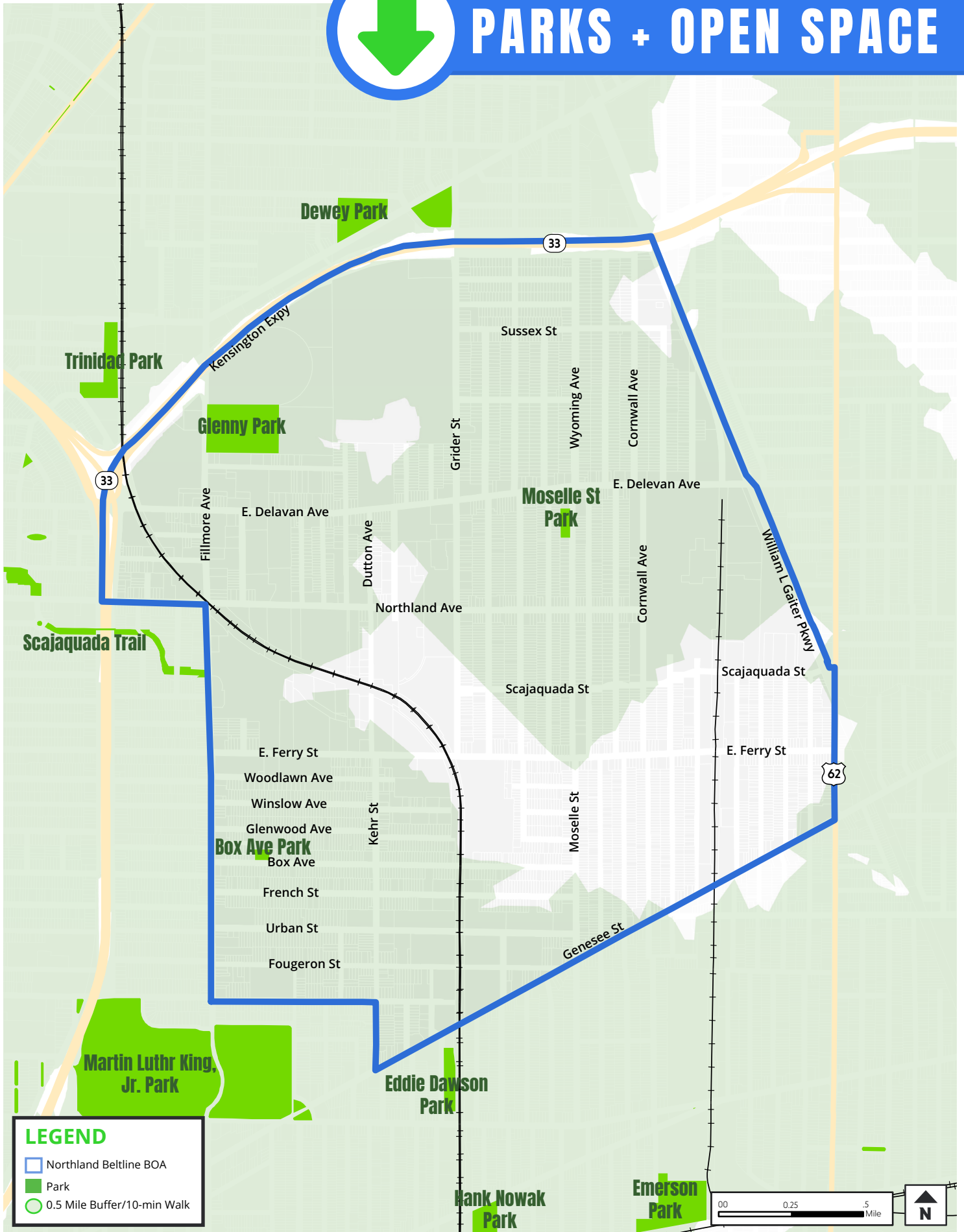
A portion of the central and southeast BOA falls outside this 10-minute walk zone, highlighting a gap in accessibility. Addressing this through investments in new parks, green corridors, or improved pedestrian pathways can significantly enhance the area's livability, reinforce community ties, and promote environmental sustainability.

*Data Source: The Trust for Public Land (2019) and Buffalo Parks Master Plan (2022)*





# PARKS + OPEN SPACE



Source: Buffalo Parks Master Plan (2022)

# INVENTORY + ANALYSIS

## BUILDING INVENTORY

There are several buildings in the BOA that act as anchor institutions. Anchor institutions are those that provide important community services, programs, and resources. Some of these key buildings have undergone recent redevelopment and can act as catalysts for future development and investment. Many of the buildings identified below are part of Phase 3 of the Northland Corridor Redevelopment Initiative.

### Key Buildings/Recent Initiatives

#### 1. 541 East Delavan Avenue

The project at 541 East Delavan Avenue is part of the Northland Corridor Redevelopment Initiative. The site involves the renovation of a 44,000-square-foot industrial building, which will be repurposed for commercial and light industrial tenants. The project aims to create around 90 jobs, making it a significant employment generator for the area. The project also includes the development of a community solar array, which combines both rooftop and ground-mounted solar installations at 541 East Delavan Avenue. This array will offer renewable energy options to a range of subscribers, including residents. BUDC is leading the effort, supported by grants like \$250,000 provided by National Grid to offset construction costs.

#### 2. 612 Northland Avenue

612 Northland Avenue is also part of the Northland Corridor Redevelopment initiative. This site is being transformed into a 15,000-square-foot facility primarily designed for manufacturing and industrial use. National Grid provided a \$100,000 grant, and the site also received funding from Empire State Development and BBB to support the renovation of 612 Northland Avenue, which aligns with Buffalo's focus on economic development

through job creation and industrial space revitalization.

The building previously hosted exhibitions from the Albright-Knox Art Gallery, but its new purpose is to attract industrial tenants as part of a larger plan to boost local employment and infrastructure in the area.

#### 3. Substation Upgrade

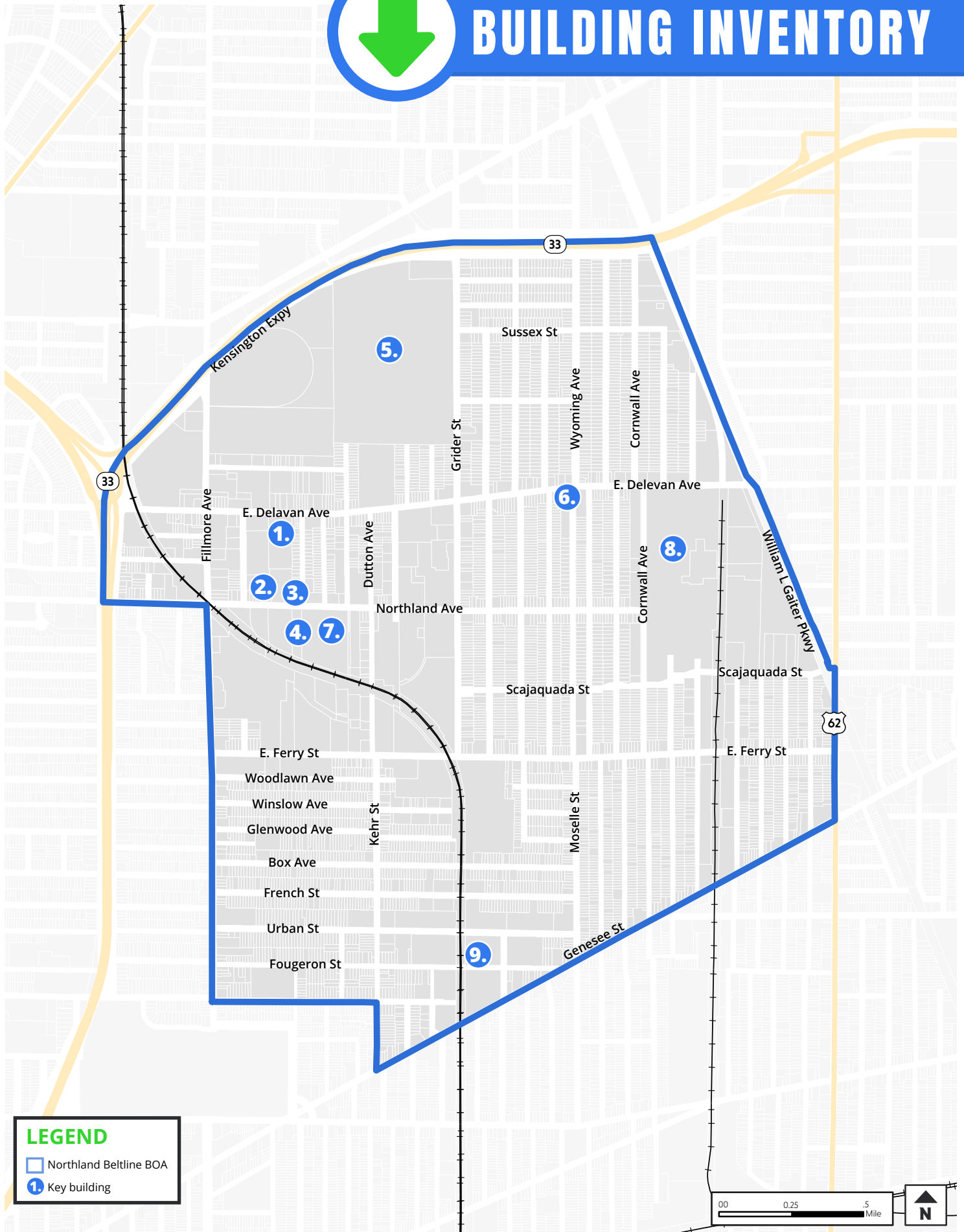
The substation, located near 644 Northland Avenue, is being upgraded to accommodate future energy demands. The system was designed to initially provide 5 MW of clean energy, but has expansion potential up to 15 MW to meet growing energy needs as the Northland Corridor continues to develop.

### SUPPORTING PROJECTS

In addition to building redevelopments, parking lot renovations are being implemented to support the growth of the workforce training center and accommodate increased traffic from industrial tenants. The repaving of parking lots at 714 Northland Avenue and 683 Northland Avenue will not only improve accessibility but also enhance overall infrastructural capacity to meet the needs of the growing business hub. The South Lot, located at 683 Northland, will provide additional parking capacity, while the improvements at 714 Northland will better support both employees and visitors.



# BUILDING INVENTORY





# INVENTORY + ANALYSIS

## 4. 631 Northland Avenue

Also part of the Northland Corridor Redevelopment Initiative, this building is a 39,000-square-foot former Clearing Niagara's Metal Fabrication Plant that is slated for rehabilitation into a light industrial space. Its features include large high-bay areas, crane infrastructure, and potential for rail service, making it an ideal candidate for industrial or warehouse conversion.

The renovation plans for 631 Northland Avenue include critical upgrades such as asbestos abatement, selective demolition, industrial cleaning, and the repair or replacement of windows, doors, roofing, and brickwork. This building, dating from 1953, is structurally sound but requires these improvements to prevent further deterioration and prepare it for new industrial tenants.

This project is supported by Empire State Development, which has provided significant economic development grants to help fund the \$12 million remediation and rehabilitation work.

## Community Services

### 5. ECMC Health Campus

Located at 462 Grider Street, the Erie County Medical Center (ECMC) Health Campus is a vital healthcare facility, serving the needs of Western New York and beyond. Over the past few years, the ECMC campus has undergone significant modernization projects aimed at improving both the infrastructure and patient care offerings.

ECMC has recently undertaken the construction of a new \$55 million Trauma Center and Emergency Department. This state-of-the-art facility will double the size of the existing emergency department, expanding it to 54,000 square feet.

### 6. Delavan Grider Community Center

Located at, 877 East Delavan Avenue, the Delavan Grider Community Center is an essential community hub, serving residents of the Delavan-Grider neighborhood. This center plays a pivotal role in fostering community engagement, providing a variety of services such as youth programs, health and wellness initiatives, and spaces for social and recreational activities. It serves as a meeting point for community members, offering resources that promote education, well-being, and social connections.

The Delavan Grider Community Center plays a crucial role in supporting initiatives like the Northland Workforce Training Center by offering a range of programs that help local residents access vital training, workforce development opportunities, and pathways to employment. These programs enable community members to take full advantage of the economic growth and job creation stemming from the Northland Corridor's revitalization, fostering long-term community resilience and economic inclusion.

### 7. Northland Workforce Training Center

Located at 683 Northland Avenue, the Northland Workforce Training Center offers specialized training in areas such as mechatronics, welding, CNC machining, and electrical technology, aligning with the needs of the local economy. The Center partners with educational institutions, including Alfred State College and SUNY Erie, to offer degree and certification programs that directly connect trainees to employers within Western New York's growing manufacturing sector.

# INVENTORY + ANALYSIS

## Major Employer

### 8. Viridi (former American Axle)

The building at 1001 East Delavan Avenue in Buffalo, New York, plays a vital role as an anchor institution within the Northland Beltline BOA. Originally constructed in 1923 and designed by renowned architect Albert Kahn, the site was once a General Motors facility for Chevrolet vehicle assembly and later supported military production efforts during World War II and the Korean War. This industrial heritage underscores its historical significance to the area.

In 2018, the building was revitalized by Viridi Parente, a company specializing in clean energy technology and battery systems. This transformation turned the long-vacant site into a modern innovation hub, creating jobs and contributing to the economic revitalization of Buffalo's East Side. By housing a forward-thinking company like Viridi Parente, the building not only reflects the area's industrial legacy but also drives new opportunities for growth and investment.

As an anchor institution, 1001 East Delavan Avenue exemplifies the potential for adaptive reuse to catalyze redevelopment within the BOA, serving as a model for leveraging historical assets to build a more sustainable and vibrant future.

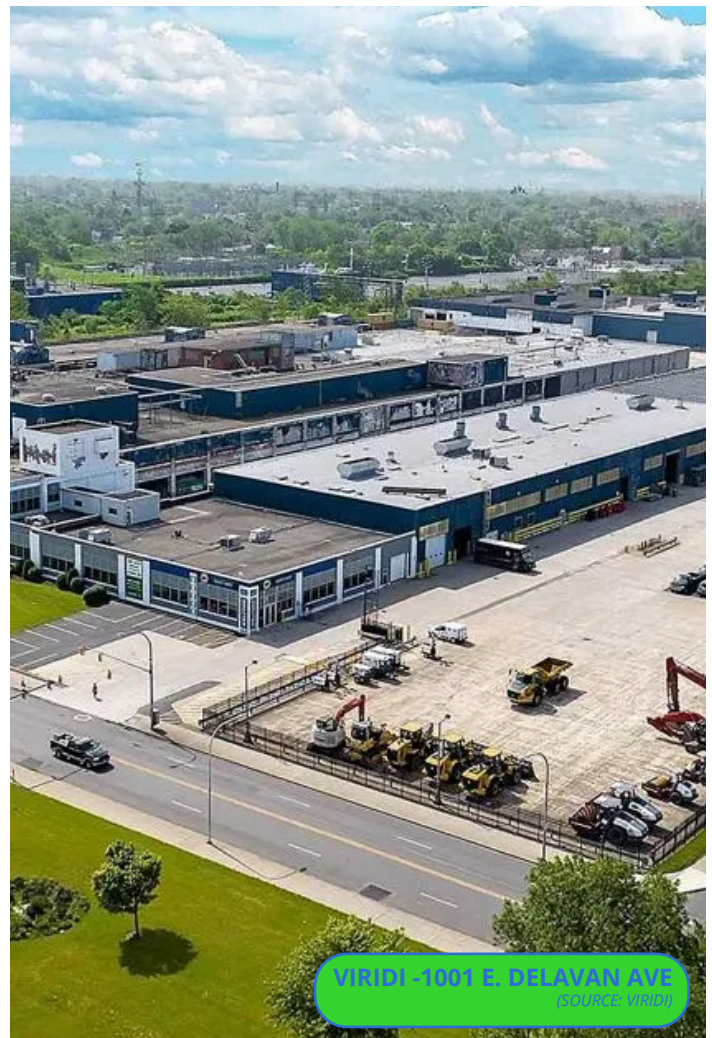
## Historical Significance

### 9. Wonder Bread Factory

The Wonder Bread Building, located at 313 Fougerson Street is a historically significant structure within the Northland Beltline BOA. Constructed in 1914, this five-story, 180,000-square-foot factory was once a bustling hub for producing Wonder Bread and Hostess brand snacks, contributing notably to Buffalo's industrial legacy.

The factory ceased operations in 2004 and has remained vacant since, with its condition deteriorating over the years. Despite its addition to the National Register of Historic Places in 2021, the building faces potential demolition due to ongoing neglect and ownership disputes.

The Wonder Bread Building's historical significance and architectural features position it as a potential anchor for revitalization efforts within the BOA. Its preservation and adaptive reuse could serve as a catalyst for future development and investment in the surrounding community.



# INVENTORY + ANALYSIS

## HISTORIC RESOURCES

The Northland Beltline BOA contains a range of historic resources that reflect its industrial and cultural legacy. It includes three National Register-listed sites, Niagara Machine & Tool Works (a three-building complex), the Wonder Bread Factory, and PS #93 (BUILD Academy), as well as two locally designated landmarks: East High School and the Wende House. While no historic districts exist within the BOA, several nearby nationally and locally recognized districts reflect the region's historical depth. Additional sites within the BOA remain eligible for National Register listing, reinforcing its significance as a hub of industrial heritage and community identity.

### National Register Sites

#### 1 Niagara Machine & Tool Works

The Niagara Machine & Tool Works complex, located at 631, 665, and 683 Northland Avenue, was built between 1910 and 1953 and once housed one of the nation's largest manufacturers of sheet metal machinery. Its products supported major companies like General Motors and Curtiss-Wright. The site includes three historic structures: the main factory and office building (1910–1981), a pattern shop (1913), and a metal fabricating plant (1953). Operations ceased in 1999, and the site was listed on the National Register of Historic Places in 2018.

In 2019, the NWTC opened at 683 Northland, transforming the vacant complex into a hub for education and job training in advanced manufacturing and clean energy. The campus also includes Northland Manufacturing, a working machine shop that provides hands-on experience for students while serving local businesses, reaffirming the site's industrial legacy through innovation and workforce development.

#### 2 Wonder Bread Factory

Located at 265 Fougerson Street, the historic Wonder Bread Factory was constructed between 1914 and 1915 by Corry B. Comstock. Once home to Ward & Ward and the Continental Baking Company, the site is now a National Register-listed and locally designated landmark, symbolizing the Northland Beltline BOA's industrial heritage and Buffalo's manufacturing legacy.

#### 3 Buffalo Public School #93 (PS 092) BUILD Academy

Located at 340 Fougerson Street, this site was listed on the National Register of Historic Places in 2022. This designation highlights the school's significance in both educational and social history within the community. Established as a public institution, the school serves as a cornerstone of learning for Buffalo's youth, fostering academic growth while also reflecting the evolving social dynamics of the area.

### Local Historic Sites

#### 4 East High School

Located at 794 East Hampton Street, East High School is a locally designated landmark built between 1925 and 1927 in the neoclassical style by architects F.J. and W.A. Kidd. It is also eligible for the National Register of Historic Places, underscoring its architectural and cultural significance within the Northland Beltline BOA.

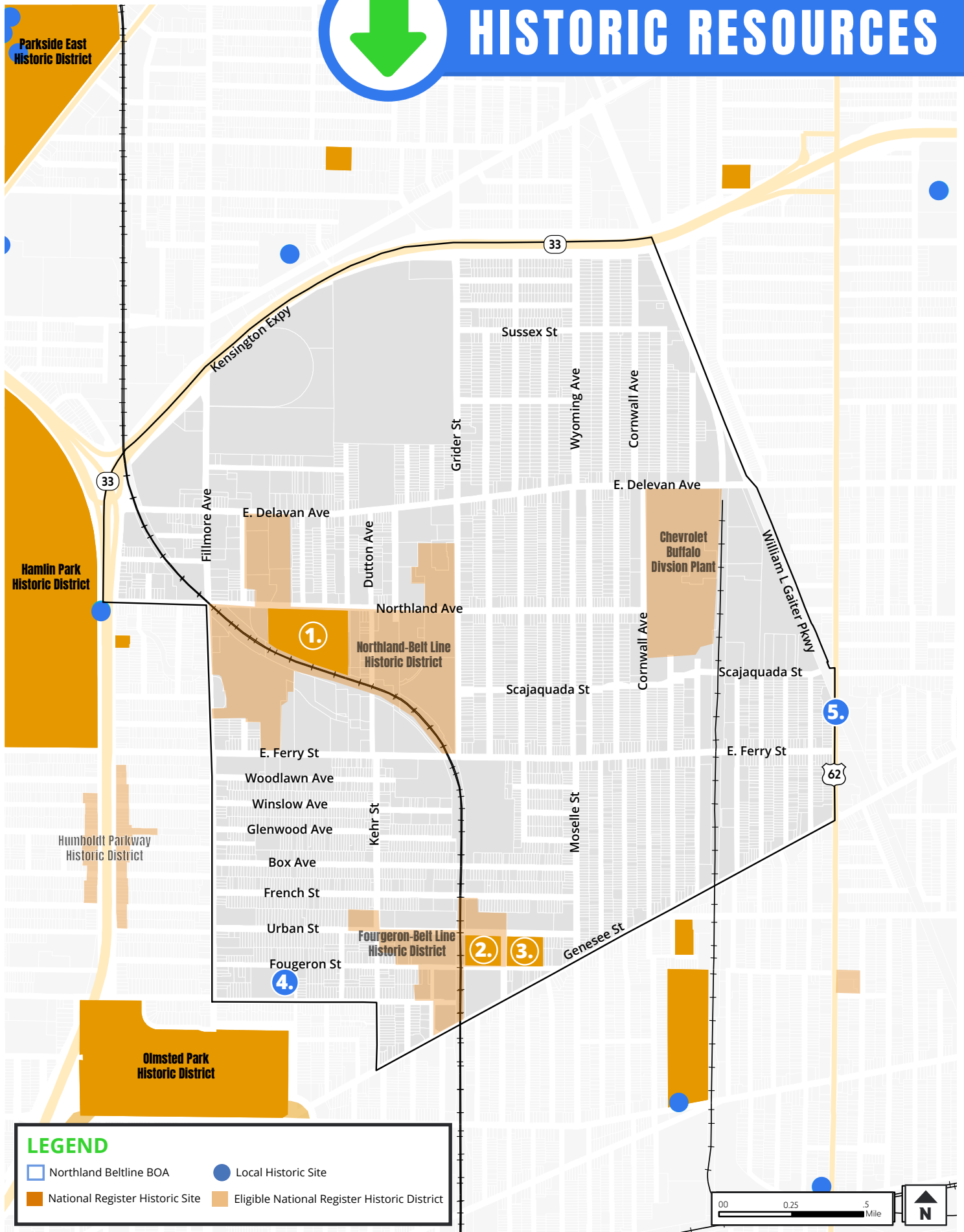
#### 5 Wende House

Built around 1870, the Wende House at 2256 Bailey Avenue is an Italianate-style landmark tied to prominent attorney and politician Gottfried Wende. Designated a local landmark in 2015, it reflects Buffalo's 19th-century architectural and civic heritage. Although its eligibility for National Register remains undetermined, the house stands as a significant symbol of local history and culture.





