

## Area Specific Recommendations



The graphic above shows the general location of the concept drawings detailed on the following pages. The yellow dots represent existing parks with enhancements, the lighter green dots and lines are existing parks and trails, and the dark green dots and lines represent new potential trail connections and parks.

The transition of the waterfront from primarily industrial to a mix of uses connected by recreation and open space warrants a closer examination of several locations. The locations outlined below represent areas that have been analyzed in the past or have greater potential for redevelopment and have opportunities for recreation and open space especially.

This section of the study demonstrates redevelopment scenarios of key waterfront locations, including Aqua Lane Park and the Cherry Farm (Park) and Riverview properties. In addition, upgrades at Sheridan Park and potential alignments for a new east-west trail connection are explored. Where future redevelopment of adjacent parcels exist (i.e. Riverworld), this section also considers how redevelopment should be coordinated to maximize connectivity and create an enhanced sense of place.

Although the conceptual designs provided here illustrate site-specific enhancements, their underlying recommendations have broader applications to other sites in the study area. Additionally, the designs are conceptual and not designed to be strictly implemented. These concepts need to be considered with some flexibility. The themes and best practices can be universally applied even though particular details in future design and construction may change based on evolving community needs, preferences and budget requirements.

The intent of these improvements is to make these locations attractive destinations on the waterfront for a regional public, thereby improving the visibility of the Town's waterfront and create an incentive and demand for further improvements. These designs are updated with suggestions for facilities and activity areas that are also designed based on low impact and sustainable design principles and standards. The designs include a narrative summary of improvements, an overview of specific tasks to be achieved, constraints and other issues that could impact final designs, and estimated costs. This information can be effectively utilized by the Town in future funding applications and to secure partnerships for successful redevelopment.

**Waterfront Land Use Plan**  
**Town of Tonawanda**



**Figure 7-1: Cherry Farm Park Improvement Plan**

## Cherry Farm Park

Cherry Farm has been identified and viewed as a high priority area for a future public park since the early 1990's. This updated conceptual plan for the park references various improvements and amenities identified in past planning initiatives by Sasaki Associates (1992) and Wendel Duchscherer(1997). The current plan developed for this study includes the following elements:

- Grading to create space for program and functional elements, and to visually separate paths to create an experience of “discovery.”
- Small permanent structures, e.g. open pavilions, for gathering areas and events (due to subsurface restrictions from operation as a landfill)
- Hard surfaces for play courts clustered in the most active section of park (southeast)
- A 3-lane boat launch ramp and dry stack boat storage facility (potential rental stream)
- A single, gateway entrance for vehicles
- Parking located adjacent to active recreational uses, and a separate, small lot for walkers
- Multiple pedestrian and bicycle entrances
- Maximum use of native vegetative species to reduce maintenance requirements
- Use of porous pavements where appropriate
- Bio-swales which act as retention areas between the upland areas and wetlands and waterways

The *similarities* in the 2012 updated Master Plan, shown in this plan, to the previous conceptual plans are:

- Multiple access points are provided
- Water resource and wetland impacts are limited by design
- Multiple activity areas are distributed in the park
- Potential income-producing facilities are included

The *differences* in the 2012 updated Master Plan, shown in this plan, from the previous conceptual plans are:

- More attention to reducing impervious surfaces and creating an improved recreational experience
- Minimizing building footprints to reduce environmental remediation requirements
- Including new low impact development techniques for handling storm water and reducing water resource impacts
- Organizing spaces for active recreation and grading to create an improved passive recreational experience

# Waterfront Land Use Plan

## Town of Tonawanda

Although plans for Cherry Farm have been in the works for quite some time, there has been greater momentum recently to transform the site into what is envisioned by the community. In order to build on this momentum and begin the task of transforming the property from a former landfill to the parkland the Town desires, several key steps need to be taken.

