

**MEETING MINUTES**  
**Lower Main Street Rehabilitation Project**  
**PIN 5761.21**  
**Stakeholders Design Meeting No.2**

**DATE:** June 29, 2016  
**TIME:** 10:00 AM  
**LOCATION:** 241 Main Street  
**ATTENDEES:** See attached sign-in sheet  
**ATTACHMENTS:** Sign In Sheet

A meeting was held with the City of Buffalo, Buffalo Place, and the Stakeholders to discuss the proposed streetscape design approach for the Lower Main Street Rehabilitation Project. Greg Leonard, the Landscape Architect from Mathews Nielsen was the primary presenter of the design approach and concepts. A summary of the discussions is as follows:

1. Greg Leonard began by discussing the overall approach, touching on focus areas such as the Canal zone and the area under the 190 bridges. The plan carries forward much of the design palette from the 600 and 500 block projects. Parking is kept out of the Canal zone to allow for the visual connection between the East Canal and Grand Canal which occurs in the Erie Canal Harbor Station boarding area. Parking will be provided in the middle and upper sections of the block. Six foot wide planters will be constructed along the length of the project outside of the Canal zone with soil enhancements that will support and sustain healthy tree growth. Utilities are a concern and placement of trees will be such to avoid impact from utilities. The plan shows the full buildout at the completion of the Aud site development with a separate plan showing what will be completed under the project at the limits of the temporary fencing. Future planters would be completed as part of the Aud site development. Two wayfinding signs are shown, one at each end of the block with the possibility of adding a third near the middle of the block adjacent to the crosswalk. A pavement change is shown to depict the driveway at One Canalside such as colored concrete. Bike racks are provided throughout the block. Light fixtures would match the previous Main Street phases. A traffic closure gate is provided at each end of the block with protective stainless steel railing. Medina sandstone exposed aggregate concrete sidewalks will be used along the block. Bronze medallions will be provided at the block corners and possibly at One Canalside. Bike racks will meet the City standard. Trash cans and benches will match the previous Main Street phases.
2. The Canal zone will incorporate a garden theme that introduces elements reflective of the history associated with this end of the Erie Canal. Grasses used within the gardens are intended to replicate the feel of wheat associated with the Midwest grains that passed through the area. Pavement from the East Canal is placed to convey the footprint of the canals where they cross Main Street. A diversity of grasses with varying heights are proposed. Ornamental winter grasses are included. The planters within the garden area are 12-feet wide and varying length with openings for pedestrian paths. Benches are made of large IPE lumber to depict the lumber industry. Seating would include simple features with the possibility of lighting. The shape depicts shipping containers. Seating is designed to accommodate families. Seating and planters more specifically defined on the east side and more scattered on west side to breakup wide

sidewalk zone. The east side would likely have more people gathering to wait for train given that the stations are at the current end of line. Steel edging would be provided at edge of gardens adjacent to the seating areas.

3. Irrigation will be provided for all landscaping.
4. Mike Schmand expressed the need that skateboard deterrence be incorporated into the project as necessary.
5. Mike Schmand conveyed a concern over the use of pavers. Greg Leonard will investigate further any issues with the use of the granite pavers that have been placed on the East Canal but stated that a concrete base with mortar joints would be constructed and the pavers are large, approximately 12"x30". Greg stated that the use of granite pavers was a response to ECHDC's interest in expressing with materials a connection to the canals at this location and that surplus stone inventory may be available to the Main Street project from ECHDC. The quantity of pavers available will be confirmed.
6. Lighting options under the I-190 bridges were discussed.
  - a. The base option would include replacement of the existing sodium lighting which leaves the area poorly lit in day and night conditions. More heavily concentrated LED lighting is proposed for a brighter and more even distribution of light. The concepts discussed below would be additional light opportunities to integrate art into the space under the 190.
  - b. Concept 1 depicts vertical lighting elements, which have the option of being simple white light or in a more custom fixture, colored led light.
  - c. Concept 2 introduces a screened element with lighting that would reflect off of the screening. The screening would help hold the space as an art element, be semi-transparent and could extend past the CSX railing and chainlink fence.
  - d. Concept 3 would be more comprehensive to include the areas adjacent to the project under the 190 and illuminate columns with uplighting. The lighting could be balanced with standard and colored lighting. Additional funding discussed in the first meeting would be required to complete the full buildout of this concept as it extends beyond the project limits.
  - e. A specialty lighting designer would need to be consulted to advance any color options further. Concept 2 screening could be reduced in scale so it's not full height to underside of bridge. Wind load and maintenance are potential concerns. Running a stainless steel railing past the CSX bridge rail could be considered if Concept 2 is not selected.
  - f. A lighting study will be performed for the project to establish a base lighting approach. Impact of standard lighting on the colored lighting can then be evaluated.
  - g. Morgan Smith stated a preference for concept 2, a vertical screen as it extends the fence to front the bridge structure and provides cohesion.
  - h. Mike Finn requested further description and material/ fixture specificity of the lighting options to make a determination as to whether the City would be interested in maintaining such features.
7. Artifacts salvaged from the Memorial Auditorium were discussed for integration into the streetscape. Elements stored by ECHDC have been conveyed to the design group and the City will confirm what elements they have stored. Mike Finn will be following up with the City Art Commission.

8. Parking will be cut-in if possible outside of the station zone. Utility and bridge tunnel depth are being investigated in the next couple of days to confirm if feasible.
9. Mike Schmand asked if any work would be done to the stations or if there was any consideration to repainting. The project does not currently include station enhancements and the paint color selected when they were repainted in 2013 was thought to have been coordinated with ECHDC.
10. The two-way driveway for One Canalside is only useful to the property if circulation is permitted around the building. The current agreement with ECHDC eliminates vehicle access at the southwest corner of the site once a driveway on Main Street is installed which adversely impacts circulation from the Main Street driveway. If this circulation is prohibited, vehicles entering the site from Main Street would be forced to make u-turns and head back out the driveway which serves no purpose. The driveway and signal are preferred if the agreement can be amended. A follow up meeting on this issue will be pursued by Benderson and the City with ECHDC. Morgan Smith suggested the gate shown be moved closer to the driveway opening at the ROW to minimize confusion and for better control on vehicles trying to exit when the roadway is closed.
11. Next meeting will be held on July 27<sup>th</sup> at 10:00 am at 241 Main Street. Design concepts will be further advanced and options refined so the feedback can be provided and final decisions be made at a follow up meeting in mid-August.

These Meeting Minutes represent our understanding of the items discussed and/or agreed upon during this meeting. Any additions, corrections, or revisions by those present shall be directed (in writing) to the undersigned or they will be considered accurate and complete.

Issued By: Peter A. Ringo, P.E.



cc: Attendees  
att.: Sign in Sheet  
Chris Renn, NYSDOT  
Steven Ranalli, ECHDC  
Michael Gilbert, Buffalo Sabres/HarborCenter