# HISTORIC RESOURCES



Source: SHPO (December 2024)

# PRESERVATION-READY SITES

## POTENTIAL HISTORIC DISTRICTS

In 2013, the City of Buffalo commissioned a city-wide, *Preservation Ready Surveys of Buildings*, which identified the Northland-Beltline Historic District as a potential candidate for both local and National Register Historic District designation. The potential district is generally bounded on the west by Fillmore Avenue, on the east by Grider Street, on the south by the Belt Line, and to the north by East Delavan Avenue. The district reflects the area's deep industrial roots that date back to the 1800s. Many structures from the early to mid-twentieth century remain intact, and several of these buildings are eligible for listing on the National Register of Historic Places due to their architectural, cultural, and economic significance.

The same survey also noted the potential for the Fougerson Belt Line area to be recognized for its historic importance within the City of Buffalo. This area is roughly bounded by French and Urban streets on the north, Barthel Street and the Belt Line on the east, Genesee Street on the south, and residential blocks east of Kent Street on the west. Properties included in this area consist of light manufacturing facilities, dating from the late nineteenth to early twentieth century. The proposed historic district is surrounded by residential neighborhoods and is intersected by the Belt Line.

Establishing these districts would not only honor the area's industrial past but also support ongoing revitalization efforts by fostering a sense of pride and identity while opening doors to preservation funding and other opportunities.

## HISTORIC DISTRICT DESIGNATION BENEFITS



**TAX CREDITS.** Property owners in designated districts can access federal and state tax credits for restoring and preserving historic buildings.



**ECONOMIC BOOST.** Revitalizing these areas could attract new businesses, tourists, and residents, creating jobs and spurring local economic growth.



**PRESERVING THE PAST.** Official designation helps protect the architectural and cultural heritage of Buffalo's industrial roots, keeping history alive for future generations.



**COMMUNITY PRIDE.** Celebrating the area's rich history fosters a sense of identity and pride for residents, making the neighborhood a more cohesive and engaged community.



**HIGHER PROPERTY VALUES.** Historic district designation often leads to increased property values and more investment in both residential and commercial spaces.



MILK-BONE DISTRICT  
(SOURCE: BUFFALO RISING)



# INVENTORY + ANALYSIS

## TRANSPORTATION SYSTEMS

Transportation systems are vital to the success of any community, shaping how residents, workers, and visitors navigate the area. The Northland Beltline BOA is supported by a variety of transportation networks, including roadways, public transit, rail lines, pedestrian pathways, and bike routes. These systems provide essential connections both within the BOA and to surrounding neighborhoods and business centers. The availability and accessibility of diverse transportation options are key to ensuring mobility, economic activity, and quality of life within the Northland Beltline area.

### Street Network

The Northland Beltline BOA features a well-developed street network, consisting of a state highway and local roads that provide essential connections within the area and to the broader region. Route 33, also known as the Kensington Expressway, runs along the northern and northwestern boundaries, offering easy access to nearby expressways and facilitating regional and international travel.

Several important local roadways connect the BOA to surrounding neighborhoods. East-west routes include E. Delavan Avenue and E. Ferry Street, while Fillmore Avenue and Grider Street provide north-south links. Genesee Street, forming the southern boundary, also serves as a major access point to nearby neighborhoods and the larger transportation network. Together, these roads form the backbone of the local transportation system, supporting daily commutes, access to businesses, and strengthening overall community connectivity.

### Traffic Volumes

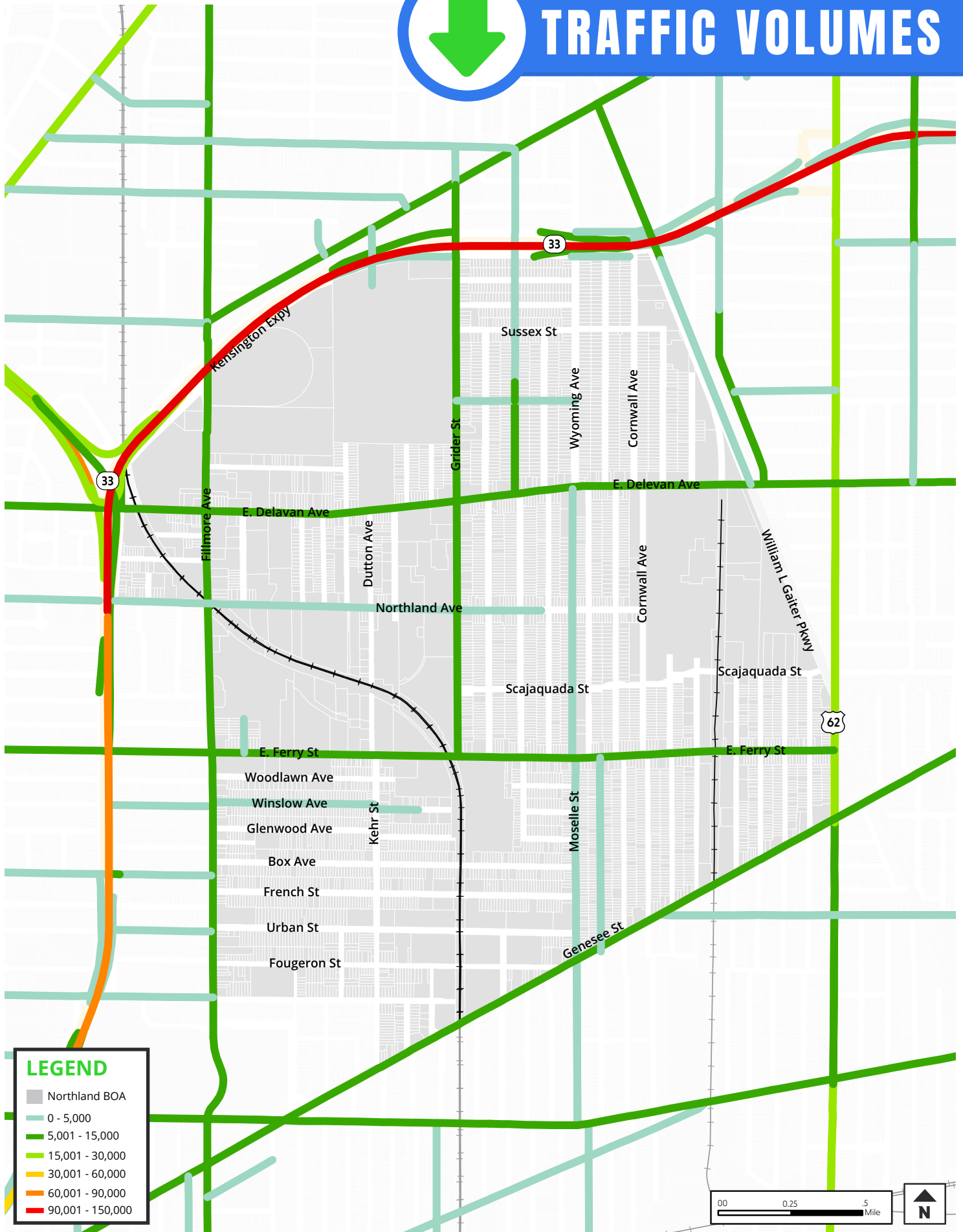
Traffic volumes within the Northland Beltline BOA are monitored by the New York State Department of Transportation (DOT) through Annual Average Daily Traffic (AADT) counts, which represent the average number of vehicles using a roadway each day. The Kensington Expressway (Route 33) carries the highest traffic volume in the area (90,001 - 150,000), functioning as a major corridor with an access point at East Delavan Avenue and continuing north beyond the study area.

In contrast, most roads within the BOA experience significantly lower traffic volumes. AADT data indicates that volumes typically fall within two lower ranges: 0–5,000 and 5,001–15,000 vehicles per day. Streets with lower volumes, such as Northland Avenue and Moselle Street, reflect the area's current land use patterns and relatively low density. Roads with modest, yet still manageable, traffic volumes include East Delavan Avenue, East Ferry Street, Genesee Street, and Grider Street. These traffic conditions generally support a safe and accessible environment for pedestrians, cyclists, and future multi-modal improvements.





# TRAFFIC VOLUMES



Source: NYSDOT

## Bike Infrastructure

The Northland Beltline BOA includes several roadways with bike lanes that support active transportation and recreational cycling. Humboldt Parkway features bike lanes along the BOA's western boundary, providing a direct route to Martin Luther King Jr. Park (MLK Park). Additionally, an on-road bike lane runs along the southern end of Fillmore Avenue, starting at East Ferry Street and extending through MLK Park to the Kensington Expressway. From the park, cyclists can access Buffalo's broader bike lane network, enhancing regional connectivity and mobility.

In addition to on-road lanes, the William L. Gaiter Parkway offers an off-road, multi-use path. Plans are currently underway to improve and extend this path further into North Buffalo to connect with the North Buffalo Rail Trail and link it to the Scajaquada Creek Path. These efforts are complemented by proposed connections identified in the East Side Trail Initiative, which aims to establish a cohesive, multimodal network across the East Side.

Proposed trails include a Northland Avenue / Scajaquada Street Connector—an east-west route that would dissect the BOA and create a central active transportation spine—as well as the Genesee Street Trail, Fillmore Avenue Trail Extension, and William L. Gaiter Parkway Extension. These new facilities would significantly improve east-west and north-south movement through and around the BOA, linking key corridors, business districts, residential neighborhoods, and existing infrastructure such as the Scajaquada Creek Path, William L. Gaiter Parkway, and North Buffalo Rail Trail.

Information on both on-road bike lanes and off-road multi-use paths within the Northland Beltline BOA and throughout Buffalo is available on [data.buffalony.gov](https://data.buffalony.gov), which provides detailed information on the city's transportation networks to help residents and visitors navigate safely.



## Pedestrian Network

The Northland Beltline BOA includes a basic sidewalk network that supports general foot traffic, but enhanced pedestrian infrastructure is limited. Sidewalk conditions are inconsistent—some streets have sidewalks on only one side, and ADA accessibility varies—reducing mobility for people with disabilities and diminishing overall walkability.

Underpasses, a legacy of the area's industrial and rail history, are common throughout the BOA and further impact the pedestrian experience. Though functional, many are poorly lit, visually uninviting, and perceived as unsafe, creating barriers between neighborhoods and discouraging foot traffic. These conditions can also suppress nearby property values and deter reinvestment. However, with strategic improvements—such as public art, lighting upgrades, and safety enhancements—underpasses can be transformed into community assets that reconnect corridors, improve mobility, and contribute to a more vibrant public realm.

## Rail

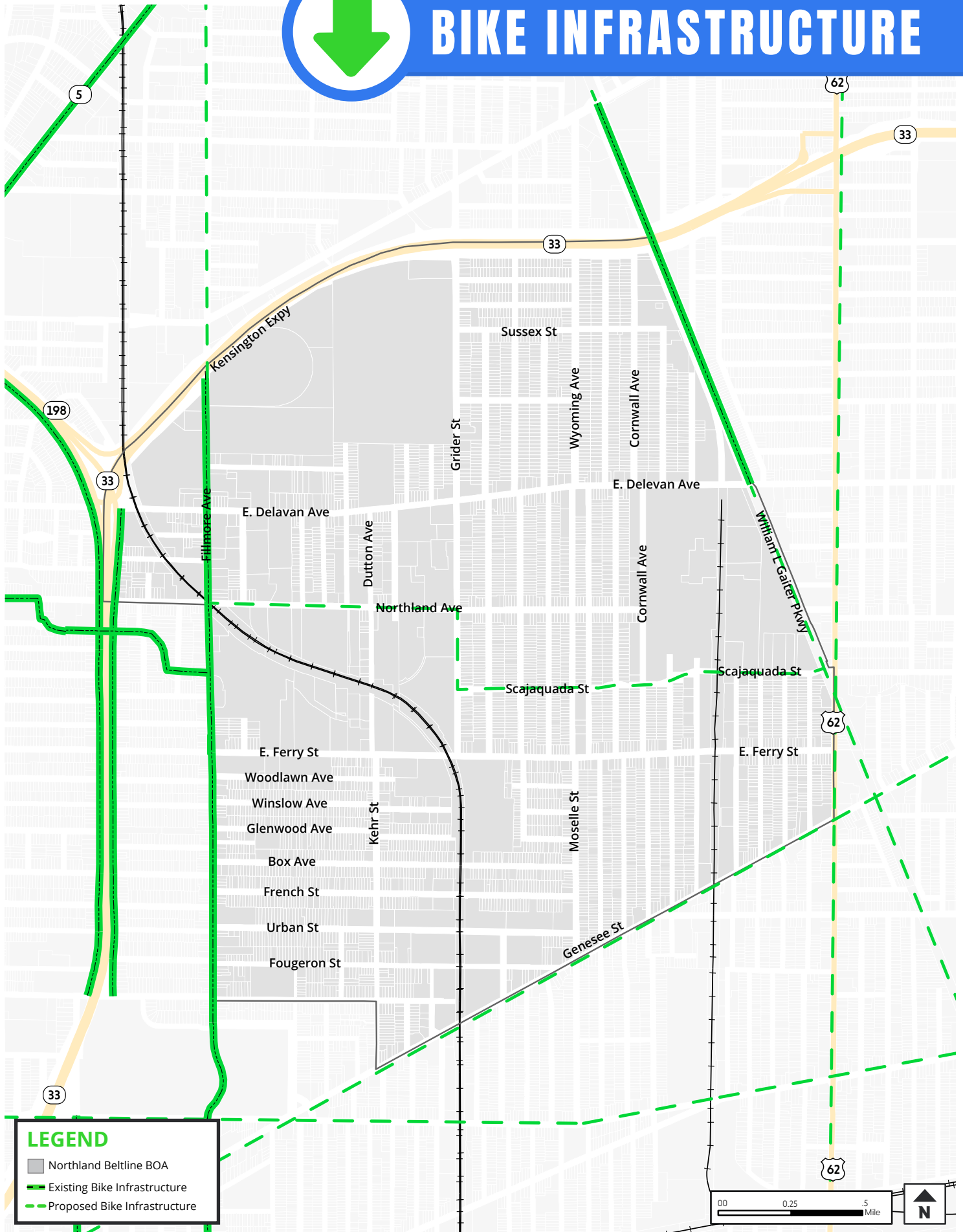
An active rail line weaves through the Northland Beltline BOA, extending from the northwestern end, crossing the Kensington Expressway, passing near the center of the area, and continuing southward out of the BOA study area. This line was originally part of the Belt Line, which once formed a complete loop around the City of Buffalo, serving as a vital freight and commuter corridor during the city's industrial boom. The Belt Line played a key role in supporting the manufacturing economy, moving people and good throughout the city.

Today, the rail line is owned and operated by CSX, primarily serving Del Monte Foods, the only facility within the BOA that actively uses the Belt Line for freight operations. A second rail corridor runs along the eastern side of the BOA, linked to the CSX Transportation Yard on Broadway. However, this line is no longer in use, with much of its track infrastructure removed. While rail once played a significant role in shaping the Northland Beltline area, its current function is more limited, with only a portion of the infrastructure still supporting regional commerce and trade.





# BIKE INFRASTRUCTURE



Source: East Side Trail Initiative (2023)

# INVENTORY + ANALYSIS

## Public Transportation

Public transportation provides mobility and access to jobs, services, and amenities within the Northland Beltline BOA. A reliable transit network ensures that residents and workers can navigate the area efficiently without relying solely on personal vehicles. The BOA is served by several public transportation routes, connecting it to key destinations within Buffalo and the surrounding region. Accessible public transit not only supports economic activity but also promotes equity by offering transportation options for all community members.

The Niagara Frontier Transportation Authority (NFTA) provides public transportation throughout the City of Buffalo, operating seven bus routes that traverse the Northland Beltline BOA. These routes offer essential connections within the BOA and links to other neighborhoods throughout Buffalo and the surrounding suburbs:

### **Route 12 – Utica.**

Runs primarily along East Ferry Street, with Route 81 – Eastside Express overlapping on the western end of East Ferry and extends along Grider Street.

### **Route 13 – Kensington.**

Travels through Grider Street, East Delavan Avenue, and continues along Fillmore Avenue.

### **Route 26 – Delavan.**

Runs the length of East Delavan Avenue, accompanied by Route 23 – Fillmore-Hertel, which also extends along Fillmore Avenue.

### **Routes 24 – Genesee + 66 – Williamsville Express.**

Both utilize the Kensington Expressway, providing connections to other parts of Buffalo and its surrounding suburbs.

## CAR OWNERSHIP IN THE BOA

A significant portion of the population within the Northland Beltline BOA relies on alternatives to personal vehicles for transportation. According to ESRI Business Analyst commute data, a higher percentage of residents in the area either carpool, walk, or use public transportation compared to broader Erie County averages. While 58.3% of workers in the BOA drive alone to work, a notable 17.3% use public transportation, and 11% carpool.

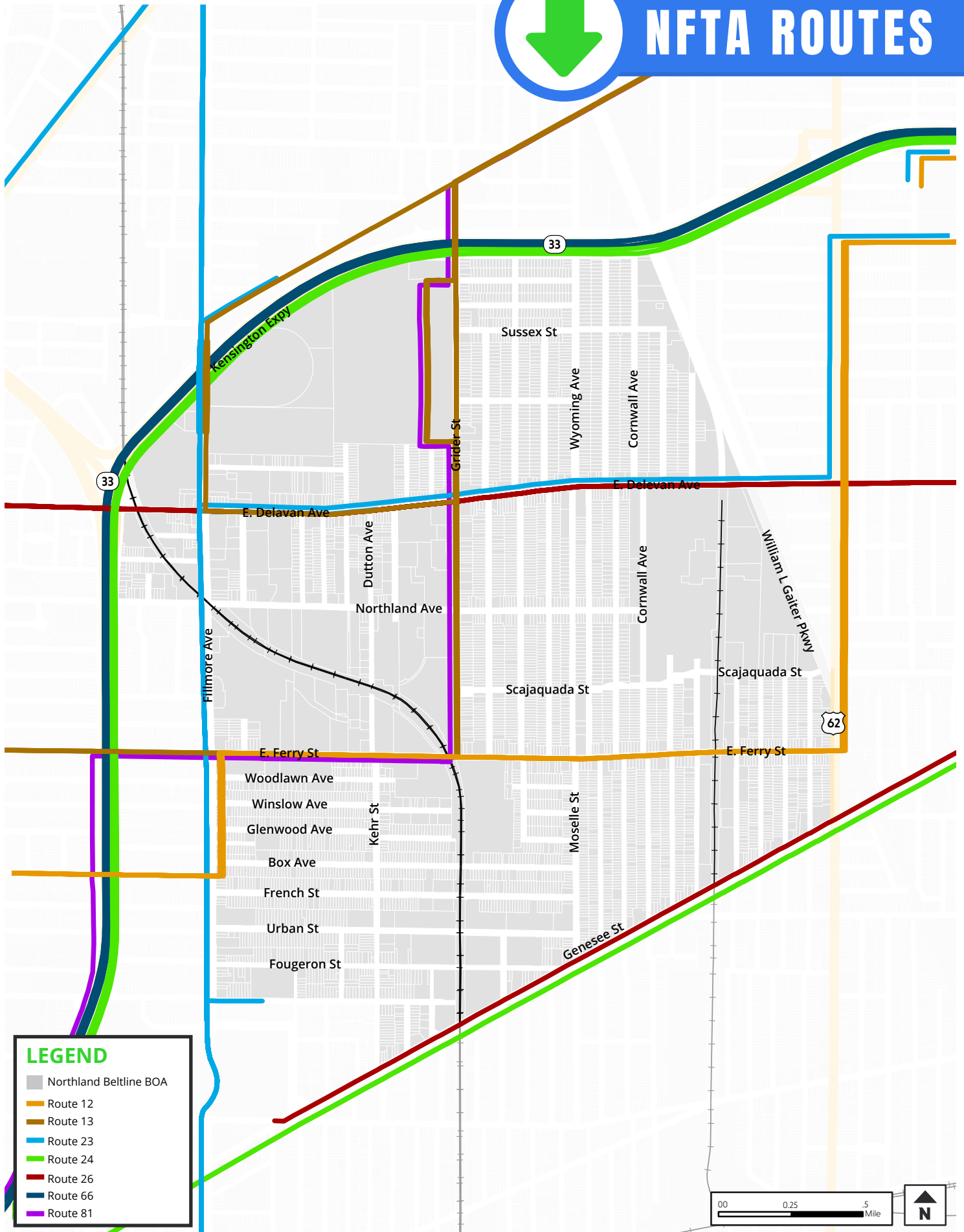
### **IMPLICATIONS OF LOW VEHICLE OWNERSHIP**

The lower rate of personal vehicle ownership has important implications for the community and its development. Residents without access to a personal vehicle may face challenges in accessing jobs, schools, or essential services located outside of public transit routes. This can lead to a reliance on less convenient or time-consuming transportation options, potentially limiting access to employment opportunities and healthcare, retail, and entertainment.

Additionally, this highlights the need for continued improvements to public transit, pedestrian-friendly infrastructure, and localized services that can reduce travel time and improve accessibility. Investments in mixed-use developments, walkable neighborhoods, and enhanced public transportation routes will be critical in reducing the transportation burden on non-vehicle owners and fostering economic growth within the community.



# NFTA ROUTES



Source: NFTA-Metro



# INVENTORY + ANALYSIS

## INFRASTRUCTURE

The Northland Beltline BOA is supported by a comprehensive public infrastructure system essential to the area's functionality and growth. This infrastructure includes water, storm and sanitary sewer systems, and electric services. These utilities support residents, businesses, and future development, ensuring that the BOA remains a viable and connected part of Buffalo's urban fabric. As the area continues to evolve, maintaining and upgrading infrastructure will be essential to meeting the changing needs of the community and supporting revitalization efforts.

### Utilities (not mapped)

Utilities such as water, sewer, and stormwater systems are well-established within the BOA. The neighborhood primarily relies on a combined storm system, with an interceptor running from Grider Street through the area to Fillmore Avenue, connecting to the Kensington Expressway and continuing down William L. Gaiter Parkway. Storm overflow from Grider Street also follows a portion of the Kensington Expressway and adjacent side streets, contributing to the area's stormwater management challenges.