- The Town needs to identify avenues for transferring the land from private to public ownership. Several options are currently being explored and conversations and partnerships with outside entities should continue.
- Final determination of the continued operation and maintenance (O&M) of the existing leachate/groundwater conveyance system within the landfill and any upgrades needed needs to be outlined.
- Detailed engineering and design of improvements will need to be prepared, especially in regards to proposed structures that can be built on the property due to any foundation or subsurface limitations as a result of the landfill.
- A phased approach to implementation, with passive uses installed primarily (trails, picnic tables, shelters, etc.) followed by parking and access and other active recreational uses.

As part of this conceptual planning for Cherry Farm, the cost estimate provided at right outlines the approximate costs for built out of the site. Including construction contingency, legal and design fees, and permitting, full development of the site would be anticipated to cost around \$6.5 million for the 55-acre site. It should be noted that full development of the park reflects all elements of the concept plan shown on the preceding page which, in its current form, could take between 5-10 years to achieve depending on timeframe for completing the steps above and funding.

Some elements from the conceptual drawing shown could change including additional wetlands for off site mitigation, less roadways, or more trails or recreational areas as the final designs progress. Funding from various sources, including EPF

		QTY	Units	Unit Cost	Cost
<b>Buildings</b>	Pavilion	3,200	SF	\$ 30.00	\$ 96,000.00
	Overlook Pavilion	4,700	SF	\$ 30.00	\$ 141,000.00
	Performance Structure	600	SF	\$ 30.00	\$ 18,000.00
<b>Recreation</b>	Sand Volleyball Courts	4	EA	\$ 5,000.00	\$ 20,000.00
	Asphalt Basketball Courts	3	EA	\$ 18,000.00	\$ 54,000.00
<b>Site</b>	Playground	5,000	SF	\$ 25.00	\$ 125,000.00
	8' Wide Asphalt Trail	3,000	LF	\$ 32.00	\$ 96,000.00
	5' Wide Asphalt Walkways	8,500	LF	\$ 18.00	\$ 153,000.00
	Asphalt Parking Lots	88,000	SF	\$ 5.00	\$ 440,000.00
	Permeable Paver Parking	35,000	SF	\$ 9.00	\$ 315,000.00
	3-Lane Boat Launch	1	LS	\$ 100,000.00	\$ 100,000.00
	24' Wide Asphalt Roadway	83,000	SF	\$ 6.00	\$ 498,000.00
	5' Wide Stone Dust Nature Trail	2,500	LF	\$ 12.00	\$ 30,000.00
	Culvert Crossings	3	EA	\$ 10,000.00	\$ 30,000.00
	Earthwork Structural & Topsoil Fill	10,000	SY	\$ 30.00	\$ 300,000.00
	Earthwork Grading	33	Acres	\$ 5,000.00	\$ 165,000.00
	Lawn Seeding	1,200,000	SF	\$ 0.15	\$ 180,000.00
	Plantings/Landscaping	1	LS	\$ 200,000.00	\$ 200,000.00
	Site Concrete	10,000	SF	\$ 12.00	\$ 120,000.00
	<b>Misc Amenities</b>	Picnic Tables	40	EA	\$ 400.00
Benches		40	EA	\$ 600.00	\$ 24,000.00
Trash Receptacles		40	EA	\$ 250.00	\$ 10,000.00
Main Entrance Sign		1	EA	\$ 5,000.00	\$ 5,000.00
Misc. Signs		50	EA	\$ 400.00	\$ 20,000.00
Bollards		50	EA	\$ 600.00	\$ 30,000.00
Bike Racks		10	EA	\$ 600.00	\$ 6,000.00
<b>Utilities</b>	Main Gate	1	EA	\$ 5,000.00	\$ 5,000.00
	Bioswales/Constructed Wetlands	1	LS	\$ 250,000.00	\$ 250,000.00
	Site Light Fixtures	1	LS	\$ 150,000.00	\$ 150,000.00
	Site Electric Service	1	LS	\$ 300,000.00	\$ 300,000.00
	Water/Fire Protection	1	LS	\$ 300,000.00	\$ 300,000.00
	Sanitary Sewer Service	1	LS	\$ 200,000.00	\$ 200,000.00
	Gas Service	1	LS	\$ 40,000.00	\$ 40,000.00
				Construction	\$ 4,437,000.00
				Contingency	20% \$ 887,400.00
				Design and Permits	20% \$ 1,064,880.00
				<b>Total</b>	<b>\$ 6,389,280.00</b>
				Say	\$ 6,500,000.00

