



THE CITY WATERFRONT

Updated – A Walk along The Riverline: A First Look at the Design Drafts



by queenseyes April 28, 2021, 7:35 am 9 Comments

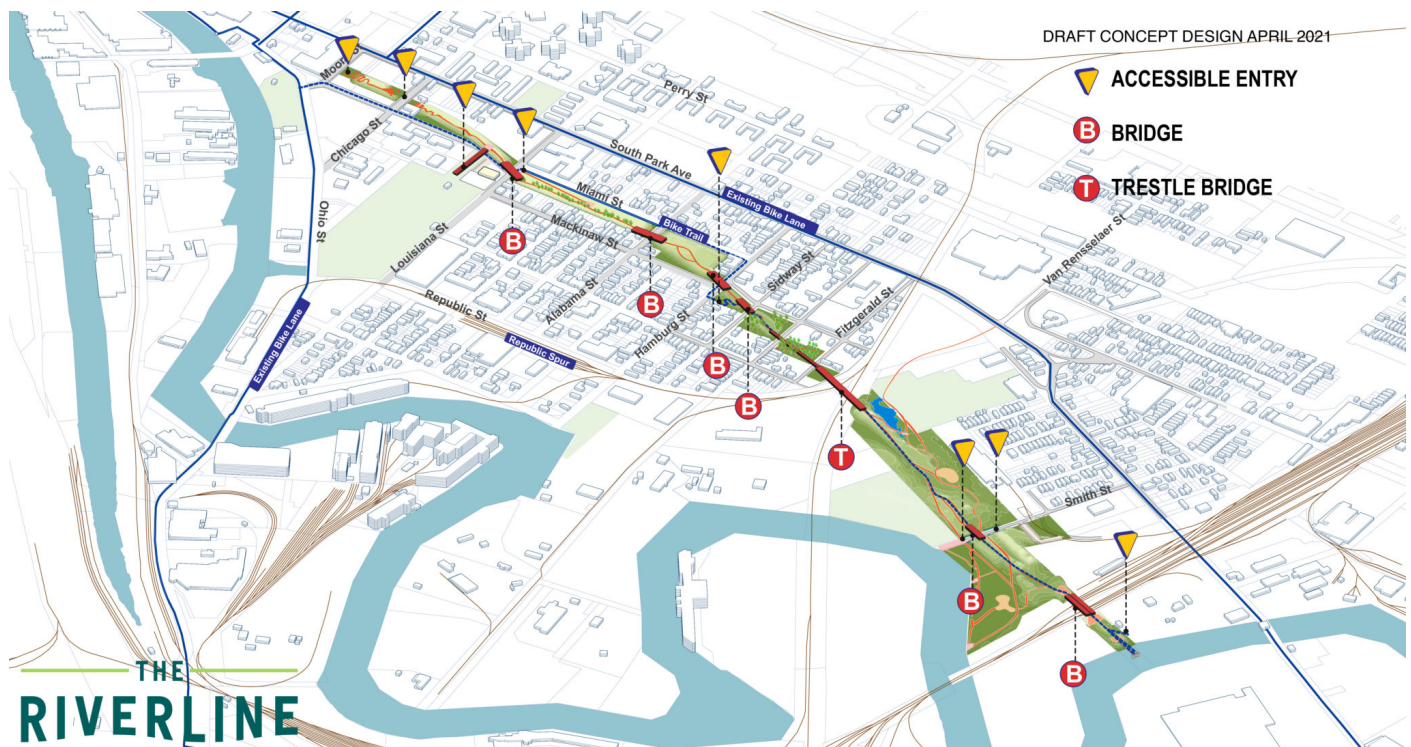
Den Gateway: Moore St - Chicago St



Later this evening (Wednesday, April 28 @ 7pm), the Western New York Land Conservancy, along with its design partners, W Architecture, Hood Design Studio, and Green Shield Ecology, will livestream the first draft of The Riverline concept. The Riverline is a former stretch of rail corridor – owned by the Niagara

Frontier Transportation Authority (NFTA) – that links The Cobblestone District (near the DL&W Terminal) with the Buffalo River (at Riverbend near Tesla).

Once complete, the greenway trail will be a one-and-a-half-mile nature corridor, featuring meadows, gardens, woodlands, and wetlands, with plenty of educational and recreational opportunities. Over the last four years, the design team has engaged the community to come up with the draft plans that are now midway through the design process. The livestream presentation will demonstrate the potential of the year round trail, while seeking additional community feedback.



“The Riverline is shaping up to be an important unifying element on Buffalo’s waterfront,” said Congressman Brian Higgins. “Once completed, it will connect people and neighborhoods to nature and the waterfront. It will also connect the city’s rich industrial heritage to its green, environmentally-friendly future. We look forward to reviewing these new draft designs with an eye toward keeping the momentum moving forward.”