Ongoing assessments are essential to ensure these systems can support the demands of future development while addressing the impacts of combined sewer overflows (CSOs). Recent revitalization efforts, particularly around the Northland Corridor Redevelopment Project, have prioritized infrastructure upgrades, including road enhancements and the potential incorporation of green infrastructure to improve sustainability and resilience.

### Right of Way (not mapped)

Right-of-ways (ROW) refer to designated corridors for public transportation, infrastructure, and utilities. These ROWs include streets, sidewalks, bike lanes, and space for utilities such as water, sewer, gas, and telecommunications lines. They ensure public access, enabling the movement of people, goods, and services efficiently within and beyond the BOA. Every street within the BOA is considered a ROW.

### Electric Vehicle Charging Station

Within the Northland Beltline BOA, two electric vehicle (EV) charging stations are located at 683 Northland Avenue, serving Northland Central/ Buffalo Manufacturing Works and the Northland Workforce Training Center. Both stations offer J-1772 plug types. Additionally, another EV charging station is available nearby at the intersection of Bailey Avenue and Walden Avenue. These stations play a crucial role in supporting Buffalo's transition to cleaner, more sustainable transportation. As EV adoption increases, expanding charging infrastructure will be essential for encouraging wider use and reducing the community's reliance on fossil fuels.

EV charging stations are a key component of sustainable development, helping to lower greenhouse gas emissions and improve air quality in urban areas like Buffalo. By integrating EV infrastructure into the Northland Beltline BOA, the community is not only meeting the growing demand for EVs but also advancing the city's broader goals of environmental sustainability and resilience. The stations benefit current residents and enhance the BOA's appeal to businesses and future residents who value sustainability.

## ELECTRICAL GRID UPGRADES

As the Northland Beltline BOA continues to evolve, strategic electrical infrastructure upgrades are playing a critical role in realizing the area's redevelopment vision. A cornerstone of this effort is the implementation of a clean energy grid, designed to support the anticipated energy demands of revitalized industrial and commercial uses within the BOA.

These upgrades align with the BOA's goals to promote environmental sustainability, attract private investment, and foster a resilient, future-ready district. A feasibility study conducted by LaBella Associates evaluated multiple microgrid configurations to determine the most cost-effective approach for meeting projected electric loads within the Northland Corridor. The study confirmed that such investments not only increase energy reliability but also reduce the BOA's reliance on diesel generators during outages, positioning the area as a model for disaster preparedness.

In parallel, a major upgrade to the existing electrical substation at 644 Northland Avenue has been authorized by the New York State Public Service Commission. The expansion, from 2.5 megawatts to 7 megawatts, ensures the grid can accommodate the growing energy needs of advanced manufacturing and workforce training facilities envisioned in the BOA Master Plan - specifically for redevelopment of sites owned or controlled by BUDC. This capacity increase supports dense, job-generating redevelopment while avoiding the cost and environmental impact of duplicative infrastructure.

Together, these proactive improvements solidify the Northland Beltline BOA as a forward-looking district that leverages clean energy innovation to support equitable growth, economic opportunity, and long-term sustainability.





# INVENTORY + ANALYSIS

## ENVIRONMENTAL FEATURES

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Clean water, air, and green spaces that support diverse ecosystems are essential to enhancing the quality of life for any community. Environmental features can also impact redevelopment opportunities. As an established urban neighborhood, the presence of environmental features that may impact redevelopment are limited.

### Soil Quality

The Northland Beltline BOA's soils are predominantly classified as Urban Land, covering 501.2 acres (40.6%). These areas have been heavily altered by construction and development, with urban soils often consisting of native materials mixed with fill. In addition to Urban Land, several Urban Land Complexes are present, including combinations with Cayuga (12.7%), Schoharie (14.8%), and Collamer (6.8%) soils, typically on gentle slopes. Other notable soils include Udorthents, smoothed (3.1%) and Hornell silt loam (1.1%), which offer more stable ground. These soil conditions, shaped by past development, support continued urban use but require careful planning for drainage, stability, and redevelopment.

### Topography

The Northland Beltline BOA is predominantly flat, with minimal variations in elevation. This flat terrain simplifies development and infrastructure planning while supporting easy movement throughout the area.

### Sensitive Wildlife Areas

According to the U.S. Fish and Wildlife Service and New York State Department of Environmental Conservation, there are no threatened species within the BOA. While there are no known sensitive or protected wildlife, ecological considerations remain important for maintaining local biodiversity and supporting future environmental health.

### Wetlands

The Northland Beltline BOA does not contain traditional wetlands or riverine habitats. Scajaquada Creek flows underground through the study area, confined to a culvert beneath the surface. The creek roughly bisects the BOA from east to west, generally following the alignment of Scajaquada Street and extending westward beyond the study area boundaries. As a result, there are no visible water features or associated ecological functions within the Northland Beltline BOA. There are no current or planned efforts to daylight the creek.



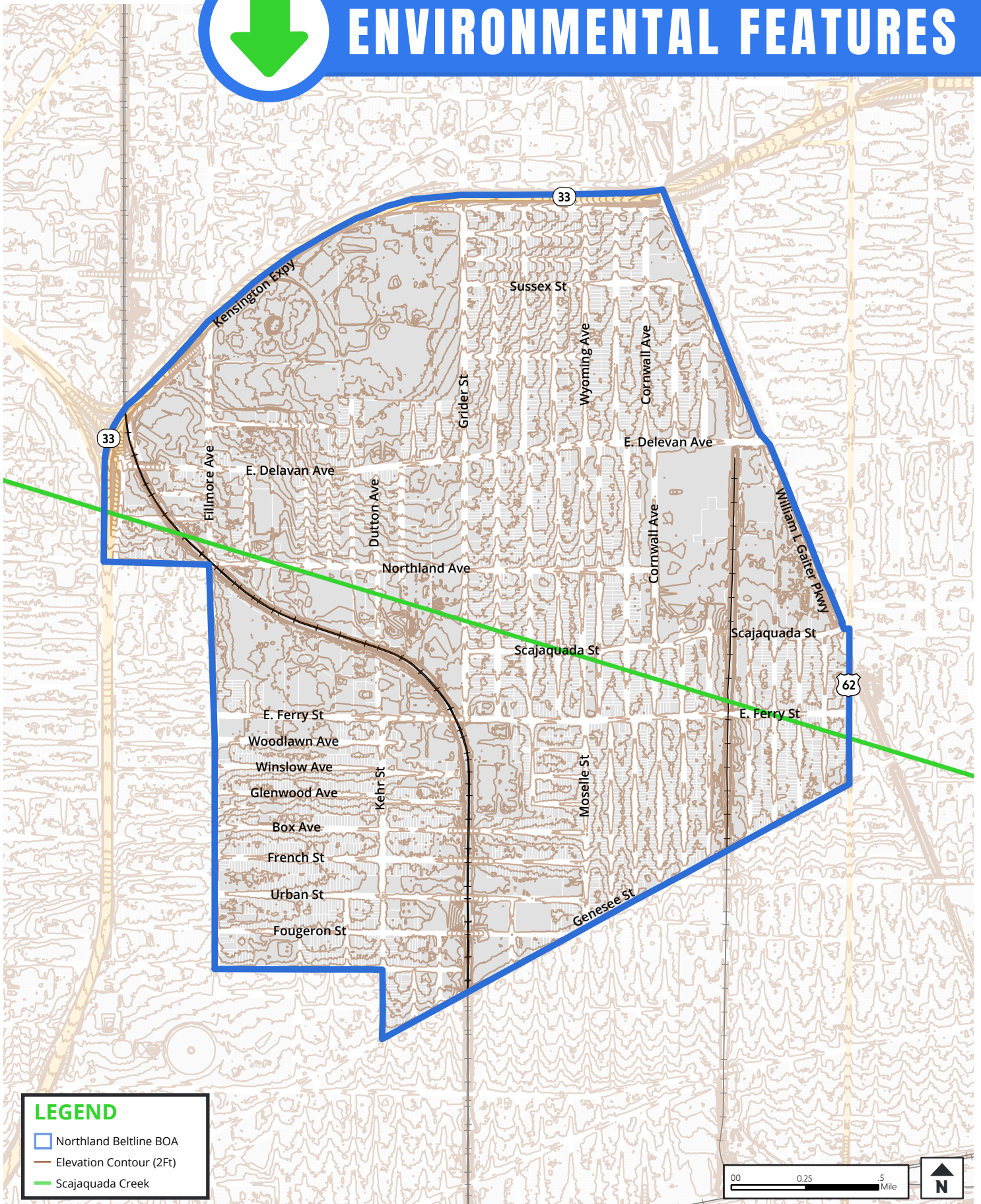
Above: A 1923 historical photograph showing the excavation at the intersection of what is now Scajaquada Street and Kilhoffer Street, within the BOA boundary, during construction of the underground drainage system for Scajaquada Creek.

Source: WNY Heritage





# ENVIRONMENTAL FEATURES



Note: The mapped location of the creek is based on data provided by the New York State Department of Environmental Conservation (NYSDEC); however, the actual flow may deviate slightly from this line due to the culvert's alignment and historic modifications to the waterway.

# INVENTORY + ANALYSIS

## KEY FINDINGS

### CHALLENGES

- ➡ **WIDESPREAD VACANCY:** Nearly a quarter of the BOA is vacant land, including underutilized buildings and lots scattered throughout residential neighborhoods.
- ➡ **ENVIRONMENTAL CONCERNS:** A total of 87 potential brownfields have been identified, including 14 that were previously documented in the 2020 Nomination Study.
- ➡ **AGING HOUSING STOCK:** Over 60% of homes were built before 1939, posing affordability, safety, and maintenance challenges.
- ➡ **ECONOMIC HARDSHIP:** The BOA's median household income is less than half the county average, and the area faces high unemployment (18.6%) along with other indicators of economic distress.
- ➡ **LIMITED RECENT DEVELOPMENT:** Very little new housing has been constructed since 2010, limiting housing options for current and future residents.
- ➡ **MOBILITY + ACCESSIBILITY GAPS:** Many households lack access to a vehicle or are affected by disability, impacting access to jobs, services, and amenities.
- ➡ **INCONSISTENT PARK ACCESS:** Parts of the BOA fall outside the 10-minute walk zone to parks, highlighting a need for more accessible green space.

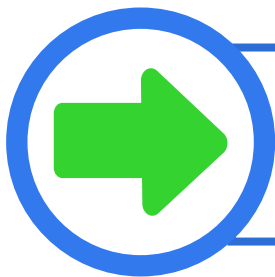
### OPPORTUNITIES

- ➡ **ABUNDANT PUBLIC LAND:** Publicly owned parcels, including many vacant lots, create unique opportunities for community-driven development and green space.
- ➡ **ACTIVE REDEVELOPMENT EFFORTS:** Recent investments (e.g., Northland Workforce Training Center, building upgrades) are catalyzing economic momentum and job creation.
- ➡ **ADAPTIVE REUSE POTENTIAL:** Historic industrial buildings offer strong candidates for reuse as housing, commercial space, or workforce facilities.
- ➡ **FLEXIBLE ZONING:** Buffalo's form-based Green Code supports mixed-use, walkable development and adaptive reuse across zoning districts.
- ➡ **TRANSPORTATION ASSETS:** Good public transit access and a walkable grid support equitable, low-carbon mobility throughout the corridor.
- ➡ **HISTORIC + CULTURAL ANCHORS:** National Register sites and industrial legacy assets reinforce community identity and may attract heritage-driven investment.
- ➡ **STRONG COMMUNITY VISION:** Residents have voiced clear priorities, affordable housing, youth programs, clean energy, and food access, that guide revitalization strategies.









## SECTION 4

# ADVANCING THE NORTHLAND BELTLINE BOA

This section outlines the strategic framework for revitalizing the Northland Beltline BOA, building on recent investments and identifying targeted redevelopment opportunities. It introduces 22 Strategic Sites and four Area-Wide Strategies that collectively support the BOA's long-term vision for equitable growth, improved connectivity, and community resilience. These recommendations are grounded in community input, market analysis, and a commitment to sustainable, inclusive development.





**73**

**Redevelopment Framework**

**77**

**Strategic Sites**

**109**

**Area-Wide Strategies**

# REDEVELOPMENT FRAMEWORK

## OVERVIEW

A thorough analysis of brownfield, underutilized, and vacant properties within the Northland Beltline BOA coupled with community vision and need, resulted in the identification of key strategic sites for redevelopment. This process assessed physical conditions, market dynamics, and investment potential, with input from the steering committee, stakeholders, and the public refining the initial list to those with the highest transformation potential.

Following public validation, 22 strategic sites were designated as catalysts for revitalization, poised to jump-start investment, increase land values, and drive long-term tax revenue growth. Each site presents an opportunity to address existing challenges while fostering a more resilient, connected, and economically vibrant BOA.

### Strategic Site Selection Criteria

Strategic sites were selected based on the following key criteria:

- Location
- Ownership status
- Readiness for redevelopment
- Potential to spur additional investment
- Potential to improve quality of life
- Community support
- Historic significance

## Redevelopment Framework

To ensure a coordinated and effective approach to revitalization, redevelopment efforts within the Northland Beltline BOA focus on both targeted site-specific projects and broader neighborhood improvements that support long-term revitalization.

These efforts are organized into two categories:



**Strategic Sites:** Site-specific redevelopment opportunities targeting key properties with the greatest potential for transformation.



**Area-Wide Strategies:** Broader initiatives that address connectivity, public space improvements, and overall neighborhood revitalization.

### WHAT IS A STRATEGIC SITE?

**Strategic sites are properties that, once redeveloped, are most likely to spur area-wide investment and revitalization. These sites may include vacant buildings, underutilized parcels, or public spaces that can play a critical role in improving quality of life and supporting economic opportunity within the community.**



## BENEFITS OF STRATEGIC SITES

Strategic sites have the potential to play a crucial role in revitalizing the Northland Beltline BOA and unlocking key redevelopment opportunities. Strategic sites benefit from:

- ☑ Access to BOA Implementation Funding – To complete environmental investigations and other pre-development activities, such as structural analysis, utility design, traffic analysis and concept designs.
- ☑ Priority for Other State & CFA Funding – Increased consideration for funding through New York State's Consolidated Funding Application (CFA) and other economic development programs.
- ☑ Tax Incentives & Cleanup Support – Potential eligibility for tax credits and financial incentives when combined with state brownfield cleanup programs.



PROPOSED RENDERING  
SOURCE: LABEL

# NORTHLAND CORRIDOR REDEVELOPMENT PROJECT

The Northland Corridor Redevelopment Project laid the groundwork for revitalization efforts now shaping the Northland Beltline BOA. By transforming underutilized industrial land along Northland Avenue into a hub for workforce development, urban industry, and inclusive growth, the project established a strong foundation for future investment. Led by the Buffalo Urban Development Corporation (BUDC) in partnership with the City of Buffalo and New York State's Buffalo Billion initiative, the initiative builds on the area's industrial legacy to create lasting opportunity.

At the heart of this effort is the Northland Workforce Training Center (NWTC)—the initial anchor of the corridor's revitalization. The NWTC is a true success story, repurposing the former Niagara Machine and Tool Works complex into a state-of-the-art training facility that equips diverse local talent for careers in the advanced manufacturing and energy sectors.

The early phases of the Northland Corridor Redevelopment Project provide a strong base for this BOA, creating synergy with recent and planned initiatives. Each phase builds momentum and reinforces the corridor's role as a catalyst for equitable, long-term revitalization.

## **Phase I: Northland Workforce Training Center**

Completed in 2021, Phase I focused on the renovation of 120,000 square feet at 683 Northland Avenue to establish the NWTC. The facility provides hands-on training, technical certifications, and direct pathways to employment in high-demand fields. The NWTC has empowered hundreds of residents, many previously unemployed or underemployed, with the skills and support needed for long-term career success.



## **Phase II: Buffalo Manufacturing Works Expansion**

Phase II included a \$33.5 million expansion of Buffalo Manufacturing Works, enhancing innovation services and positioning the corridor as a regional hub for advanced manufacturing. This investment strengthened the connection between workforce development and business innovation along Northland Avenue.





### **Phase III: Strategic Redevelopment of Key Properties**

Launched in 2022, Phase III focuses on the redevelopment of 541 East Delavan Avenue, 612 Northland Avenue, and the parking lot at 714 Northland Avenue, and south lot at 683 Northland Avenue. Plans include adaptive reuse and new construction to support additional commercial, industrial, and workforce-related uses. Community solar is also proposed as part of the corridor's sustainability efforts, delivering renewable energy to benefit the surrounding community.

### **Phase IV: Environmental Cleanup + Redevelopment**

Phase IV addresses sites such as 631 Northland Avenue. These properties will undergo environmental remediation, structural stabilization, and site preparation for future industrial, commercial, and community-focused development.



# STRATEGIC SITES

## OVERVIEW





















The Northland Beltline BOA contains 22 Strategic Sites and 3 areas targeted for public realm improvements, all of which present opportunities to catalyze revitalization across the study area. Many are publicly owned, offering a unique opportunity to align redevelopment efforts and drive revitalization in the surrounding neighborhoods.

### Site-Specific Redevelopment Priorities

The 22 strategic sites have been grouped into key redevelopment priorities that align with the BOA's long-term vision. These priorities ensure projects work in synergy, while also contributing to the broader revitalization and economic growth of the City of Buffalo.

-  **NORTHLAND CORRIDOR REVITALIZATION.** Strengthening Northland Avenue as the BOA's economic and cultural hub through business growth, job creation, streetscape enhancements, and multi-modal access.
-  **COMMUNITY SPACES.** Establishing vibrant gathering places and parks that foster connections, support residents, and enhance the quality of life.
-  **COMMERCIAL/MIXED USE REDEVELOPMENT.** Transforming underutilized sites into vibrant, mixed-use destinations that provide opportunities for new business investment.
-  **HOUSING OPPORTUNITIES.** Providing diverse housing options while promoting walkable, connected neighborhoods.

## KEY: PROPOSED STRATEGIC SITES

-  Strategic Site
  -  Public Realm Improvements
- 
-  1 1827 Fillmore Ave (Owner: Private)
  -  2 Glenny Park (Owner: City of Buffalo)
  -  3 Fillmore + Northland Ave (Owner: BUDC)
  -  4 612B Northland Ave (Owner: BUDC)
  -  5 541 East Delavan Ave (Owner: BUDC)
  -  6 87 Longview Ave (City of Buffalo)
  -  7 192 Chelsea Pl (City of Buffalo)
  -  8 714 Northland Ave (Owner: BUDC)
  -  9 631 Northland Ave (Owner: BUDC)
  -  10 741 Northland Ave (Owner: BUDC)
  -  11 777 Northland Ave (Owner: BUDC)
  -  12 747 Northland Ave (Owner: Private)
  -  13 Moselle St. Park (Owner: City of Buffalo)
  -  14 795 Woodlawn Ave (Owner: City of Buffalo)
  -  15 739-741 Glenwood Ave (Owner: Private)
  -  16 Box Ave Park (Owner: City of Buffalo)
  -  17 Northampton St. + Kehr St. (Owner: City of Buffalo)
  -  18 356 Fougerson St (Owner: Private)
  -  19 Future Park Space (Owner: City of Buffalo)
  -  20 Genesee St + Leslie St (Owner: City of Buffalo + Private)
  -  21 750 E. Ferry St (Owner: Private)
  -  22 537 E. Delavan (Owner: BUDC)



# STRATEGIC SITES



# NORTHLAND CORRIDOR

## *Strategic Sites*

Nine strategic sites along the Northland Corridor support its role as the BOA's economic and cultural hub. Four are part of Phases 3 and 4 of the Northland Corridor Redevelopment Project, reinforcing public investment to date. The remaining five sites support industrial development and infill housing objectives. Collectively, these projects promote business growth, livability, enhance streetscapes, and improve corridor connectivity.



## HERE'S WHAT YOU SHOULD KNOW

TOTAL PROPOSED PROJECTS

**10**





# 612B NORTHLAND AVE

## Catalyze Corridor Growth with Flex Space - Strategic Site #4



Existing Condition



Proposed Rendering  
(Source: Labella)

**ADDRESS:** 612B Northland Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 1.6 acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Short-term, 1-5 years

### PROJECT DESCRIPTION:

Identified as a brownfield in the 2020 Northland Beltline BOA Study, this 1.6-acre site is located adjacent to the NWTC and represents a catalytic opportunity within Phase 3 of the Northland Corridor Redevelopment Project. The site features a 12,939-square-foot flex space on the north side of 612 Northland Avenue, currently in shell condition and primed for industrial or office redevelopment. With a flexible layout suited for light manufacturing, skilled trades, or workforce-related industries, the space includes a 13'6" clear height, three grade-level doors, two dock doors, and 480/277V, 1200A power capacity.

The south side of the building, 612A (15,700 SF), was recently renovated and housed Albright-Knox Northland exhibitions from 2020 to 2022. In contrast, 612B (12,939 SF) remains unfinished, offering a blank slate for future investment with potential for various commercial or industrial uses.

As a key component of Northland's revitalization, this site's strategic location and proximity to the NWTC make it a prime opportunity for business development and job creation within the BOA.

### GOALS ACHIEVED:

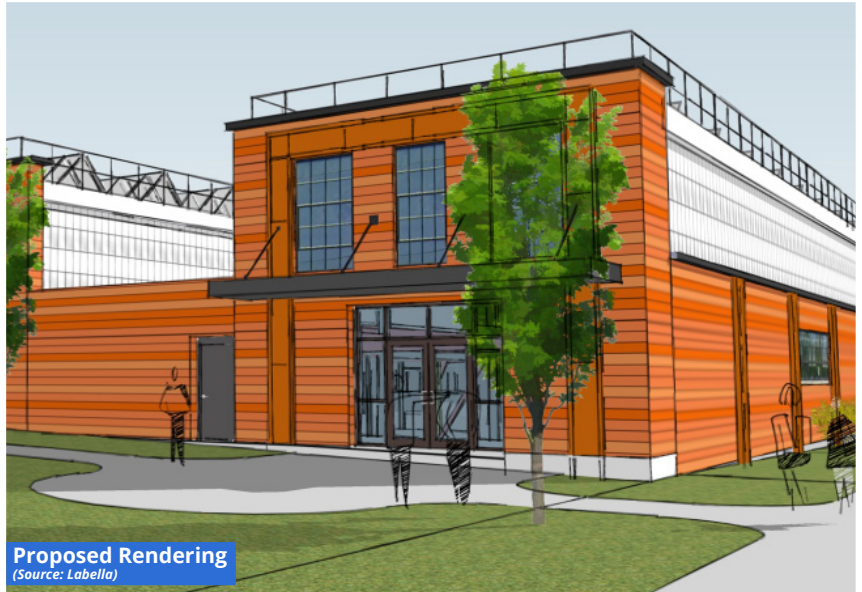
- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life

# 541 EAST DELAVAN AVE

*Activate Industrial Space Near NWTC - Strategic Site #5*



**Existing Condition**



**Proposed Rendering**  
(Source: Labella)

**ADDRESS:** 541 East Delavan Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 3.4 Acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Short-term, 1-5 years

## PROJECT DESCRIPTION:

Located one block from the Northland Workforce Training Center, this 44,000-square-foot industrial building is part of Phase 3 of the Northland Corridor Redevelopment Project. Positioned for adaptive reuse, the site offers significant potential for industrial, production, or office uses.

The building features clear heights up to 22', eight grade-level doors, two dock doors, a wet sprinkler system, and three-phase, 2500-amp power, making it well-suited for modern industrial and commercial tenants. Its proximity to workforce training programs further enhances its potential as a hub for advanced manufacturing, skilled trades, or business development.

With its existing infrastructure and prime location within the Northland Beltline BOA, this site presents a unique opportunity to revitalize a key industrial asset, attract new investment, and support job creation in the growing Northland corridor.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life



# 87 LONGVIEW AVE

## Advance Residential Infill for Corridor Growth - Strategic Site #6



Existing Condition



Representative Image  
(Source: Lincoln Institute of Land Policy)

**ADDRESS:** 87 Longview Ave



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 0.34 Acres

**CURRENT USE:** Vacant Land

**ZONING:** D-C (Flex Commercial)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

### PROJECT DESCRIPTION:

As part of the broader revitalization of the Northland corridor, 87 Longview Avenue presents a prime opportunity for residential infill development. This 0.34-acre vacant lot is located directly across from the Northland Workforce Training Center and adjacent to parking lots serving the facility, making it a well-positioned site for neighborhood growth and connectivity.

While not part of the Northland Corridor Redevelopment Project, the site is within the D-C (Flex Commercial) zone under the Buffalo Green Code, which permits upper-floor dwelling units and live/work units. These residential uses, either as part of mixed-use buildings or integrated live/work spaces, would align with zoning requirements and complement the surrounding neighborhood. Redeveloping this lot accordingly would strengthen the Northland Beltline BOA's residential fabric, increase housing availability, and contribute to the area's ongoing revitalization by introducing new residents and fostering neighborhood stability.

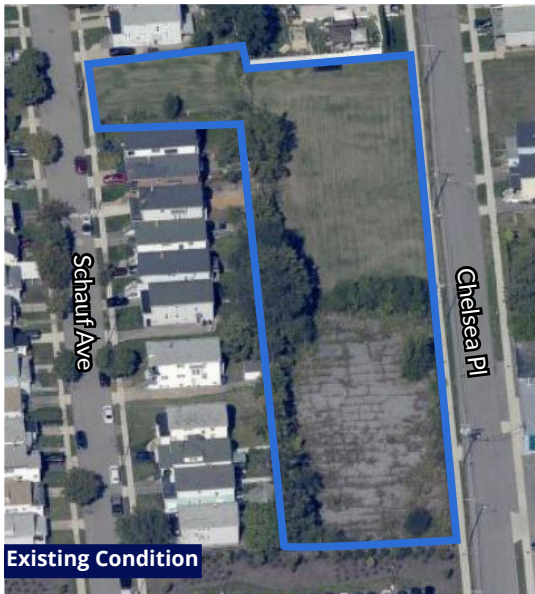
### GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options



# 192 CHELSEA PL

*Support Corridor Revitalization with Infill Housing - Strategic Site #7*



**ADDRESS:** 192 Chelsea Place



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 1.3 acres

**CURRENT USE:** Vacant Land

**ZONING:** D-C (Flex Commercial)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

Located at 192 Chelsea Place, this 1.3-acre vacant site sits directly across from the Northland Workforce Training Center and adjacent to parking lots serving the facility, making it a prime opportunity for residential infill development. Its size, location and context make it well positioned for new housing construction and possible subdivision to accommodate multiple units.

Situated within the D-C (Flex Commercial) zone under the Buffalo Green Code, the site supports residential uses such as upper-floor dwelling units as part of mixed-use development or integrated live/work units. These housing types align with the zoning intent to promote vibrant, mixed-use environments while maintaining active ground-floor uses. As part of the broader revitalization of the Northland corridor, this site has the potential to strengthen the surrounding neighborhood by increasing housing availability and supporting walkable, community-oriented development.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility

# 714 NORTHLAND AVE

## Parking Lot Revitalization - Strategic Site #8



Existing Condition



Proposed Rendering  
(Source: LaBella)

**ADDRESS:** 714 Northland Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 1.8 acres

**CURRENT USE:** Manufacturing

**ZONING:** D-C (Flex Commercial)

**STRUCTURES:** One (1) existing building

**TIMEFRAME:** Short-term, 1-5 years

### PROJECT DESCRIPTION:

Identified as a brownfield site with elevated environmental concern, 714 Northland Avenue is a 1.8-acre property slated for revitalization as part of Phase 3 of the Northland Corridor Redevelopment Project. The site is designated for conversion into a reimagined parking area that will support the Northland Workforce Training Center, located directly across the street. Planned improvements include 66 parking spaces, enhanced screening, and placemaking elements to create a more functional, attractive, and pedestrian-friendly environment for students, employees, and visitors.

With primary access points on Chelsea Place and Northland Avenue, the lot offers convenient connectivity to the training center while addressing both parking demand and aesthetic improvements. The site also includes one existing building. Through this transformation, the project will increase parking capacity, improve pedestrian access, and contribute to a more welcoming and cohesive Northland corridor.

### GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life
- 04 Support Improved Connectivity + Accessibility



# 631 NORTHLAND AVE

*Transform Historic Facility for Future Industry - Strategic Site #9*



Existing Condition



Proposed Rendering  
(Source: Wendel)

**ADDRESS:** 631 Northland Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 2.6 acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Short-term, 1-5 years

## PROJECT DESCRIPTION:

As part of Phase 4 of the Northland Corridor Redevelopment Project, 631 Northland Avenue is a 39,000-square-foot industrial building with redevelopment potential for industrial manufacturing or warehouse conversion. While structurally sound, the building requires stabilization to prevent further deterioration and is entering the Brownfield Cleanup Program to address environmental conditions. Short-term recommendations include asbestos abatement, selective demolition, industrial cleaning, equipment removal, brick repair, and roof, door, and window replacement.

The historic International-style structure, listed on the National Register of Historic Places, features a 25-40 ton crane, a recessed indoor loading dock, and 60-foot ceilings (42 feet to the crane). Located adjacent to the Northland Workforce Training Center with CSX rail access and eligibility for START-UP NY tax incentives, the site is well-positioned for industrial or manufacturing reuse.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life



# 741 NORTHLAND AVE

*Stabilize and Redevelop for Multi-Tenant Innovation - Strategic Site #10*



**Existing Condition**



**Representative Image**  
(Source: Erik Rank)

**ADDRESS:** 741 Northland Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 4.7 acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

741 Northland Avenue is a 4.7-acre former manufacturing facility. The building is in severe disrepair, with collapsed sections and significant structural issues. A demolition request has been submitted to State Historic Preservation Office (SHPO).

A 2015 Phase I and II Environmental Site Assessment identified multiple Recognized Environmental Conditions (RECs), including contaminated pits, asbestos, and lead-based paint, all of which will require remediation prior to redevelopment.

The site holds potential for reuse as a multi-tenant or incubator complex, supported by its high-bay space, crane infrastructure, and potential rail access. Substantial building upgrades will be needed, including equipment removal, abatement, structural repairs, and new mechanical systems. If redeveloped, it could support light manufacturing, small businesses, and innovation-driven enterprises within the Northland Corridor.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life

# 777 NORTHLAND AVE

*Transition Distressed Site into a Redevelopment Asset - Strategic Site #11*



**ADDRESS:** 777 + 767 Northland Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 4.5 acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

777 Northland Avenue is a distressed industrial property. The building is in severe disrepair, with partially collapsed brick walls on the eastern and southern sides and large portions of the roof missing. Due to its deteriorated condition, the recommended action (subject to SHPO approval) is demolition and backfilling of subgrade areas to create a shovel-ready site for future commercial, or light industrial development.

A 2015 environmental assessment identified several RECs, including contaminated pits, asbestos, lead-based paint, and chlorinated solvents in groundwater, highlighting the need for remediation.

Assembling the 4.7-acre site at 741 Northland Avenue, the 3.9-acre parcel at 747 Northland Avenue, and the 4.5-acre subject property would create a contiguous, development-ready site totaling approximately 13 acres, suitable for large-scale industrial use.

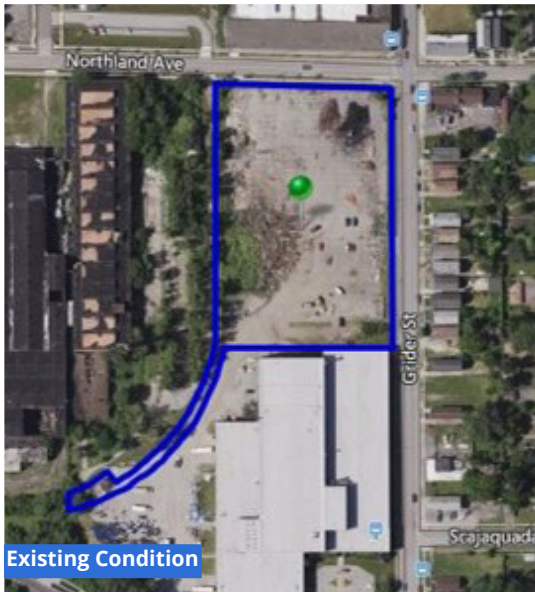
## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life



# 747 NORTHLAND AVE

*Activate Vacant Land for Light Industrial Development - Strategic Site #12*



**ADDRESS:** 747 Northland Ave



**PROPERTY OWNER:** Privately Owned

**SIZE:** 3.9 acres

**CURRENT USE:** Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

747 Northland Avenue is a 3.9-acre vacant lot located within the Northland Corridor, offering a flexible, development-ready site well-suited for light industrial uses. Its size, location, and accessibility make it ideal for redevelopment that supports job creation and business growth within the corridor.

There is also potential to assemble 747 Northland Avenue with adjacent Strategic Site #11 (777 and 767 Northland Ave) and Strategic Site #10 (741 Northland Ave) to create a larger, contiguous site totaling just under 13 acres. This expanded footprint could accommodate a larger-scale industrial or commercial project.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life



# 537 E. DELAVAN AVE

*Adapt for Multi-Tenant Reuse - Strategic Site #22*



Existing Condition



Representative Image  
(Source: Simpson)

**ADDRESS:** 537 East Delavan Ave



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 0.9 acres

**CURRENT USE:** Industrial Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** Two (2) Vacant Structures

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

537 East Delavan Avenue is part of a former industrial complex with multiple structures and strong potential for light industrial, commercial, or community-oriented reuse. The site has documented contamination from petroleum and chlorinated solvents, particularly beneath the Main Plant (approx. 41,000 SF) along East Delavan, which is salvageable, offering high-bay space and street frontage.

Short-term recommendations include minimal stabilization, followed by asbestos abatement, material removal, cleaning, and structural repairs. Future use will require updated systems and user-specific improvements. With access to Route 33, I-190, and the Peace Bridge, the site is well-suited for multi-tenant reuse, such as an office building.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life

## CASE STUDY: THE LOFTS AT HARMONY MILLS - ADAPTIVE REUSE TO REVITALIZE A HISTORIC INDUSTRIAL CORRIDOR

### COHOES, NEW YORK

Located in Albany County, the City of Cohoes—once known as the “Spindle City”—was historically defined by its booming textile industry and the iconic Harmony Mills complex, which opened in 1872 as the largest cotton mill in the world. Like many post-industrial communities across the Northeast, Cohoes experienced significant economic decline following the closure of its major employer in the early 20th century. For decades, the Harmony Mills complex stood as a prominent but underutilized symbol of the city’s industrial past.

Beginning in 2005, a portion of the mill was transformed into The Lofts at Harmony Mills, a successful adaptive reuse project that converted vacant industrial space into high-end residential lofts. The redevelopment preserved the site’s architectural character while introducing new amenities—including a pool, spa, and planned commercial components like a restaurant—that have helped re-establish the complex as a vibrant mixed-use destination.

The success of Harmony Mills illustrates how historic industrial structures can be reimagined as dynamic residential and/or commercial hubs, fueling economic growth while honoring the legacy of the community. This model is relevant to the Northland Beltline BOA, where similar opportunities exist to revitalize vacant industrial buildings through mixed-use redevelopment. Such efforts can preserve Buffalo’s industrial heritage, provide new housing and commercial space, and strengthen neighborhood identity within the East Side.



**HARMONY MILLS**  
SOURCE: THE BUSINESS JOURNAL



# COMMUNITY SPACES

## *Strategic Sites*

Four strategic sites within the Northland Beltline BOA are dedicated to enhancing community spaces and quality of life. Glenny Park, Moselle Street Park, Box Avenue Park, and a proposed new park space at 332–376 Box Avenue create a network of vibrant, accessible green spaces that serve residents of all ages.



## HERE'S WHAT YOU SHOULD KNOW

TOTAL PROPOSED PROJECTS

**04**





# GLENNY PARK

## Position Glenny Park as a Key Community Asset - Strategic Site #2



Proposed Rendering  
(Source: SWBR)

**ADDRESS:** 1823 Fillmore Ave



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 9 acres

**CURRENT USE:** Park

**ZONING:** D-OG (Green)

**STRUCTURES:** Two (2) Basketball Courts

**TIMEFRAME:** Short-term, 1-5 years

### PROJECT DESCRIPTION:

Identified as a brownfield in the 2020 Northland Beltline BOA Study, Glenny Park is a 9-acre public park owned and maintained by the City of Buffalo. In 2019, a design plan was developed reflecting proposed enhancements to the park. To date, funding has not yet been allocated for implementation. The proposed improvements aim to create a more accessible and community-oriented space, including expanded sports fields, an ADA-compliant fitness area, a new pavilion, a walking trail, and additional parking to accommodate increased use.

These enhancements would complement the ECMC's expansion and Strategic Site #1 – Glenview Heights, supporting a growing residential population and increasing access to high-quality recreational amenities. If funded and implemented, this project would strengthen community engagement, accessibility, and neighborhood connectivity, aligning with the Northland Beltline BOA's vision for improved public spaces.

### GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 04 Support Improved Connectivity + Accessibility

# MOSELLE ST PARK

Enhance Neighborhood Recreation at Moselle Park - Strategic Site #13



Existing Condition



Representative Image  
(Source: Buffalo Rising)

**ADDRESS:** Multiple Lots



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 0.74 acres

**CURRENT USE:** Park

**ZONING:** N-3R (Residential)

**STRUCTURES:** Two (2) Basketball Courts

**TIMEFRAME:** Short-term, 1-5 years

## PROJECT DESCRIPTION:

Moselle Street Park, located at 638 Moselle Street, is an existing 0.74-acre neighborhood park. Located across the street from the Delavan-Grider Community Center, the park is well-positioned to serve as part of a growing network of community-focused spaces in the area. The City of Buffalo plans to expand the park by incorporating adjacent City-owned parcels at 263 and 267 Stevens Avenue, adding 0.14 acres and creating a larger, more versatile recreational space for the community.

A new playground installation is planned for 2025, and the City will continue to evaluate additional programming needs to meet the evolving interests of the community. These investments support the BOA's broader goals of enhancing public amenities, encouraging active lifestyles, and creating more connected, vibrant neighborhoods.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 04 Support Improved Connectivity + Accessibility



# BOX AVE PARK

## Improve + Expand Box Ave Park - Strategic Site #16



**ADDRESS:** Multiple Lots



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 0.43 acres

**CURRENT USE:** Park

**ZONING:** N-3R (Residential)

**STRUCTURES:** One (1) Basketball Court

**TIMEFRAME:** Mid-term, 5-10 years

### PROJECT DESCRIPTION:

Box Ave Park is an existing 0.43-acre neighborhood park located within the Northland Beltline BOA, offering valuable green space for local residents. The park currently serves as a recreational asset but has potential for expanded community use and accessibility improvements.

Two adjacent City-owned vacant lots (0.17 acres) provide an opportunity to expand the park footprint, creating a larger space for recreation, gathering, and play. Incorporating these parcels into the park would not only support active reuse of vacant and underutilized sites, but also enhance the park's functionality and visual presence in the neighborhood. Future improvements could include new amenities and accessibility upgrades that enhance the park's role as a welcoming and inclusive public space. Enhancing Box Avenue Park supports the BOA's broader goals of strengthening neighborhood livability, promoting active lifestyles, and improving access to quality public amenities.

### GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 04 Support Improved Connectivity + Accessibility



# FUTURE PARK SPACE

## Transform Vacant Land into Community Green Space - Strategic Site #19



Existing Condition



Proposed Rendering

**ADDRESS:** Multiple Lots



**PROPERTY OWNER:** City of Buffalo and Privately owned

**SIZE:** 1.65 acres

**CURRENT USE:** Vacant Land

**ZONING:** N-3R (Residential)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

### PROJECT DESCRIPTION:

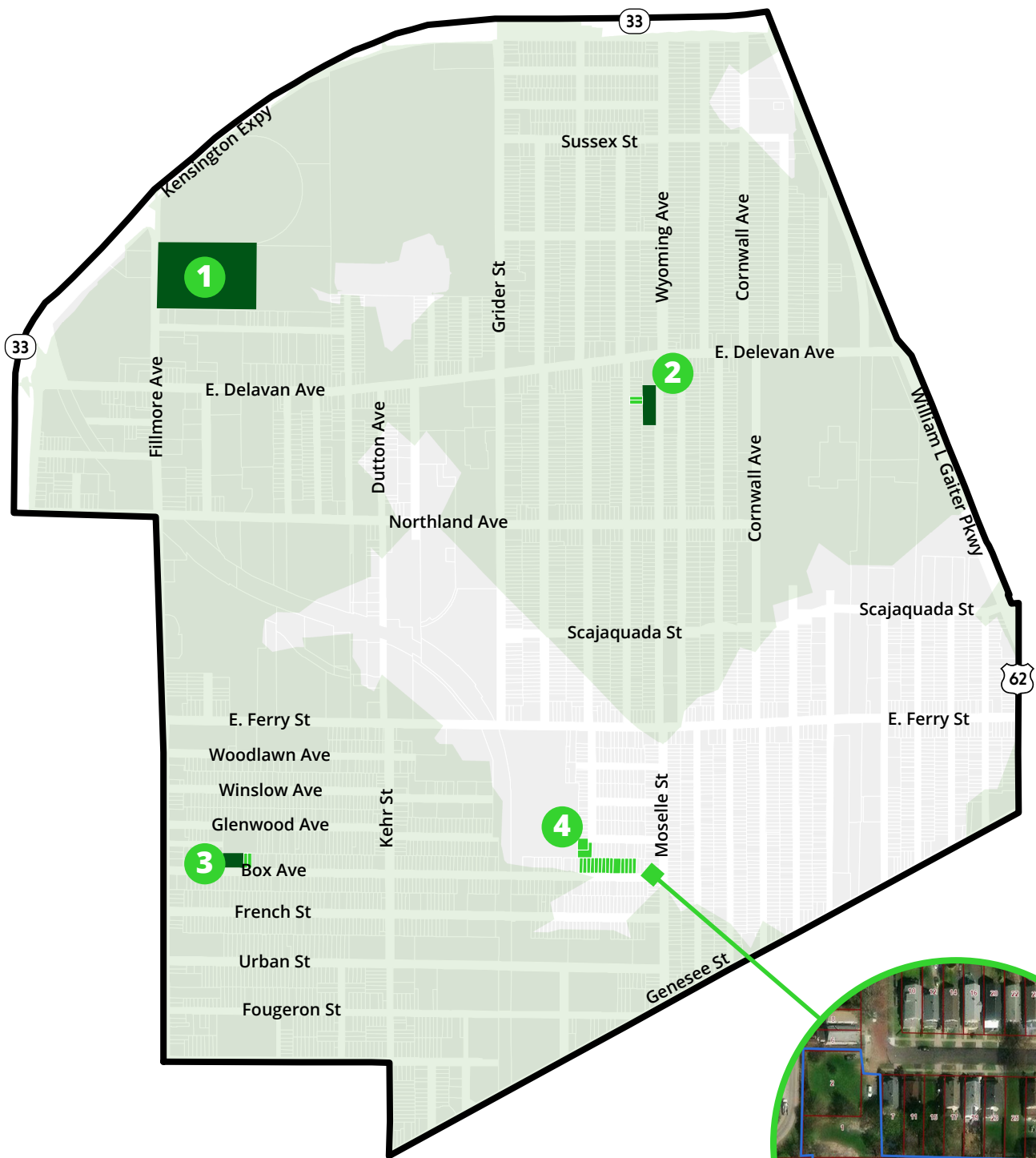
Strategic Site #19 consists of 13 City-owned vacant parcels and one privately owned parcel at 332-376 Box Avenue, totaling 1.27 acres. Two additional City-owned parcels at 1 Frankfort Avenue and 2 Ernst Avenue would contribute an extra 0.38 acres, bringing the total to 1.65 acres of potential park space.

Currently vacant and underutilized, this collection of parcels disrupts the fabric and visual continuity of the neighborhood, contributing to a sense of disinvestment. Reuse of the site as public park space would help fill a service gap identified in the City of Buffalo's Parks Master Plan through its 10-minute walk analysis, and provide needed access to recreational space for nearby residents.

In addition to addressing park access, the creation of a new park at this location would significantly improve the character and livability of the neighborhood, offering a welcoming space for recreation, gathering, and community pride within the Northland Beltline BOA.

### GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 04 Support Improved Connectivity + Accessibility



- Existing Park
- Proposed Park
- 0.5 Mile Buffer/10-min Walk
- 1 Glenny Park
- 2 Moselle St. Park
- 3 Box Ave Park
- 4 Proposed Future Park

# COMMERCIAL/MIXED-USE

## *Strategic Sites*

Three strategic sites within the BOA support mixed-use and commercial redevelopment that have the potential to strengthen the local economy and meets community needs. Located at Fillmore and Northland, Fougerson Street, and E. Ferry Street, these projects advance adaptive reuse, support small business growth, and enhance neighborhood vibrancy.