“In the early 20th century, Buffalo was one of the largest cities in the United States, with its growth fueled by industry and railroads. Our future landscape must embrace our city’s past and incorporate the important foundation it was built upon,” said Senator Tim Kennedy. “Today, projects like The Riverline are revitalizing downtown and restoring public access to our waterways, in turn creating recreational spaces

where people want to spend time together and explore the rich culture and greenspace that Buffalo offers.”

“Our community’s input is driving the big picture and the small details for The Riverline,” said Nancy Smith, Executive Director of the Land Conservancy. “We believe the design team has distilled the essence of four years of listening and is ready to offer a first look at a design that will weave together places, programs, and opportunities. We welcome community input and involvement now with one important question in mind: Does this design reflect your vision for The Riverline?”

Barbara Wilks, founder and principal of W Architecture and Landscape Architecture, added, “Thanks to the public input we’ve already received, we’ve learned what excites Western New Yorkers about The Riverline. Community feedback is invaluable to our process. We are looking forward to sharing our draft designs with the community, getting additional input, and unveiling our final concept design this summer.”

A walk down The Riverline might someday look similar to these schematics (from the presentation – you can view the presentation on YouTube [here](#)):

For those who are unable to attend the live public event, feedback cards will be placed at select locations around the Old First Ward, Perry, and Valley neighborhoods in the days following the event; following the event, a version of the designs will be available at wnylc.org/firstlook, as will a link to the recorded presentation.

Funding for the Concept and Schematic Design phase comes in part through an Environmental Protection Fund grant (EPF #180842) administered by the New York State Office of Parks, Recreation and Historic Preservation. Additional funding is provided by BlueCross BlueShield of Western New York Blue Fund; The First Niagara Foundation in partnership with KeyBank; Moog Inc.; an Erie Canalway IMPACT grant awarded by the Erie Canalway Heritage Fund funded in part through the generous support of the Erie Canalway National Heritage Corridor; Kathy Lasher and Scott Bieler; Peggy and Jay Elliott; Nancy and Tom Smith; and other individual community donors. The Land Conservancy continues to seek additional funding for The Riverline.

If you are interested in learning more about this project, or donating to create The Riverline, please visit the new website for The Riverline: theriverline.com. You can also reach out to the Land Conservancy at (716) 687-1225 or info@wnylc.org.

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Written by [queenseyes](#)

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RichardSmehlik • 2 days ago

People dont realize how valuable of an asset this project will be (if done right)

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jtown • 2 days ago

While this project has the cool factor going for it I see a few flaws:

- 1) Executing a concept like this will take a lot of money. Money that could be spent on a more impactful trails project, one that is longer than just 1.5 miles.
- 2) What does this trail connect? Nothing, its one dead end and another dead end. Once the novelty wears off, will it be widely or heavily used?

Think about how impactful the bike lanes down Ohio Street area. Connecting DT to the outer harbor. Or the rails to trail project from the LaSalle station into Tonawanda. What about focusing on a trail or infrastructure down South Park to better connect S. Buffalo with DT?

1 ^ | v • Share >

No_Illusions → **jtown** • 2 days ago • edited

FYI, this would essentially be the gateway into Buffalo from the proposed 95 mile rail trail connecting Buffalo to PA.

There's also already a bike lane on South Park.

So it's not really a dead end if both projects are built.

I also disagree, people are attracted to water so it is imperative that the waterfront is well connected with trails.

Yes, there's other areas for trails (except North Buffalo between Starin and Colvin) like Blackrock and the Eastside, but this shouldn't be an either/or issue.

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1 ^ | v • Share ›

LongGoneeee → jtown • 2 days ago

I think there are different/better ways to look at this than a A -> B connection.

I think the impact from this will go out perpendicular to the line itself. This will act as a park for the First Ward and The Valley, which will help redevelopment there. In the beginning it will also act as a wall to Perry but then will be something that improves what is build there when it's redeveloped.

This area really has not gotten any sort of public works project like this. Spreading the wealth is a good thing.

Also think long term they should try to extend this over the river and all the way to Caz park. Then you would be really cooking with gas.

1 ^ | v • Share ›

No_Illusions • 2 days ago

Are they doing any planning with the group that proposed the 95 mile rail trail? Pretty sure that plan overlaps with this one.

Also, would not be surprised if this gets funding from the Ralph Wilson Foundation.

1 ^ | v • Share ›

Matt • 2 days ago

Where is the beach? Beautiful lake and no where to swim unless you drive out of town.

^ | v • Share ›

Buffaboy • 2 days ago

I was under the impression that this would connect directly to the DL&W train shed

^ | v • Share ›

FreedomCM • 2 days ago

Does this eliminate the rails that would allow light-rail access from downtown to central terminal and the airport?

^ | v • Share ›

No_Illusions → FreedomCM • 2 days ago

No, that's a different corridor that runs parallel to the Amtrak line before diverging somewhere in LoveJoy

4 ^ | v • Share ›

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