## HERE'S WHAT YOU SHOULD KNOW

TOTAL PROPOSED PROJECTS

**03**





# FILLMORE + NORTHLAND AVE

*Establish a Neighborhood-Focused Community Hub - Strategic Site #3*



**ADDRESS:** Multiple Lots



**PROPERTY OWNER:** Buffalo Urban Development Corporation

**SIZE:** 1.7 acres

**CURRENT USE:** Vacant Land

**ZONING:** D-IL (Light Industrial)

**STRUCTURES:** None

**TIMEFRAME:** Short-term, 1-5 years

## PROJECT DESCRIPTION:

Located at the intersection of Fillmore Avenue and Northland Avenue, this site consists of nine contiguous parcels owned by BUDC. BUDC has approved an exclusivity agreement with a daycare facility, positioning the site for redevelopment focused on community services.

While final plans are still being determined, the site has strong potential to become a community services hub, with a daycare facility as a central anchor. Additional uses could support families, and neighborhood-serving amenities, strengthening the corridor as a key area for economic and social investment. By leveraging publicly owned land for community benefit, this project aligns with broader revitalization goals, improving neighborhood livability, workforce readiness, and local economic growth.

Specific lots include:

- Fillmore Ave: 1669, 1675, 1679, and 1681
- Winchester Ave: 162, 164, and 168
- Northland Ave: 572 and 574

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility

# 356 FOUGERON ST

*Revive the Wonder Bread Site for Innovation - Strategic Site #18*



Existing Condition

**ADDRESS:** 356 Fougeron St



**PROPERTY OWNER:** Privately Owned

**SIZE:** 2.9 acres

**CURRENT USE:** Vacant Industrial Land

**ZONING:** N-1S (Secondary Employment Center)

**STRUCTURES:** One (1) Vacant Building

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

Identified as a brownfield in the 2020 Northland Beltline BOA Study, 356 Fougeron Street is a 2.9-acre site featuring the former Wonder Bread Factory, a 180,000-square-foot industrial building constructed in 1923. The building presents an opportunity for adaptive reuse, with mixed-use or office incubator space identified as potential redevelopment options by the current owner.

Given the building's age and historic use, asbestos and lead-based paint are likely present. Further environmental testing is needed to assess potential hazards and inform any necessary remediation prior to redevelopment.

With its large footprint and historic character, 356 Fougeron Street has the potential to become a center for innovation, entrepreneurship, or creative commercial space, supporting the broader goals of revitalization and economic growth within the Northland Beltline BOA.

## GOALS ACHIEVED:

- 01 Promote Workforce Development + Job Creation
- 02 Enhance Sustainability + Quality of Life



# 750 E. FERRY STREET

*Stabilize & Activate for Light Industrial - Strategic Site #21*



**Existing Condition**



**Representative Image**  
(Source: Savarino Cos.)

**ADDRESS:** 750 East Ferry St



**PROPERTY OWNER:** Privately Owned

**SIZE:** 14.7 acres

**CURRENT USE:** Manufacturing

**ZONING:** D-IH (Heavy Industrial)

**STRUCTURES:** Multiple Vacant Structures

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

750 East Ferry Street is a privately owned, 14.7-acre site with an existing 160,000-square-foot industrial building, offering strong potential for light industrial reuse. The site's long manufacturing history suggests likely soil contamination, along with potential above-ground and underground petroleum storage tanks, requiring comprehensive environmental assessment and remediation.

The building also has significant roof issues, making roof stabilization the top priority to prevent further deterioration and ensure the site remains viable for future redevelopment.

The site is served by active rail access and is traversed by Scajaquada Creek, which runs through a below-grade culvert, presenting a possible opportunity to explore natural geothermal applications in future development. With its size, infrastructure, and strategic location, 750 East Ferry Street is well-positioned for industrial redevelopment that supports economic growth within the Northland Beltline BOA.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options



# HOUSING OPPORTUNITIES

*Strategic Sites*

Five strategic sites within the BOA expand access to diverse, affordable housing while reinforcing neighborhood stability. These infill and mixed-use housing projects have the potential to restore the residential fabric, introduce new homeownership opportunities, and support walkable, connected communities.



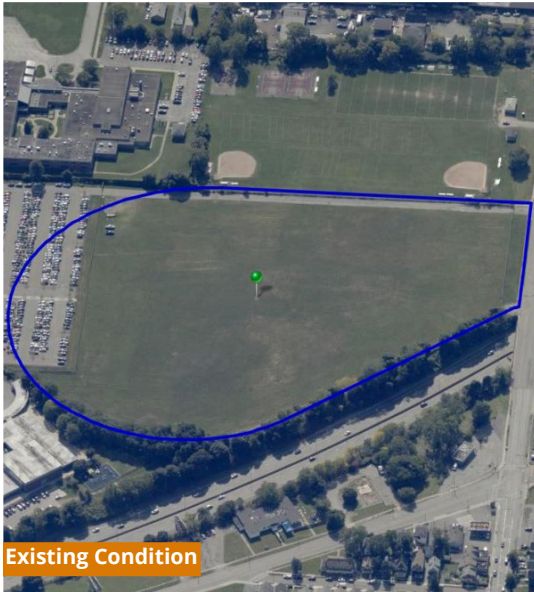
## HERE'S WHAT YOU SHOULD KNOW

TOTAL PROPOSED PROJECTS

**05**

# 1827 FILLMORE AVE

*Strengthen Neighborhoods Through Mixed-Use Growth - Strategic Site #1*



**ADDRESS:** 1827 Fillmore Ave



**PROPERTY OWNER:** Privately Owned

**SIZE:** 17 acres

**CURRENT USE:** Vacant Land

**ZONING:** D-C (Flex Commercial)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

Identified as a brownfield in the 2020 Northland Beltline BOA Study, Strategic Site #1 is a 17-acre, privately owned property in a prime location near transportation routes, public schools, and Glenny Park. Currently, Belmont Housing and CB Emmanuel have proposed Glenview Heights, a mixed-use, multi-phase development that will expand housing options while integrating essential community services.

As proposed, Phase 1 will include the construction of 229 housing units across three residential buildings, along with 10,000 square feet of commercial space. Construction could begin as early as 2026, with full build-out anticipated over 8 to 10 years. Phase 2 could add approximately 91 additional units, potentially dedicated entirely to senior housing, bringing the total development to 320 housing units. The total anticipated investment for both phases is approximately \$95 million.

The project supports the BOA's revitalization goals by increasing housing availability, improving neighborhood connectivity, and fostering economic growth through mixed-use development.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility



# 795 WOODLAWN AVE

## Advance Small-Scale Infill Housing - Strategic Site #14



**ADDRESS:** 795 Woodlawn Ave



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 0.78 acres

**CURRENT USE:** Vacant Land

**ZONING:** N-3R (Residential)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

### PROJECT DESCRIPTION:

795 Woodlawn Avenue is a 0.78-acre, City-owned site offering potential for small-scale multi-family infill housing, such as detached residential units, within the Northland Beltline BOA. Located in a predominantly residential area, the site presents an opportunity to introduce new housing that reflects the scale and character of the surrounding neighborhood while contributing to a balanced mix of affordable and market-rate options.

While modest in size, the site could accommodate approximately 8 units, making it more attractive to potential investors compared to a single-lot redevelopment. This reinvestment can help strengthen the residential fabric, reduce the presence of vacant land, and support the Northland Corridor's revitalization goals by enhancing neighborhood stability and improving quality of life through thoughtfully scaled development.

### GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility



# 739-741 GLENWOOD AVE

Promote Neighborhood-Scale Infill Housing - Strategic Site #15



**ADDRESS:** 739-741 Glenwood Ave



**PROPERTY OWNER:** Privately Owned

**SIZE:** 1.48 acres

**CURRENT USE:** Vacant Land

**ZONING:** N-3R (Residential)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

739-741 Glenwood Avenue consists of two privately-owned vacant parcels, totaling 1.48 acres, within a residential area of the Northland Beltline BOA. These parcels present an opportunity for infill housing development, including attached, owner-occupied housing that allows for greater density while remaining compatible with the surrounding neighborhood.

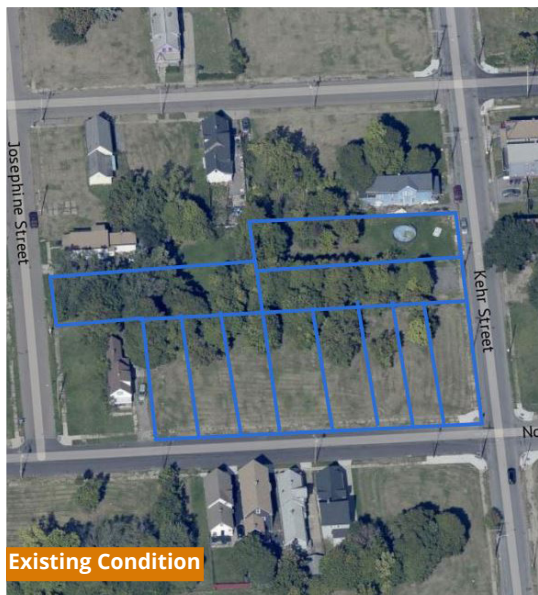
The site is located adjacent to Box Ave Park, creating a natural synergy between future housing and nearby public amenities. New residential development here would support broader revitalization efforts, improve livability, and contribute to a more vibrant, stable, and connected community.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility

# NORTHAMPTON ST + KEHR ST

*Transform City Parcels into Residential Infill - Strategic Site #17*



**ADDRESS:** Multiple Lots



**PROPERTY OWNER:** City of Buffalo

**SIZE:** 1.2 acres

**CURRENT USE:** Vacant Land

**ZONING:** N-3R (Residential)

**STRUCTURES:** None

**TIMEFRAME:** Mid-term, 5-10 years

## PROJECT DESCRIPTION:

Strategic Site #17 consists of a cluster of 11 City-owned vacant parcels at the intersection of Northampton Street and Kehr Street, totaling 1.2 acres. Located within an established residential area of the Northland Beltline BOA, the site presents an opportunity for infill housing development that supports neighborhood revitalization.

The site is well-suited for detached residential housing, allowing for reinvestment that maintains the scale and character of the surrounding neighborhood. Thoughtful redevelopment here would help strengthen the existing residential fabric, reduce vacancy, and contribute to a more vibrant, stable, and cohesive community.

## GOALS ACHIEVED:

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility



## Activate Genesee Street for Residential Reinvestment - Strategic Site #20



**TIMEFRAME:** Mid-term, 5-10 years

- 02 Enhance Sustainability + Quality of Life
- 03 Strengthen Residential Stability + Housing Options
- 04 Support Improved Connectivity + Accessibility



# STRATEGIC INVESTMENT CORRIDORS

In addition to the 22 identified Strategic Sites, three key corridors have been identified that represent high-impact opportunities for targeted reinvestment. These corridors are critical to shaping the physical and economic future of the BOA, offering strong potential to support small businesses, expand housing options through infill development, improve mobility, and strengthen the identity of the area.



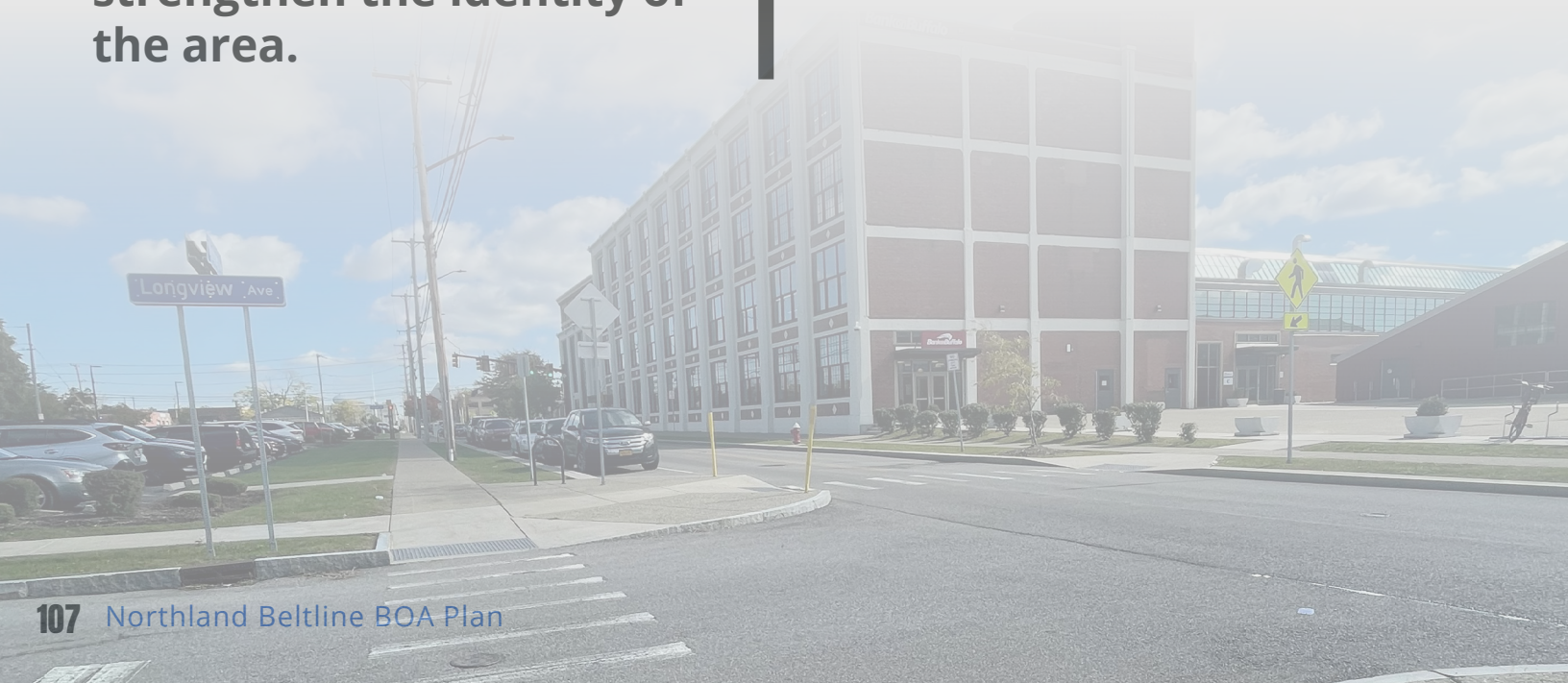
## HERE'S WHAT YOU SHOULD KNOW

PRIORITY CORRIDORS FOR  
STRATEGIC INVESTMENT

**E. Delavan Ave**

**Northland Ave**

**Genesee St**



# KEY CORRIDORS

## *Prioritizing Key Corridors to Support Long-Term Revitalization*

East Delavan Ave – A mixed-use corridor with opportunities to support small businesses, enhance walkability, and integrate new residential development that complements the existing neighborhood fabric.

William L. Gaiter Pkwy - While not a designated investment corridor, the parkway serves as a key connectivity and recreation link within the BOA. It offers an opportunity to enhance the existing greenway, improving bike and pedestrian access while supporting recreation and environmental health.

Northland Ave – The central spine of the BOA, where recent public and private investments can be leveraged through placemaking efforts to further strengthen the corridor's identity, activity, and long-term vibrancy.

Genesee St - A prime corridor for larger-scale, mixed-use infill development, with potential to activate the streetscape, increase housing supply, and attract new economic activity.



# AREA-WIDE STRATEGIES

In addition to site-specific redevelopment, four area-wide strategies address broader challenges and opportunities across the BOA. These targeted initiatives advance the community's vision for a more resilient, equitable, and vibrant neighborhood. Together, they complement strategic site investments and ensure long-term, inclusive revitalization throughout the BOA.



## HERE'S WHAT YOU SHOULD KNOW

FOUR AREA-WIDE CATEGORIES

**Public Health**

**Vacant Land + Housing**

**Connectivity + Accessibility**

**Neighborhood Placemaking + Identify**



## OVERVIEW

In addition to the 22 Strategic Sites identified for targeted redevelopment, the Northland Beltline BOA faces broader neighborhood needs that require coordinated, area-wide action. While Strategic Sites serve as physical anchors for transformation, these larger-scale strategies address systemic issues and shared community priorities that extend across the BOA.

To support a resilient, equitable, and connected future, this plan outlines four key categories of area-wide strategies. These categories respond directly to conditions identified through public input, site analysis, and policy alignment, ensuring that revitalization efforts not only improve individual sites, but also elevate the overall quality of life for residents and businesses.

The four categories of area-wide revitalization strategies include:



**PUBLIC HEALTH.** Addressing interconnected challenges such as brownfield exposure, food access, air quality, access to parks, and education opportunities to support long-term community wellness.



**VACANT LAND + HOUSING.** Activating vacant land and strengthening housing stability through reinvestment, rehabilitation, and community-driven reuse strategies that reflect neighborhood priorities and build long-term resilience.



**CONNECTIVITY & ACCESSIBILITY.** Improving mobility and access across the BOA through better pedestrian, bike, transit, and vehicular infrastructure.



**NEIGHBORHOOD PLACEMAKING + IDENTITY.** Enhancing the public realm with welcoming, inclusive, and culturally meaningful spaces that build community identity and pride.

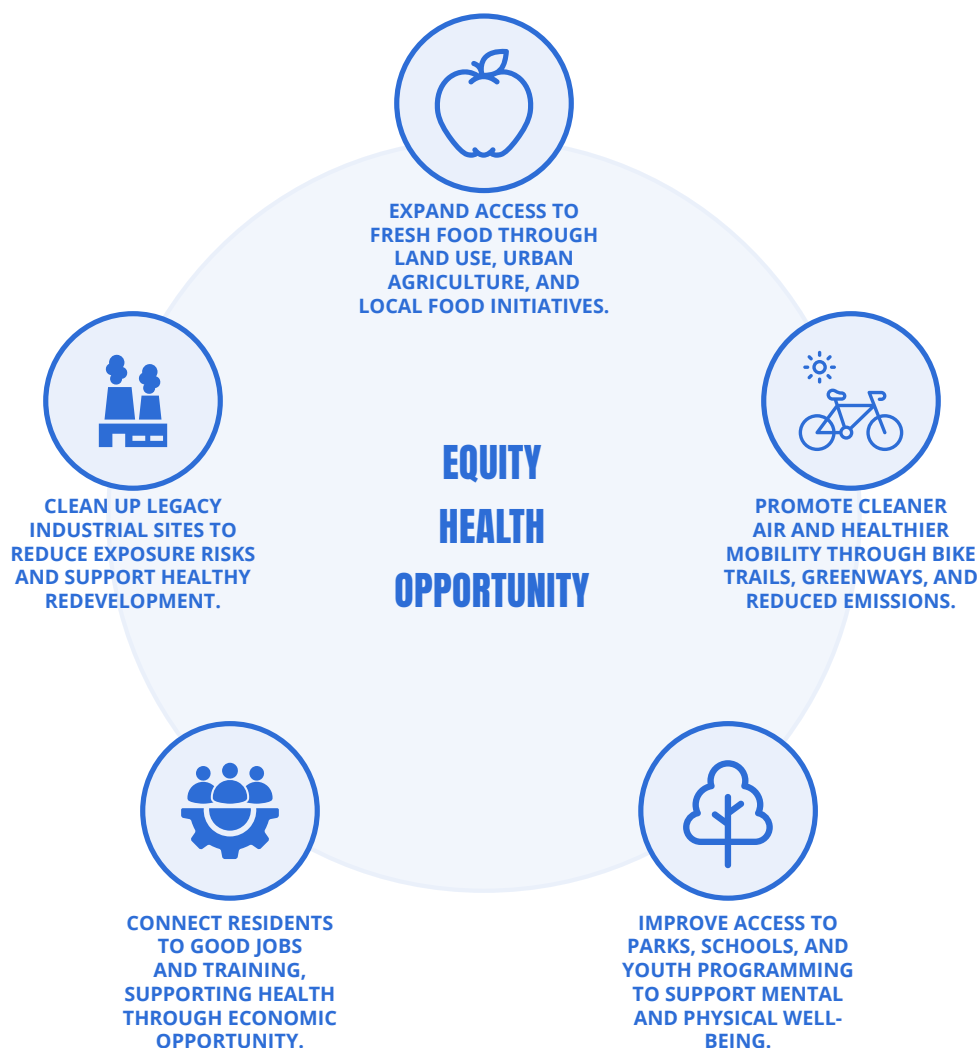


# UNDERSTANDING PUBLIC HEALTH

## ADVANCING HEALTH THROUGH REVITALIZATION

The revitalization of the Northland Beltline BOA is not only an economic development initiative, it is also a public health strategy. Many of the systemic challenges that have shaped conditions in East Buffalo, including environmental contamination, limited access to healthy food, underinvestment in schools and parks, and poor air quality, are directly tied to public health outcomes. These challenges disproportionately impact low-income residents and communities of color, reinforcing historic inequities across the BOA.

This plan recognizes that health and well-being must be integral to revitalization. Through a combination of brownfield remediation, expanded access to parks and food, workforce development, and infrastructure improvements, the BOA presents a transformative opportunity to create a safer, healthier, and more equitable environment for all who live, work, and visit here. The following section outlines key public health considerations and area-wide strategies that support environmental justice, health equity, and long-term community resilience across the BOA.



# PUBLIC HEALTH RECOMMENDATIONS



## **BROWNFIELD + ENVIRONMENTAL QUALITY.**

Many of the properties within the BOA are brownfields—vacant or underutilized sites complicated by real or perceived environmental contamination. While some are former industrial properties, others include commercial or institutional sites where contaminants may be present. These conditions not only limit redevelopment potential but can contribute to air and soil quality concerns, posing risks to nearby residents. Remediating and reactivating these properties is not only a land use and economic development strategy, but also a public health priority. By converting brownfields into productive, clean sites, the BOA can reduce exposure risks and promote healthier living environments.

- **Environmental Site Assessments.** Pursue Phase I and Phase II ESA funding through the BOA implementation Funding or other state resources to complete investigations on sites that have not been previously studied.
- **Community Environmental Transparency.** Continue to work with local and state partners to support efforts to ensure transparent access to environmental information in the BOA.
- **Healthy Housing Remediation.** Support assessment and remediation of lead paint, asbestos and other environmental hazards in older residential units to promote healthier housing conditions.



## **FOOD ACCESS + NUTRITION.**

Access to fresh, affordable food remains limited within the Northland Beltline BOA, which currently lacks a full-service grocery store. This plan supports future opportunities to improve food access through land use strategies, urban agriculture, and community-based food initiatives. Located within the BOA, Groundwork Market Garden serves as a valuable community resource by providing locally grown produce and demonstrating the potential of urban agriculture to activate underutilized land. Supporting the expansion and long-term sustainability of Groundwork, along with similar initiatives, can strengthen the local food system and improve neighborhood health. Vacant sites could also be used temporarily for community gardens, while future mixed-use developments present opportunities to integrate healthy food options, such as small grocers, cafés, or commissaries, that enhance food access, support small business growth, and create workforce opportunities.

- **Community Gardens on Vacant Land.** Consider community gardens as a temporary option on vacant sites which also provides an additional local food source.
- **Healthy Food in Mixed-Use Development.** Promote the integration of healthy food options as part of future mixed-use development project.
- **Support Local Food Producers.** Support the expansion and sustainability of Groundwork Market Garden and other community-based food producers located within the BOA.



# UNDERSTANDING PUBLIC HEALTH



## AIR QUALITY + CLIMATE HEALTH.

Air quality in the Northland Beltline BOA is shaped by legacy industrial uses, paved surfaces, and limited green infrastructure. These factors not only impact air quality but also contribute to the urban heat island effect, disproportionately affecting the health of low-income and historically underserved communities. Increasing tree canopy and green space can help filter pollutants, lower temperatures, and create a more comfortable and equitable neighborhood environment. As the BOA advances its environmental justice and climate resilience goals, improving air quality is essential to fostering a healthier, more livable community.

- **Expand Tree Canopy.** Increase street tree canopy coverage to improve air quality, reduce smog, and provide shade to cool the neighborhood.
- **Pursue Additional Urban Forestry Funding.** Pursue funding through the State or County Urban Forestry grant programs.
- **Study Local Effects of Air Quality and Heat Vulnerability.** Expand on the findings of the City's Preliminary Climate Vulnerability Assessment to map and investigate localized air quality and heat-related issues with partners, including NYS DEC.



## PARKS + OPEN SPACE.

Equitable access to quality public space is essential for community well-being, cohesion, and long-term neighborhood vitality. Within the BOA, expanding and improving parks, recreational facilities, and trail connections can enhance quality of life, support physical activity, and strengthen social ties. Strategic site recommendations in this plan include opportunities for new parks, expanded green space, and enhanced recreational amenities that align with community needs. The East Side Trail Feasibility Study identified several proposed trail connections that are echoed in this plan,

presenting opportunities to advance shared goals for access and connectivity.

- **Advance Strategic Site Improvements.** Implement site-specific recommendations as identified in the Strategic Sites section of this BOA Plan.
- **Track Community Recreation Needs.** Monitor evolving community needs for public space, recreation, and amenities.
- **Continue to Enhance Trail Connectivity.** Support implementation of trail connections identified in the East Side Trail Feasibility Study, and explore opportunities for additional multimodal trails that accommodate walking, biking, and other non-vehicular uses.



## JOB SECURITY.

Stable, well-paying jobs contribute to long-term community health by providing economic security, access to healthcare, and opportunities for personal growth. The Northland Workforce Training Center (NWTC) and proposed entrepreneurial spaces help connect residents to career pathways in sectors such as advanced manufacturing, green energy, and food systems, aligning job creation with the BOA's revitalization and sustainability goals.

- **Promote NWTC Programs.** Promote enrollment and career placement programs offered by the Northland Workforce Training Center.
- **Support Local Hiring Initiatives.** Continue to support workforce development and hiring initiatives offered by Viridi Parente and other local employers.
- **Build Education-to-Career Pathways.** Strengthen partnerships with local schools, colleges, and training providers to create clear education-to-career pathways aligned with BOA industry growth.

# The Value of Street Trees in Urban Environments

Trees play a critical role in cooling and beautifying the environment and increasing a person's "dwell time" which provides a tremendous boost to local main street retail centers. As rain events increase and temperatures continue to rise, street trees are now more important to main streets than ever.

Street trees provide a physical buffer from traffic that makes walking safer and more appealing, they reduce and store stormwater, and cool not just sidewalks and roads, but also surrounding buildings. According to a USDA study, the yearly economic benefits of planting trees exceed the cost of maintaining them by a factor of over 1,000. Additional benefits are highlighted in the graphic below:

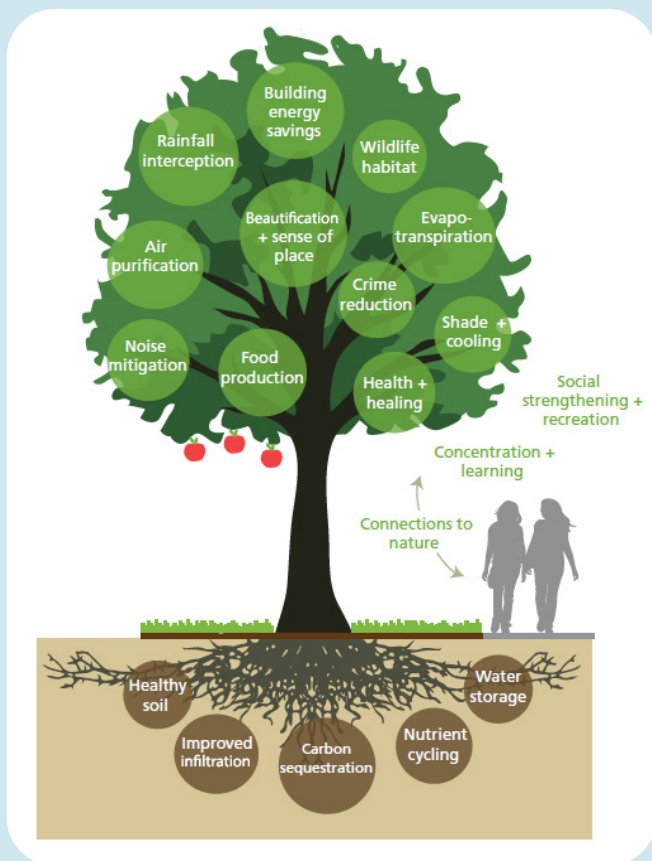


Image Credit: Maintaining Winnipeg's Urban Forest, First Unitarian Universalist Church of Winnipeg

## What Makes a Good Street Tree?

- ✓ Street trees must be able to tolerate difficult conditions such as excess pavement and salting;
- ✓ Street trees should have tall straight trunks that allow for openness at the street level while providing maximum comfort and shade below the canopy;
- ✓ A variety of drought and pollution tolerant trees should be used to maximize resiliency.
- ✓ Deciduous trees should be used to maximize air circulation and allow natural light to reach buildings and the sidewalk.



### CANOPY SHADE TREES

Deciduous shade trees allow for comfortable light levels and maximize stormwater intake.

✓ This IS a good street tree!



### FLOWERING TREES

Smaller flowering trees should be used under utilities where height is limited.

✓ This IS a good street tree!



### EVERGREEN TREES

While evergreens are great in parks, their density, root structure, and sensitivity make them poor street trees.

✗ This is NOT a good street tree!

# VACANT LAND + HOUSING

## REINVESTMENT OPPORTUNITIES

Coordinated and community-focused reinvestment presents an opportunity to provide balanced housing options while reactivating vacant land. This is especially important given the prevalence of vacant lots, which reflect a history of industrial decline, discriminatory housing practices, highway construction, an aging building stock, and extensive demolition over time. By activating these spaces for uses such as infill housing, green infrastructure, local food production, community gathering spaces, and public art, they can serve local community needs and reflect neighborhood priorities. Furthermore, transforming vacant properties into assets through rehabilitation and redevelopment can support strategic site development and help catalyze long-term neighborhood revitalization.

The following recommendations offer ways to build on current efforts and guide future investment in both vacant lots and housing stability.



## VACANT LAND + HOUSING RECOMMENDATIONS



### SUPPORT AND PROMOTE PROGRAMS

When left unmanaged, vacant lots can contribute to declining property values, safety concerns, and a fragmented neighborhood environment. With intentional reuse, however, they can address evolving community needs, reinforce neighborhood stability, and support future reinvestment. Much of the vacant land in the BOA is publicly owned, giving the City a strategic opportunity to guide its reuse in ways that reflect community priorities and long-term revitalization goals.

Several existing programs already support the productive reuse of vacant land for residential, commercial, and community purposes. An online inventory connects interested applicants with available city-owned lots and provides access to initiatives such as the Side Lot Program, which allows homeowners to purchase adjacent lots for yard expansion or home improvements. Community gardening efforts, supported by partners like Grassroots Gardens of Western New York, offer another example of how vacant land can be activated to meet local needs. These efforts provide a strong foundation for improving access, strengthening partnerships, and encouraging creative reuse strategies.

#### → Online Inventory of City-owned Lots.

Continue to maintain and enhance the online inventory to ensure clear, accessible information for residents and organizations interested in acquiring vacant land.

#### → Side Lot Programs.

Highlight the Side Lot Program as a resource for eligible homeowners and explore ways to improve its accessibility, visibility, and overall effectiveness.



- **Community Gardens.** Maintain support for community gardening as a flexible use of vacant land by continuing collaboration with partners such as Grassroots Gardens and ensuring clear access to city-owned lots for residents and community groups.
- **Clean and Green Program.** Consider implementing an area-wide Clean and Green program to support regular maintenance and visual improvements of vacant lots through partnerships with local residents, community groups, or workforce development initiatives.
- **Green Infrastructure.** Support the incorporation of green infrastructure on vacant lots by encouraging stormwater management practices and aligning with initiatives such as Buffalo Sewer's Rain Check program.
- **Public Art.** Encourage the use of vacant lots as spaces for public art installations that celebrate neighborhood identity and promote community engagement.
- **Vacant Lot Toolkit.** Consider developing a user-friendly toolkit to help users navigate the processes and options for reusing vacant lots.
- **Infill Housing Development.** Prioritize the development of new housing on vacant lots to strengthen neighborhood fabric, offer balanced housing options, and make effective use of existing infrastructure and services.
- **Partnership and Innovation.** Collaborate with local partners, such as the Buffalo Niagara Land Improvement Corporation (BENLIC), to explore creative and community informed approaches to addressing vacant lots, allowing for flexibility in how these spaces are reimagined and reused.



## HOUSING STABILITY

Housing stability is essential to individual wellbeing and neighborhood resilience, providing the foundation for health, economic opportunity, and long-term community investment. A range of housing assistance programs are available to homeowners and renters in Buffalo, including repair loans, grants, down payment support, and lead hazard remediation. Prioritizing the use of these resources to preserve existing housing and prevent further loss is especially important in areas with aging housing stock and signs of distress. Supporting housing rehabilitation can help maintain neighborhood character, reduce displacement, and make efficient use of available infrastructure.

- **Housing Assistance Programs.** Support and promote programs that help homeowners and renters with housing costs, maintenance needs that improve safety, and the ability to remain in their homes. Promoting these resources more widely, expanding eligibility, and coordinating with community organizations for outreach can help ensure they are accessible to those most in need, supporting long-term stability and creating pathways to build wealth for residents.
- **Prioritize Rehabilitation over Demolition.** Focus investment on the repair and reuse of existing buildings where feasible to retain neighborhood fabric and reduce the creation of additional vacant lots.
- **Collaborative Approaches to Affordability.** Consider partnering with community-based organizations and drawing on guidance from the Affordable Housing Task Force to explore innovative approaches that promote housing affordability, support resident involvement, and balance affordability goals with opportunities to build generational wealth.

# NEIGHBORHOOD PLACEMAKING

## CONNECTING PEOPLE + PLACES

Connectivity and access play a key role in supporting the revitalization of the Northland Beltline BOA. Existing conditions reveal a fragmented network of pedestrian, bicycle, and transit infrastructure, limiting mobility options for residents and visitors alike. Within the BOA, dedicated bike infrastructure is virtually nonexistent, and the few facilities that do exist are located along the outer boundaries and are in need of upgrades. Inconsistent pedestrian infrastructure and crossings create additional challenges, particularly for the 36% of residents who do not have access to a vehicle, according to ESRI data used in the existing conditions analysis. For these residents, safe and connected walking, biking, and transit options are not just beneficial, they are essential.

The recommendations outlined in this BOA plan build directly on recent planning efforts and complement several ongoing initiatives aimed at improving connectivity across Buffalo's East Side. The City of Buffalo Parks Master Plan, for example, identified gaps in the open space network within the BOA, particularly in the southeastern portion of the study area. In response, this plan proposes a new park in that underserved area to help close the recreational access gap. However, physical infrastructure alone is not enough. To ensure equitable access to parks, jobs, schools, and community assets, this BOA recommends a more integrated, inclusive, and area-wide approach to mobility and connectivity.



**36%**

**OF RESIDENTS IN THE BOA DO NOT  
HAVE ACCESS TO A VEHICLE**

## Filling the Gap

A key framework guiding connectivity recommendations in the Northland Beltline BOA is the East Side Trail Initiative, a citywide strategy to expand Buffalo's trail network and close critical mobility gaps, particularly on the East Side. As part of this effort, several new trail segments have been proposed to better connect residents to parks, services, and employment hubs while promoting healthy, active transportation options.

These proposed trails would enhance east-west and north-south movement through and around the BOA, creating a cohesive, multimodal network that builds on existing infrastructure including the Scajaquada Creek Path, William L. Gaiter Parkway, and the North Buffalo Rail Trail.

Proposed trails include:

- Northland Avenue / Scajaquada Street Connector – A new east-west route that would dissect the BOA, connecting Fillmore Avenue to William L. Gaiter Parkway and creating a central active transportation spine.
- Genesee Street Trail – A new facility along this Strategic Investment Corridor, enhancing access to businesses, transit, and adjacent neighborhoods.
- Fillmore Avenue Trail Extension – A new route supporting north-south connectivity and improved access between residential areas and commercial nodes.
- William L. Gaiter Parkway Extension – An expansion of the existing greenway to improve recreational access and link more residents to the larger trail system.

**THESE IMPROVEMENTS ARE MORE THAN  
MOBILITY UPGRADES, THEY ARE INVESTMENTS  
IN ECONOMIC VITALITY, COMMUNITY HEALTH,  
AND NEIGHBORHOOD VIBRANCY.**



**ADDRESSES  
CONNECTIVITY  
GAP**



**INCREASES FOOT  
TRAFFIC TO  
BUSINESSES**

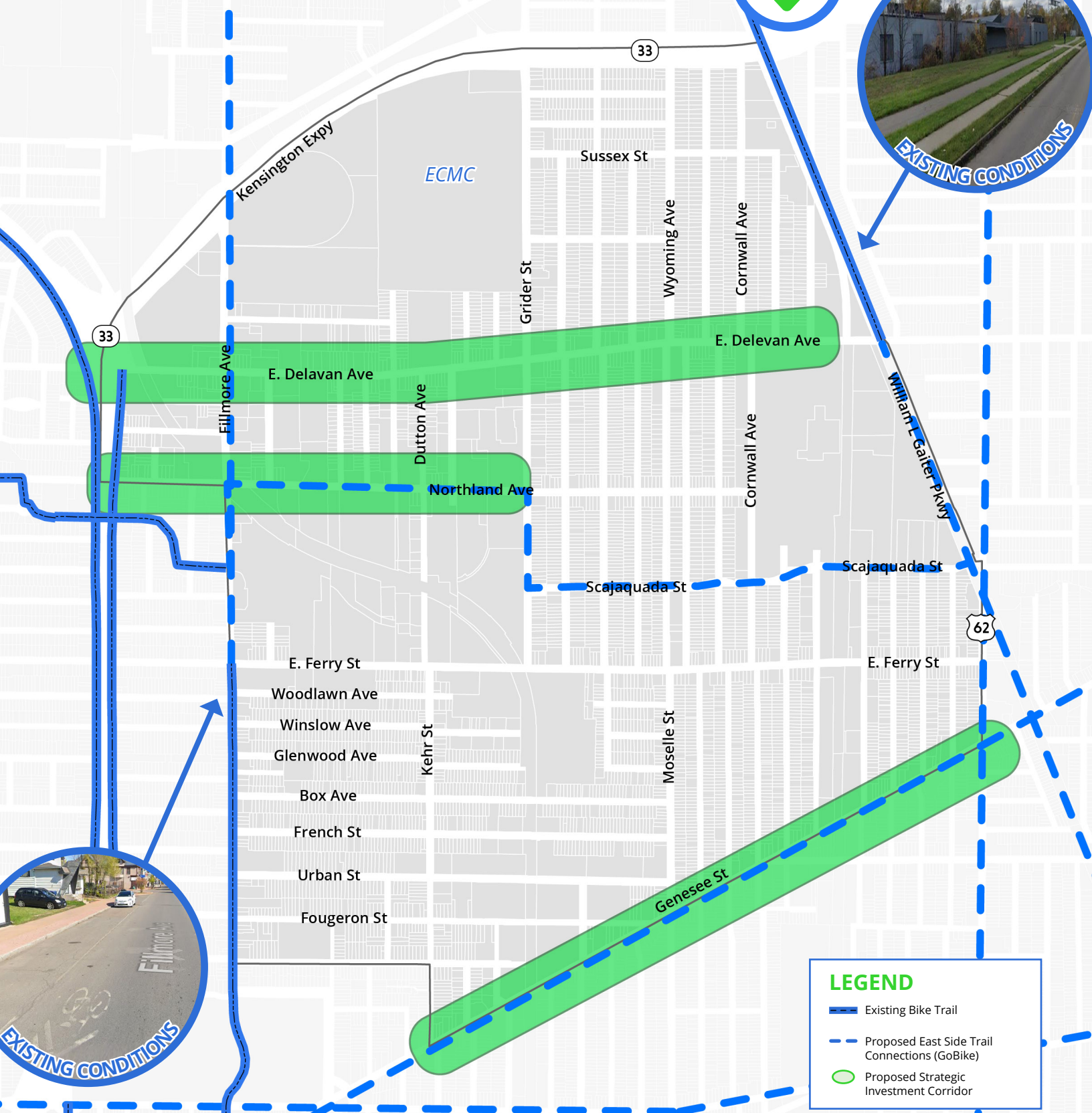


**SUPPORTS  
ACTIVE  
LIFESTYLE**



**IMPROVES SAFETY  
+ ACCESSIBILITY  
OF PUBLIC SPACES**

## PLACEMAKING RECOMMENDATIONS





# NEIGHBORHOOD PLACEMAKING

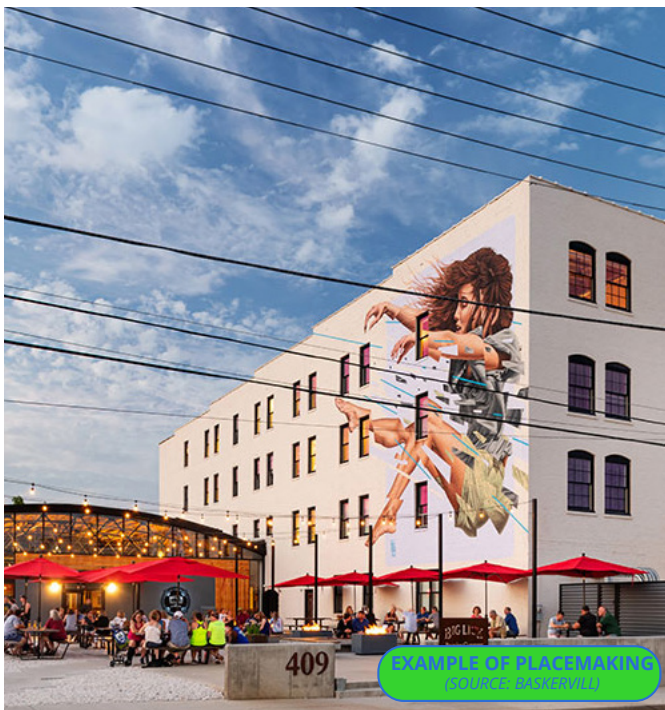
## ESTABLISHING A STRONG NEIGHBORHOOD IDENTITY

Placemaking is a vital strategy for transforming the Northland Beltline BOA into a more vibrant, attractive and people-centered environment. It's more than just aesthetics, it's about creating safe, inclusive, and engaging spaces that foster neighborhood pride, support local businesses, and encourage community interaction. A well-designed public realm can be a powerful tool for revitalization, helping residents feel a stronger connection to where they live and work.

As identified earlier in this plan, the Strategic Investment Corridors, Northland Avenue, East Delavan Avenue, and Genesee Street—offer distinct opportunities for streetscape improvements and placemaking enhancements. These corridors serve as the primary connectors within the BOA and should reflect the identity, culture, and future vision of the community.

The following recommendations are organized into five focus areas:

-  **STREETSCAPE AMENITIES.** Introducing pedestrian-scale lighting, benches, bike racks, landscaping, and wayfinding to create more comfortable, functional, and attractive public spaces.
-  **GATEWAY TREATMENTS.** Establishing distinctive, branded gateways at key entrances into the BOA to signal arrival, strengthen identity, and enhance visibility of the district.
-  **ROADWAY ENHANCEMENTS.** Improving roadway design to prioritize safety, visibility, and accessibility—especially for pedestrians, cyclists, and transit users.
-  **PLACEMAKING OPPORTUNITIES.** Activating vacant or underutilized spaces with public art, cultural displays, and flexible uses like pop-ups or gathering areas to celebrate identity and enhance vibrancy.
-  **NEIGHBORHOOD IDENTITY.** Northland Avenue, home to the Northland Workforce Training Center, is a critical focal point for placemaking to leverage investments already underway. While significant investment has occurred along this corridor, the area lacks cohesive streetscape character and a sense of place. The portion of Northland Avenue in front of NWTC is especially well-positioned for enhanced placemaking improvements, branding, and gateway elements that reflect its role as the heart of the corridor.

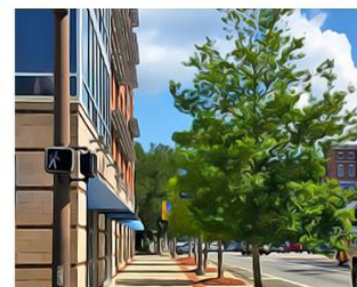


## Streetscape Amenities

Thoughtfully designed streetscape elements can dramatically improve the comfort, safety, and experience of public spaces. Amenities like benches, street trees, planters, pedestrian-scale lighting, trash receptacles, and bike racks create welcoming environments that invite people to linger, interact, and engage with their surroundings. These elements also help soften the streetscape, provide shade and greenery, and enhance the character of commercial and residential corridors.

Incorporating street amenities should be prioritized to the Northland Avenue corridor to support other investments that have been made in recent years. The East Delavan Avenue and Genesee Street corridors, as well as formal public spaces and parks, will also benefit from investments to the public realm. Targeted opportunities for enhancement within residential neighborhoods should include street tree plantings, sidewalk repairs and ADA accessibility upgrades to ensure a safe, welcoming and equitable transportation environment exists throughout the study area.

*Representative images of streetscape images are shown below.*



## ART WALK CASE STUDY

In Spring 2012, the City of Rochester completed ArtWalk, a large-scale streetscape and public art project in the 15-block Neighborhood of the Arts. Described as a sidewalk gallery and outdoor museum, ArtWalk combined safety improvements with public art and amenities, transforming the area into an engaging urban trail. The community-driven vision led to significant outcomes, including a 61% increase in housing values over six years, new small business investment, and a 30% drop in crime—demonstrating the powerful role of public realm enhancements in driving neighborhood revitalization.



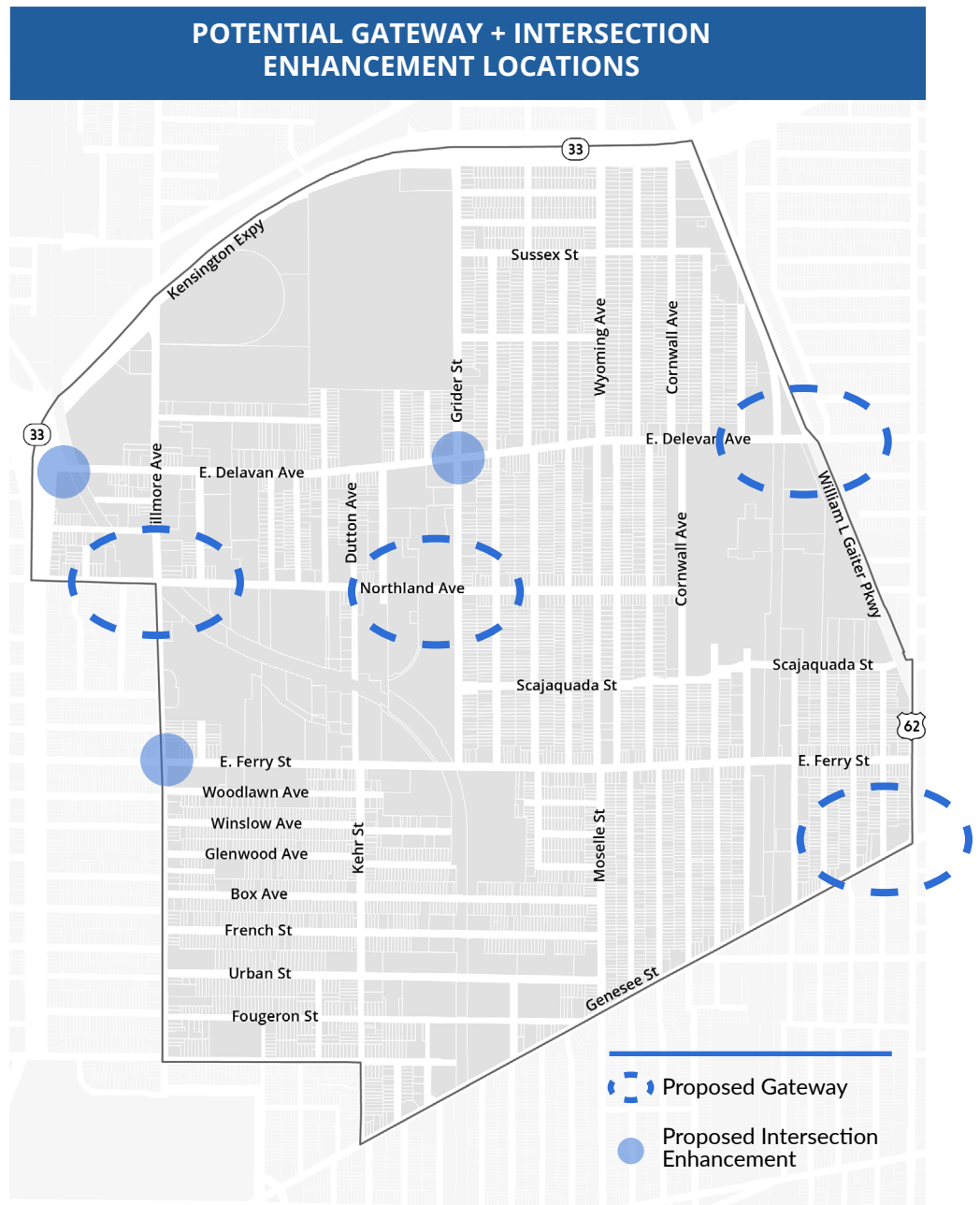


# NEIGHBORHOOD PLACEMAKING

## Gateway Treatments

Gateway features mark the entry into a district or corridor and can significantly influence first impressions. Whether through distinctive signage, public art, landscaping, or architectural markers, gateways help establish a neighborhood's identity and create a sense of arrival. These elements are particularly impactful at major intersections or corridor entry points.

*Representative images of gateway treatments that define and enhance the corridor identity are included below.*





## Roadway Enhancements

Roadway design plays a key role in creating safe, multimodal corridors. Enhancements such as curb extensions, raised crosswalks, dedicated bike lanes, traffic calming features, and reduced lane widths help prioritize pedestrian and cyclist safety while slowing vehicular speeds. These improvements not only improve mobility for all users but also signal a community's investment in accessibility and equity.

*Representative images of roadway enhancements that improve safety and connectivity are shown below.*



### → Accessible for all.

Ensure all streetscape improvements meet ADA standards, including accessible curb ramps, to support mobility for all users.



### → Calm Residential Streets.

In residential areas with speeding concerns, consider traffic calming tools such as speed humps to enhance safety and comfort for pedestrians.



### → Proactive Street Care.

Establish a consistent and proactive street maintenance schedule to address potholes and surface deterioration, supporting a smoother, safer public realm.



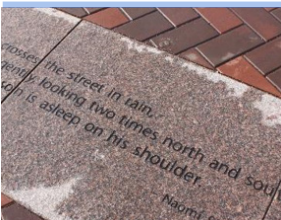
### → Safer Crossings.

Look for opportunities to enhance visibility of pedestrian crossings, especially in high-traffic areas along major east-west corridors, through design and signage.



### → Pedestrian Refuge.

Where right-of-way allows, consider installing landscaped medians that serve both as pedestrian refuge islands and a visual element to slow traffic.



### → Placemaking Through Design.

Support neighborhood identity and placemaking with subtle interventions like unique paving materials, artful details, and integrated storytelling.

# NEIGHBORHOOD PLACEMAKING

## Placemaking Opportunities

Placemaking can extend beyond streetscapes and gateways to include creative interventions throughout the BOA. Vacant lots can become flexible gathering spaces, pop-up markets, or temporary art zones. Public art, interpretive signage, and historic displays can celebrate local heritage and identity, turning everyday spaces into meaningful community landmarks.

*Representative images of additional placemaking opportunities shown below.*



## SPOTLIGHT: BELTLINE PLAZA - A NEIGHBORHOOD SUCCESS STORY



What was once an underutilized corner at Northland and Winchester Avenues is now Beltline Plaza—a thoughtfully designed micro-park that brings art, ecology, and community together in the heart of Buffalo’s East Side. A project led by Buffalo Urban Development Corporation in partnership with Buffalo Niagara Waterkeeper, Beltline Plaza integrates public art, stormwater features, and pollinator-friendly landscaping to create a vibrant, educational, and peaceful gathering space.

From sculptures cast using reclaimed warehouse cogs to bioswales, bike racks, benches, and rain gardens, the plaza is a model for placemaking that celebrates local history, fosters biodiversity, and supports walkability. It’s part of a growing network of creative interventions along the Northland Corridor that is transforming the area into a cultural and community destination. Just steps away from murals, artist installations, and the Northland Workforce Training Center, Beltline Plaza exemplifies how small-scale, intentional investments can spark pride, momentum, and a sense of place.



## NEIGHBORHOOD IDENTITY - BRANDING NORTHLAND AVE

Northland Avenue serves as both the physical and symbolic spine of the Northland Beltline BOA. As home to the Northland Workforce Training Center and a designated Strategic Investment Corridor, it holds tremendous potential, not just as a transportation route, but as a people-centered public space that reflects the identity, pride, and future of the surrounding community.

Currently, the streetscape in front of the NWTC lacks visual cohesion and a sense of place. The corridor feels disconnected from the vibrancy and ambition that defines the training center and the community it serves. To fully realize its potential, Northland Avenue should be reimagined as a welcoming, walkable, and clearly branded gateway into the BOA.

Placemaking strategies should prioritize visual identity, pedestrian safety, and everyday usability, ensuring that residents, students, workers, and visitors know they've arrived somewhere special. This could include:

- Branded banners, poles, or lighting to unify the corridor's look and feel
- Public art or murals that reflect community history, culture, and pride
- Gateway signage or sculptural elements at key intersections
- Enhanced landscaping, street furniture, and lighting to promote comfort and safety
- Integrated design elements that reinforce the corridor as a destination—not just a pass-through

By creating a cohesive and branded identity for Northland Avenue, this corridor can become a symbol of transformation—reflecting the momentum of ongoing investment and establishing a visible identity for the broader Northland Beltline BOA.

### Streetscape Character

*Existing Conditions*



*Representative Image*



### Gateways

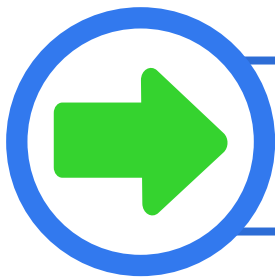
*Existing Conditions*



*Representative Image*







## SECTION 5

# IMPLEMENTATION STRATEGY

This section outlines a clear and actionable implementation plan to advance the projects, policies, and programs introduced in Section 4. The following strategy serves as a roadmap for moving forward with the recommended public improvements and development initiatives.





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# IMPLEMENTATION OVERVIEW

## OVERVIEW

The Implementation Strategy establishes a concise and actionable approach for advancing the community-driven vision described throughout the Northland Beltline BOA Plan. Rather than following a single master plan, this strategy emphasizes a flexible, site-based approach focused on repositioning underutilized or obsolete properties, improving infrastructure, fostering adaptive reuse, and supporting workforce development and economic inclusion.

Maintaining the momentum generated through this BOA planning process is essential to ensuring that revitalization efforts take root and result in lasting change. The implementation tables on the following pages serve as a road map to move recommended public improvements, strategic site development, and area-wide initiatives from concept to execution. These tables account for phasing, responsible parties, estimated costs, and potential funding sources. Implementation is expected to rely on a combination of public and private investment.

Upon BOA designation by the New York State Secretary of State, the Northland Beltline BOA will become eligible for pre-development funding through the NYS Department of State's BOA Program. Several pre-development activities are eligible for this funding and are highlighted in bold within the implementation tables that follow.

Additionally, strategies with area-wide applicability are outlined in a separate table for the City of Buffalo and local stakeholders to consider. These strategies are intended to support the revitalization of the broader BOA area and to complement the public improvement and development opportunities identified throughout the study.



**IMPLEMENTATION EFFORTS WILL BE GROUNDED IN THE COMMUNITY'S VISION AND SUPPORTED THROUGH PARTNERSHIPS AMONG LOCAL STAKEHOLDERS, PUBLIC AGENCIES, NONPROFIT ORGANIZATIONS, AND PRIVATE DEVELOPERS. THESE EFFORTS ARE DESIGNED TO BUILD ON THE GROWING MOMENTUM ALONG THE NORTHLAND CORRIDOR, WHERE INVESTMENTS SUCH AS THE NORTHLAND WORKFORCE TRAINING CENTER AND RELATED INFRASTRUCTURE UPGRADES HAVE ALREADY LAID THE FOUNDATION FOR TRANSFORMATIVE CHANGE, WHILE ENSURING LONG-TERM SUSTAINABILITY, EQUITY, AND RESILIENCE.**



# IMPLEMENTATION OVERVIEW

Upon BOA designation by the New York State Secretary of State, the Northland Beltline BOA becomes eligible for BOA Pre-Development Activity funding through the NYS Department of State. This funding is intended to help facilitate redevelopment by providing a pathway for completing required pre-development activities. These activities are often necessary to advance revitalization efforts and make sites more attractive and feasible for investment and reuse. The table below outlines examples of eligible pre-development activities that can be supported through this funding.

## ELIGIBLE PRE-DEVELOPMENT ACTIVITIES

### AVAILABLE FUNDING FOR DESIGNATED BOAS

<b>Development Activities of Marketing Materials</b>	Market analyses; creation of websites, brochures, and other materials to promote BOA projects
<b>Development of Plans and Specifications</b>	Schematic design; survey; construction document development
<b>Real Estate Services</b>	Creation of developer RFPs; legal services; development of real estate disposition strategies
<b>Building Conditions Studies</b>	Architectural and structural studies; lead; mold; asbestos; radon; and/or vapor intrusion surveys
<b>Infrastructure Analyses</b>	Feasibility studies; traffic studies; infrastructure improvement plans
<b>Zoning + Regulatory Updates</b>	Developing land use regulations
<b>Environmental, Housing + Economic Studies</b>	Phase I and Phase II ESAs; archaeological/cultural surveys; financial feasibility studies; renewable energy feasibility studies; target industry analysis (e.g. tourism, housing, industrial)
<b>Public Outreach</b>	Community meetings; neighborhood events; temporary demonstration projects

# ENVIRONMENTAL ASSESSMENT RECOMMENDATIONS

## PHASE I ESAs

As redevelopment progresses within the Northland Beltline BOA, further environmental investigation is recommended to confirm site suitability and identify potential remediation needs. Specifically, Phase I Environmental Site Assessments (ESAs) are advised for several strategic sites with uncertain environmental histories or proximity to known contamination. These assessments will help clarify past land uses, identify Recognized Environmental Conditions (RECs), and determine whether Phase II ESAs are warranted. Advancing these evaluations will support responsible, sustainable redevelopment while also positioning sites to access state and federal brownfield funding opportunities.

Sites Recommended for Phase I ESAs	Environmental Concern
<b>Strategic Site #6: 87 Longview Ave</b> 0.34 acres   Vacant Land	No known concerns, but Phase I ESA recommended due to potential unknown historical uses
<b>Strategic Site #7: 192 Chelsea Place</b> 1.3 acres   Vacant Land	Adjacent to NYSDEC Site #915329. A Phase I ESA is recommended due to proximity to known contamination
<b>Strategic Site #8: 714 Northland Ave</b> 1.8 acres   Existing building	Historic dry cleaning use noted. Phase I ESA recommended to assess potential contamination
<b>Strategic Site #12: 747 Northland Ave</b> 3.9 acres   Vacant land	Located in a former industrial corridor with unknown past use. Phase I ESA recommended
<b>Strategic Site #2: Glenny Park</b> 9 acres   Public Park	Located within a former industrial area. A Phase I ESA is recommended prior to planned park improvements
<b>Strategic Site #13: Moselle St. Park</b> 0.74 acres   Public Park	Park expansion is planned. Phase I ESA recommended to confirm site conditions prior to redevelopment
<b>Strategic Site #16: Box Ave Park</b> 0.43 acres   Public Park	Proposed expansion area includes former residential parcels. Phase I ESA recommended
<b>Strategic Site #19: Future Park Space</b> 1.65 acres   Vacant Land	Formerly developed land. Phase I ESA recommended to assess environmental suitability
<b>Strategic Site #3: Fillmore + Northland Ave</b> 1.7 acres   Vacant Land	Site previously developed. Phase I ESA recommended to confirm environmental status prior to redevelopment
<b>Strategic Site #18: 356 Fougeron St.</b> 2.9 acres   Existing Building	Historic use includes manufacturing. Phase I ESA recommended to assess reuse feasibility
<b>Strategic Site #14: 795 Woodlawn Ave</b> 0.78 acres   Vacant Land	Unknown past use. Phase I ESA recommended
<b>Strategic Site #15: 739-741 Glenwood Ave</b> 1.48 acres   Vacant Land	Former playground. Phase I ESA recommended
<b>Strategic Site #17: Northampton St. + Kehr St.</b> 1.2 acres   Vacant Land	Formerly developed site targeted for new housing. Phase I ESA recommended to confirm site conditions
<b>Strategic Site #20: Genesee St. + Leslie St.</b> 1.4 acres   Vacant Land	Environmental status unknown. Phase I ESA recommended prior to development

## PHASE II ESAs

In some cases, existing site conditions or findings from previous environmental investigations indicate the potential for contamination that may warrant more detailed study. The following strategic sites are considered candidates for Phase II ESAs based on known or suspected environmental concerns. These sites may be eligible for additional assessment funding or technical assistance through the BOA Program, the Brownfield Cleanup Program (BCP), or other state-supported remedial initiatives. Conducting Phase II ESAs at these locations will help confirm the presence and extent of contamination and inform appropriate cleanup and reuse strategies.

Sites Recommended for Phase II ESAs	Environmental Concern
<b>Strategic Site #4: 612B Northland Ave</b> 1.6 acres   Industrial Vacant land	Ongoing remediation efforts suggest need for continued Phase II assessment. Within NYSDEC Site #915165.
<b>Strategic Site #5: 541 East Delavan Ave</b> 3.4 acres   Industrial Vacant land	Under active investigation/remediation. Further Phase II investigation may be required depending on planned use. Within NYSDEC Site #915165.
<b>Strategic Site #9: 631 Northland Ave</b> 2.6 acres   Vacant building	Enrolled in the Brownfield Cleanup Program (BCP); further sampling may be needed to advance reuse
<b>Strategic Site #11: 777 Northland Ave</b> 4.5 acres   Industrial Vacant Land	Identified RECs including solvents in groundwater; candidate for Phase II analysis
<b>Strategic Site #18: 356 Fougeron St.</b> 2.9 acres   Existing Building	Historic manufacturing use; site conditions warrant further investigation under Phase II
<b>Strategic Site #22: 537 East Delavan Ave</b> 2.9 acres   Vacant Buildings	Documented petroleum and chlorinated solvent contamination; Phase II analysis will inform cleanup planning under pending NYSDEC consent order





## SECTION 5: IMPLEMENTATION STRATEGY

# DEVELOPMENT PROJECTS

The following tables list all development projects within the Northland Beltline BOA. Projects are color-coded by category, Northland Corridor Revitalization, Commercial and Mixed-Use, and Housing Opportunity, as defined in Section 4. Each project contributes to the area's revitalization through redevelopment, reuse, or infill development.

Project	Timeframe	Potential Funding	Potential Next Steps
<b>Strategic Site #4 - 612B Northland Ave:</b> Adjacent to the NWTC, this 1.6-acre brownfield features a 12,939 SF unfinished flex space ideal for light industrial or commercial use. With strong infrastructure and a prime location, it offers a key opportunity for business development and job creation in Phase 3 of the Northland Corridor Revitalization.	Short-Term, 1-5 years	BOA Program, Restore NY, EPA Brownfields, ESD Grants, BCP Tax Credit, Private Investment	<ul style="list-style-type: none"> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> <li>• Financial pro forma</li> </ul>
<b>Strategic Site #5 - 541 East Delavan Ave:</b> Located one block from the NWTC, this 44,000 SF industrial building is primed for adaptive reuse and ideal for advanced manufacturing or business development. With modern infrastructure and a strategic location, it offers strong potential to attract investment and support job creation within the Northland Corridor.	Short-Term, 1-5 years	BOA Program, Restore NY, EPA Brownfields, BCP Tax Credit, ESD Grants, Private Investment	<ul style="list-style-type: none"> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> <li>• Financial pro forma</li> </ul>
<b>Strategic Site #6 - 87 Longview Ave:</b> Located across from the NWTC, this 0.34-acre vacant lot at 87 Longview Avenue offers a strong opportunity for residential or live/work infill development. Zoned for flexible commercial use, the site supports neighborhood growth, increased housing, and enhanced connectivity within the BOA.	Mid-Term, 5-10 years	Home Program, BOA Program, HCR Main Street, Weatherization Assistance, Private Investment	<ul style="list-style-type: none"> <li>• Phase I ESA</li> <li>• Schematic design</li> <li>• Survey</li> <li>• Developer RFP</li> </ul>
<b>Strategic Site #7 - 192 Chelsea Pl:</b> This 1.3-acre site at 192 Chelsea Pl offers a prime opportunity for residential infill or live/work development across from the NWTC. Its size, zoning, and location support new housing that aligns with Northland corridor revitalization goals and fosters walkable, mixed-use neighborhood growth.	Mid-Term, 5-10 years	Home Program, BOA Program, HCR Main Street, Weatherization Assistance, Private Investment	<ul style="list-style-type: none"> <li>• Phase I ESA</li> <li>• Schematic design</li> <li>• Survey</li> <li>• Developer RFP</li> </ul>
<b>Strategic Site #8 - 714 Northland Ave:</b> 714 Northland Ave is a 1.8-acre brownfield set to become a reimagined parking area for the NWTC as part of Phase 3 of the Northland Corridor Redevelopment Project. Planned improvements will enhance parking capacity, pedestrian access, and the overall corridor experience through thoughtful design and placemaking.	Short-Term, 1-5 years	BOA Program, Climate Smart Communities, GIGP, Transportation Improvement Program, NYSEDA, Private Investment	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>

## SECTION 5: IMPLEMENTATION STRATEGY

# DEVELOPMENT PROJECTS

Project	Timeframe	Potential Funding	Potential Next Steps
<b>Strategic Site #9 - 631 Northland Ave:</b> Part of Phase 4 of the Northland Corridor Redevelopment Project, 631 Northland Ave is a 39,000 SF historic industrial building with strong potential for manufacturing or warehouse reuse. Currently entering the Brownfield Cleanup Program, the site offers high ceilings, rail access, and proximity to NWTC, making it ideal for industrial investment and job creation.	Short-Term, 1-5 years	BOA Program, Restore NY, EPA Brownfields, BCP Tax Credit, START-UP NY, Private Investment, Historic Tax Credit	<ul style="list-style-type: none"> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> </ul>
<b>Strategic Site #10 - 741 Northland Ave:</b> 741 Northland Ave is a 4.7-acre former manufacturing site with significant structural and environmental challenges, currently slated for demolition and remediation.	Mid-Term, 5-10 years	EPA Brownfields Cleanup, Restore NY, BCP Tax Credit, BOA Program, Private Investment	<ul style="list-style-type: none"> <li>• Schematic design</li> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> <li>• Financial pro forma</li> </ul>
<b>Strategic Site #11 - 777 Northland Ave:</b> 777 Northland Ave is a severely deteriorated industrial property recommended for demolition and environmental remediation to create a shovel-ready site. With future potential for commercial or light industrial development, the site represents a long-term opportunity within the Northland Corridor, pending SHPO approval and cleanup.	Mid-Term, 5-10 years	EPA Brownfields Cleanup, Restore NY, BCP Tax Credit, Private Investment	<ul style="list-style-type: none"> <li>• Schematic design</li> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> <li>• Financial pro forma</li> </ul>
<b>Strategic Site #12 - 747 Northland Ave:</b> 747 Northland Avenue is a 3.9-acre vacant site in the Northland Corridor, offering a flexible, development-ready opportunity ideal for light industrial use. Its size and location make it well-suited to support business growth and job creation.	Mid-Term, 5-10 years	BOA Program, ESD Grants, BCP Tax Credit, Private Investment	<ul style="list-style-type: none"> <li>• Schematic design</li> <li>• Financial pro forma</li> </ul>
<b>Strategic Site #22 - 537 E. Delavan Ave:</b> 14 Northland Avenue is a 0.9-acre site with an approximate 41,000 sf salvageable former plant building, offering high-bay space and street frontage. Future use will require updated systems, user-specific improvements, and some remediation. With access to Route 33, I-190, and the Peace Bridge, the site is well-suited for multi-tenant reuse such as an office building.	Mid-Term, 5-10 years	BOA Program, Climate Smart Communities, GIGP, Private Investment	<ul style="list-style-type: none"> <li>• Schematic design</li> <li>• Site specific marketing collateral</li> <li>• Developer RFP</li> <li>• Financial pro forma</li> <li>• Building conditions assessment</li> </ul>

## SECTION 5: IMPLEMENTATION STRATEGY

# DEVELOPMENT PROJECTS

Project	Timeframe	Potential Funding	Potential Next Steps
<b>Strategic Site #3 - Fillmore + Northland Ave:</b> At the corner of Fillmore and Northland Avenues, this BUDC-owned site is positioned for redevelopment as a community services hub anchored by a proposed daycare facility. The project supports neighborhood livability and workforce readiness, aligning with broader revitalization goals for the Northland Corridor.	Short-Term, 1-5 years	BOA Program, Restore NY, DRI/NY Forward, HCR Main Street, Private Investment	<ul style="list-style-type: none"> <li>• Phase I ESA</li> <li>• Schematic design</li> <li>• Financial pro forma</li> <li>• Survey</li> <li>• Site assembly and disposition</li> </ul>
<b>Strategic Site #18 - 356 Fougeron St:</b> 356 Fougeron Street is a 2.9-acre brownfield featuring the historic Wonder Bread Factory, offering strong potential for adaptive reuse as mixed-use or incubator space. With its large footprint and character, the site could become a hub for innovation and entrepreneurship within the Northland Beltline BOA.	Mid-Term, 5-10 years	BOA Program, Restore NY, EPA Brownfields, Main Street Program, Market NY, Private Investment	<ul style="list-style-type: none"> <li>• Phase I and II ESA</li> <li>• Structural assessment</li> <li>• Building condition assessment</li> <li>• Developer RFP</li> <li>• Schematic design</li> <li>• Infrastructure assessment</li> <li>• Target industry analysis</li> <li>• Adaptive reuse study</li> <li>• Architectural designs</li> <li>• Community outreach</li> </ul>
<b>Strategic Site #21 - 750 E. Ferry Street:</b> 750 East Ferry Street is a 14.7-acre privately owned site with a 160,000 SF industrial building, offering strong potential for light industrial reuse. With active rail access and eligibility for the Brownfield Cleanup Program, the site requires environmental remediation and roof stabilization to support future redevelopment within the Northland Beltline BOA.	Mid-Term, 5-10 years	EPA Brownfields, BOA Program, BCP Tax Credits, NYSERDA, Private Investment	<ul style="list-style-type: none"> <li>• Structural assessment</li> <li>• Building condition assessment</li> <li>• Developer RFP</li> <li>• Schematic design</li> <li>• Infrastructure assessment</li> <li>• Target industry analysis</li> <li>• Adaptive reuse study</li> <li>• Architectural designs</li> <li>• Community outreach</li> </ul>



## SECTION 5: IMPLEMENTATION STRATEGY

# DEVELOPMENT PROJECTS

Project	Timeframe	Potential Funding	Potential Next Steps
<b>Strategic Site #1 - 1827 Fillmore Ave:</b> This 17-acre brownfield site is the future home of Glenview Heights, a proposed \$95 million mixed-use development featuring 320 housing units and 10,000 SF of commercial space. Located near Glenny Park and key transit routes, the project will expand housing options, integrate community services, and support revitalization within the BOA.	Mid-Term, 5-10 years	HOME Program, BOA Program, Restore NY, HCR, Weatherization Assistance, Private Investment	<ul style="list-style-type: none"> <li>Site specific marketing collateral</li> </ul>
<b>Strategic Site #14 - 795 Woodlawn Ave:</b> 795 Woodlawn Avenue is a 0.78-acre City-owned site suited for small-scale multifamily infill housing within a residential neighborhood. With capacity for up to 8 units, the site offers an opportunity to strengthen neighborhood stability and support Northland Beltline BOA revitalization through modest, context-sensitive development.	Mid-Term, 5-10 years	HOME Program, BOA Program, Weatherization Assistance, Community Land Trust Support	<ul style="list-style-type: none"> <li>Phase I ESA</li> <li>Land disposition strategy</li> <li>Developer RFP</li> <li>Survey</li> <li>Financial pro forma</li> </ul>
<b>Strategic Site #15 - 739-741 Glenwood Ave:</b> 739-741 Glenwood Avenue are two privately owned parcels totaling 1.48 acres, offering an opportunity for attached, owner-occupied infill housing. Adjacent to Box Ave Park, the site supports neighborhood revitalization and enhances community livability within the Northland Beltline BOA.	Mid-Term, 5-10 years	HOME Program, BOA Program, Weatherization Assistance, Community Land Trust Support	<ul style="list-style-type: none"> <li>Phase I ESA</li> <li>Survey</li> <li>Financial pro forma</li> </ul>
<b>Strategic Site #17 - Northampton St + Kehr St:</b> This site is a 1.2-acre cluster of 11 City-owned parcels at Northampton and Kehr Streets, ideal for infill housing. Located in an established neighborhood, the site offers a chance to reduce vacancy and reinforce community stability within the Northland Beltline BOA.	Mid-Term, 5-10 years	HOME Program, BOA Program, Community Land Trust Support	<ul style="list-style-type: none"> <li>Phase I ESA</li> <li>Land disposition strategy</li> <li>Schematic design</li> <li>Architectural drawings</li> <li>Developer RFP</li> <li>Survey</li> <li>Financial pro forma</li> <li>Marketing collateral</li> </ul>
<b>Strategic Site #20 - Genesee St + Leslie St:</b> This site is a 1.3-acre assemblage of mostly City-owned parcels at Genesee and Leslie Streets, suited for affordable or mixed-income housing with optional commercial use. Its location across from Groundwork Market Garden makes it a key opportunity to promote walkability, reinvestment, and community vitality within the Northland Beltline BOA.	Mid-Term, 5-10 years	HOME Program, BOA Program, Restore NY, HCR Main Street, DRI/ NY Forward, Private Investment	<ul style="list-style-type: none"> <li>Phase I ESA</li> <li>Land disposition strategy</li> <li>Architectural drawings</li> <li>Developer RFP</li> <li>Survey</li> <li>Financial pro forma</li> <li>Marketing collateral</li> <li>Financing strategy</li> <li>Community outreach</li> </ul>

## SECTION 5: IMPLEMENTATION STRATEGY

# PUBLIC IMPROVEMENT PROJECTS

The following table highlights public improvement projects within the Northland Beltline BOA that aim to enhance neighborhood livability, connectivity, and access to high-quality open space. These investments support the BOA's broader revitalization goals by improving parks, public spaces, and pedestrian infrastructure to create a more vibrant, inclusive, and resilient community.

Project	Timeframe	Potential Funding	Potential Next Steps
<b>Strategic Site #2 - Glenny Park:</b> Glenny Park is a 9-acre City-owned park identified for improvements including new sports fields, an ADA fitness area, and a walking trail. These enhancements would support nearby residential growth and strengthen community connectivity and access to recreation within the Northland Beltline BOA.	Short-Term, 1-5 years	EPF, BOA Program, Climate Smart Communities, GIGP	<ul style="list-style-type: none"> <li>Community outreach</li> <li>Schematic design</li> <li>Cost Estimates</li> <li>Construction document development</li> </ul>
<b>Strategic Site #13 - Moselle St Park:</b> Moselle Street Park is a 0.74-acre neighborhood park slated for expansion and a new playground installation in 2025. Located near the Delavan-Grider Community Center, it supports the Northland Beltline BOA's goals of enhancing public spaces and fostering vibrant, connected neighborhoods.	Short-Term, 1-5 years	EPF, BOA Program, Recreational Trails Program	<ul style="list-style-type: none"> <li>Community outreach</li> <li>Schematic design</li> <li>Cost Estimates</li> <li>Construction document development</li> </ul>
<b>Strategic Site #16 - Box Ave Park:</b> Box Ave Park is a 0.43-acre neighborhood park with potential for expansion through adjacent City-owned lots. Enhancing this space with new amenities and accessibility improvements supports the Northland Beltline BOA's goals of promoting livability, active lifestyles, and quality public spaces.	Mid-Term, 5-10 years	BOA Program, EPF, GIGP, Climate Smart Communities	<ul style="list-style-type: none"> <li>Community outreach</li> <li>Schematic design</li> <li>Cost Estimates</li> <li>Construction document development</li> </ul>
<b>Strategic Site #19 - Future Park Space:</b> This site includes 16 City-owned parcels totaling 1.65 acres, proposed for conversion into new park space. Redeveloping this vacant land into a neighborhood park would fill a recreation gap, enhance livability, and restore visual continuity within the Northland Beltline BOA.	Mid-Term, 5-10 years	EPF, BOA Program, GIGP, Recreational Trails Program, NY Forward	<ul style="list-style-type: none"> <li>Phase I ESA</li> <li>Park master plan</li> <li>Community outreach</li> <li>Schematic design</li> <li>Construction document development</li> </ul>

## SECTION 5: IMPLEMENTATION STRATEGY

# AREA-WIDE PROJECTS

In addition to the redevelopment of 22 Strategic Sites, the Northland Beltline BOA Plan identifies four key categories of Area-Wide Strategies that address broader neighborhood needs and systemic challenges. These initiatives (Public Health, Vacant Land & Housing, Connectivity & Accessibility, and Neighborhood Placemaking & Identity) are critical to creating the conditions for long-term, inclusive revitalization. Implementing these strategies will require cross-sector collaboration, sustained community engagement, and the alignment of funding, policy, and programmatic support. BOA designation by the New York State Secretary of State will unlock eligibility for pre-development funding to advance several of these area-wide initiatives, helping to move from vision to action.

Action	Eligible Activities
<b>Public Health Improvements</b>	<ul style="list-style-type: none"> <li>• Community engagement to identify local environmental health concerns</li> <li>• Air quality study to assess baseline conditions</li> <li>• Phase I and Phase II ESA's for priority sites</li> <li>• Grant writing for environmental remediation and health-focused initiatives</li> <li>• Lead/asbestos/mold/radon surveys to inform safe redevelopment strategies</li> </ul>
<b>Vacant Land + Housing</b>	<ul style="list-style-type: none"> <li>• Housing market study to assess demand and typology gaps</li> <li>• Financial pro formas to support redevelopment feasibility</li> <li>• Marketing collateral for developer recruitment</li> <li>• Schematic design for infill housing design</li> <li>• Traffic studies and infrastructure analyses to support site readiness</li> <li>• Phase I and II ESAs</li> <li>• Adaptive reuse assessment for vacant structures</li> </ul>
<b>Connectivity + Accessibility</b>	<ul style="list-style-type: none"> <li>• Concept design for multi-modal trails and streetscapes</li> <li>• Costs estimates to support funding applications</li> <li>• Community engagement to identify barriers and priorities</li> <li>• Surveys to assess travel behaviors and needs</li> <li>• Traffic studies for safety improvements</li> <li>• Demonstration projects to pilot improvements</li> <li>• Construction document development for shovel-ready projects</li> </ul>
<b>Neighborhood Placemaking + Identity</b>	<ul style="list-style-type: none"> <li>• Concept design for gateways and public gathering spaces</li> <li>• Costs estimates to support capital budgeting</li> <li>• Wayfinding plan to enhance navigation and neighborhood branding</li> <li>• Community engagement to co-design spaces</li> <li>• Surveys to evaluate community identity</li> <li>• Public art strategy to reinforce cultural assets</li> <li>• Demonstration projects</li> <li>• Construction document development</li> </ul>



# POTENTIAL FUNDING SOURCES

## OVERVIEW

Implementation of the Northland Beltline BOA's recommendations, including strategic site redevelopment, infrastructure improvements, placemaking efforts, and area-wide strategies, will require a coordinated funding approach that leverages both public and private resources. Given the diversity of project types and scales within the BOA, a mix of local, state, federal, philanthropic, and private-sector funding will be essential to catalyze investment and sustain momentum. The table below describes potential funding sources for the implementation of all aspects of the Northland Beltline BOA — from design through construction — and includes state and federal grant programs and tax credits.

### State Grant Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Brownfield Opportunity Area (BOA) Program, Pre-Development Grants // NYS Department of State (NYS DOS)</b>		
Provides designated BOAs with guidance, expertise, and financial assistance to implement revitalization strategies for neighborhoods or areas affected by brownfields or economic distress	Infrastructures analyses, development of plans and specifications, development of marketing materials, real estate services, building condition assessments, zoning and regulatory updates, environmental studies, housing & economic studies, outreach	Varies; funds can cover up to 90% of total eligible project costs
<b>Smart Growth Comprehensive Planning // NYS Department of State (NYS DOS)</b>		
Provides funding to municipalities to plan and zone for their community by addressing all aspects of Smart Growth. This program can also fund joint municipal planning efforts	Must be initiated by municipalities or counties, regional planning entities, and eligible not-for-profits on behalf of the municipality. Includes preparing the plan and/or zoning ordinance, community engagement, government entities coordination, environmental review, and project management	Varies; local match at least 10%
<b>Downtown Revitalization Initiative (DRI) and NY Forward (NY Forward) // NYS Department of State (NYS DOS)</b>		
Provides technical and financial assistance to transform downtown neighborhoods into vibrant communities where New Yorkers want to live, work and raise families	Development of a Strategic Investment Plan (SIP) and implementation of projects identified in the SIP	\$10 million (DRI); \$4.5 million or \$2.25 million (NYF); one-time award; no local match required for public projects
<b>Market New York - Tourism Grant Program // NYS Empire State Development (NYS ESD)</b>		
Provides funding to support eligible projects that will create an economic impact by increasing tourism throughout the state	Not-for-profit corporations, municipalities, tourism promotional agencies (TPAs), and public benefit corporations and for-profit companies may apply	Varies; local match required
<b>Restore NY // NYS Empire State Development (NYS ESD)</b>		
Provides financial assistance to municipalities for the revitalization of commercial and residential properties. The program encourages community development and growth through the elimination and redevelopment of blighted structures	Must be initiated by municipalities and priority is given to projects in Empire Zones and Brownfield Opportunity Areas, as well as to projects that leverage other state or federal redevelopment, remediation, or planning programs.	Varies; local match at least 10%

## State Grant Programs (cont.)

Funding Source + Description	Eligible / Relevant Activities	Award
<b>HOME Program // U.S. Department of Housing and Urban Development, NYS Homes + Community Renewal (NYS HCR)</b> Funds may be awarded to units of local government to implement strategies to increase homeownership and affordable housing opportunities for low and very-low income households.	Housing rehabilitation, assistance to renters and home-buyers, new construction of housing for low and very-low income families	Varies
<b>Main Street Program // NYS Homes + Community Renewal (NYS HCR)</b> Provides funds to local governments and not-for-profit organizations committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers	Mixed-use building renovations (facade and interior), streetscape enhancements paired with building renovations, downtown anchor development	Varies; local match required
<b>Weatherization Assistance Program // NYS Homes + Community Renewal (NYS HCR)</b> Helps reduce heating and cooling costs for income-eligible homeowners and renters by providing free services that help conserve energy and improve safety and health standards	Sealing of holes and cracks, insulation, heating system repairs/ replacement, window and door repair/replacement, minor repairs, mitigation of energy-related health and safety issues	Free for home occupant; owners of rental buildings must invest funds toward weatherization services on their property
<b>Climate Smart Communities // NYS Department of Environmental Conservation (NYS DEC)</b> Provides technical assistance and grants to help local governments take action to reduce greenhouse gas emissions and adapt to a changing climate	Implementation of projects related to the reduction of greenhouse gas emissions outside the power sector (e.g. transportation) and climate change adaptation (e.g. reducing flood-risk)	Varies; 50% local match required
<b>NY-Sun Solar for All // NYS Energy + Research Authority (NYSERDA)</b> A utility bill assistance program for income-eligible households that funds community solar development to benefit homeowners and renters who may not be able to access solar otherwise	Homeowners or tenants that meet the income eligibility criteria are eligible for the program	Up to \$180 annual savings per household
<b>Small and Midsize Capital Improvements Grants for Arts and Culture // NYS Council of the Arts</b> Funds nonprofit arts and culture organizations of any size that prioritize accessibility, artistry, cultural development, sustainability, health and safety, and structural and historical improvements	Only funds capital projects and capital-eligible expenses, including the construction of new facilities and the renovation or restoration of existing buildings, as well as the permanent installation of new, complete equipment systems	\$10,000, \$25,000, and \$50,000 no-match grants are available for organizations with operating budgets under \$2 million
<b>Recreational Trails Program // Federal Highway Administration and NYS OPRHP</b> Provides funds to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses	Applicants may include municipalities, state entities, and not-for-profit corporations. Eligible activities include trail condition assessments, trail construction, maintenance and restoration activities, creation of trailheads, and acquisition of easements	Up to \$250,000; local match at least 20%
<b>Environmental Protection Fund (EPF) for Parks, Preservation and Heritage // NYS Office of Parks and Recreation and Historic Preservation (NYS OPRHP)</b> Provides funding for capital projects that protect the environment, expand recreational opportunities, enhance communities, and support historic preservation	Land acquisition, planning and development of new parks, rehabilitation of existing parks	Varies; local match 50% unless in an environmental justice area

## State Grant Programs (cont.)

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Green Innovation Grant Program (GIGP) // NYS Environmental Facilities Corporation (NYS EFC)</b>		
Grants for the design and construction of green infrastructure and cutting-edge green technologies	Funds the design and construction of projects that improve water quality and mitigate the effects of climate change through one or more of the following green practices: green stormwater infrastructure, energy efficiency, water efficiency and environmental innovation.	Varies; local match between 10% and 50%

## Federal Grant Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Brownfield Assessment Grants // U.S. Environmental Protection Agency (EPA)</b>		
Provides funding to local governments to conduct a range of planning activities, develop site specific cleanup plans, and conduct community engagement related to brownfield sites. This program is for communities that are beginning to address their brownfield challenges, as well as for communities that have ongoing efforts to bring sites into productive reuse	Eligible activities include inventory activities, monitoring activities, Phase I ESAs, the development of site specific Quality Assurance Plans, Sampling and Analysis Plans or Field Sampling Plans, a wide range of planning activities, and public outreach	Applicants may request up to \$500,000
<b>Brownfields Cleanup Grants // U.S. Environmental Protection Agency (EPA)</b>		
Provides funding for eligible entities, including local governments, to carry out cleanup activities at brownfield sites. Applicants must demonstrate that the proposed site(s) has been sufficiently characterized for the cleanup to begin and a Phase II ESA must be underway or completed prior to application submission	Entities under local government may apply. Applicants must own the site for which it is requesting funding. Grants cover cleanup activities as well as direct costs associated with programmatic management of the grant, such as required performance reporting, cleanup oversight, and environmental monitoring of cleanup work	Applicants may request up to \$500,00 and in limited instances up to \$2,000,000; a local match of 20% of the total project cost is required
<b>Catalyst Program // Northern Border Regional Commission</b>		
Designed to stimulate economic growth and inspire partnerships that improve rural economic vitality across the Northern Border Regional Commission (NBRC) four-state region. This Program supports a broad range of economic development initiatives that will: modernize and expand water and wastewater systems; revitalize transportation infrastructure; establish workforce development programs and facilities; grow outdoor recreation infrastructure and economies; and construct new childcare and healthcare facilities.	Eligible activities include construction of infrastructure to support economic development, including transportation, basic public, telecommunications, and renewable energy infrastructure. Non-infrastructure activities can also be funded, including resource conservation, tourism, recreation, and preservation of open space, and enhanced access to public services.	Infrastructure projects may receive up to \$3,000,000. Non-infrastructure awards are up to \$500,000. Local match is required but the amount is not specified.
<b>Transportation Improvement Program (TIP) // Federal Highway Administration, NYS Department of Transportation (DOT), regional transportation council (Capital Region Transportation Council)</b>		
Provides funding for highway, transit, and nonmotorized transportation projects	Priority projects are identified with the NYS DOT and the Capital District Transportation Council and align with the four-year Federal Fiscal Year	Varies; local match required



## Tax Credit Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<p><b>Brownfield Cleanup Program Tax Credit // NYS Department of Environmental Conservation (NYS DEC)</b></p> <p>Encourages private-sector cleanups of brownfields and promotes their redevelopment.</p> <p>Private developers participating in the Brownfield Cleanup Program to remediate and redevelop sites in a designated BOA are eligible for a tax credit increase or “bump-up” of 5% of the tangible property tax credit when development conforms with the goals and priorities of the designated BOA in which the site is located.</p>	<p>To be eligible for the tax credit, development projects must first be enrolled in the New York State Department of Environmental Conservation (DEC) Brownfield Cleanup Program (BCP).</p>	<p>For a non-manufacturing use, up to \$35M or three times the cost of site preparation; for a manufacturing use, up to \$45M or six times the cost of site preparation</p>
<p><b>Weatherization Assistance Program // NYS Homes + Community Renewal (NYS HCR)</b></p> <p>Tax incentives for the rehabilitation of historic commercial and residential properties, and historic barns. There are several different tax credit programs: state and federal tax credit programs for commercial properties, including residential rentals; the State Historic Homeownership Rehabilitation Credit; and, the State Historic Barn Rehabilitation Tax Credit.</p>	<p>Qualified expenses are defined by each tax credit program, but typically include the rehabilitation, repair, maintenance, and upgrades to historic properties. To be eligible for the tax credit, the building must be listed in the New York State and National Registers of Historic Places individually or as a contributing building in a listed Historic District.</p> <p>For the state historic barn tax credit, the barn must be built prior to 1946, but National Register listing is not a requirement.</p>	<p>Tax credits vary by program, but range from a credit of 20% to 30% of the expenditures incurred to rehabilitate a historic building or barn</p>