Phase 1: \$2,560,320.00  
 Phase 2: \$2,715,840.00  
 Phase 3: \$1,113,120.00  
 \* includes construction, contingency, design/permits



**Figure 7-2:  
 Cherry Farm Park -  
 Coordinated  
 Waterfront Plan**

*(showing one of many  
 concept plans developed  
 for the site)*

and the Niagara Greenway will be pursued for this project by the Town. In an effort to highlight the coordinated efforts to transform the waterfront environment, the above figure shows how the Cherry Farm conceptual plan connects to and integrates with the Niagara Riverworld/Wickwire site further south (shown as the bottom dark green dot on the graphic on page 105). Several conceptual plans for Riverworld were developed in 2011 as part of a feasibility report and also through a graduate studio at SUNY Buffalo (Appendix H), although the current conceptual development model has shifted since that time. The Riverworld site is still envisioned as a mixed use type of development that would include various recreational elements, extensive green space and natural buffer areas, pedestrian access, likely some light industrial and office/mixed uses, and connection to the water. Development of the site would remain private with some public investment likely for infrastructure. Activity and investment of Riverworld by the owner/developer has continued throughout the planning stages, evident with the recent demolition of the former powerhouse structure on the site.

Regardless of the final design and development of this site, the connection between Riverworld and Cherry Farm would appear seamless and include trail connections to Riverwalk, enhanced buffer areas along the River, landscaping and natural vegetation, bioswales and wetland areas, cultural and interpretive areas (where applicable), and roadway connections.

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**Figure 7- 3: Aqua Lane Park Improvement Plan**

## Aqua Lane

The Aqua Lane Park concept shown on the opposite page highlights various upgrades to the existing park and provides enhanced and additional amenities to make it a more prominent destination. Although the concept plan includes the water treatment facility and its associated lands, this portion of the land is in fact cut off from the park by security fencing and public access is limited to the outer perimeter; the current improvements on the property are limited to those areas. The conceptual plan shows strategic enhancements that improve direct public access and views of the water for passive users; a public boat launch currently exists north of the treatment plant. This is the primary driver given the park's waterfront location. Other improvements to the park include:

- An enhanced entrance feature that identifies the location with plantings and new signage.
- Enhanced landscaping at prominent viewpoints to better frame access points and points of interest (e.g. waterfront point, connection with Riverwalk Trail)
- Additional trees and vegetation to buffer and provide greater separation of parking areas and adjacent buildings
- A reduction in heat island effects with the use of trees planted next to the parking areas and the vehicular travel ways
- A more natural experience through the use of varied plantings with native species, and
- A newly defined waterfront walkway linked from the access points and parking that improves the quality and experience of the waterfront
- Angled parking to increase the landscape area within the adjacent park and medians
- Relocated and enhanced playground
- A new seasonal performance space with a covered structure and mounded sitting area within the central portion of the park
- Additional paths on the treatment plant property (outside of secure areas) connecting the park to the boat launch and public walkway along the waterfront making a complete loop (opportunity for uses of pervious materials for walkways)
- Replacement of the existing picnic shelters with a larger, single shelter (similar to Sheridan Park replacement)
- Replacement and expansion of existing restroom facility
- Replacing the existing 90° parking area with a dedicated and buffered parking area to improve circulation and aesthetics; angled parking would be utilized to minimize infringing on existing greenspace to the greatest extent feasible (opportunity for uses of pervious materials)
- Additional tree plantings along Riverwalk Trail to provide visual and noise buffer from I-190 (There is also a potential for a green noise wall in addition to or in place of treed buffer here.)

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Currently, there are no significant or critical steps that need to be undertaken by the Town to improve this park, only the acquisition/application for outside funding or dedication of budget funds. However, a water supply study for the water treatment facility is currently being undertaken by the Town which may effect the disposition of the plant in the future. Should the plant become obsolete or downsized, additional land may become available for the Town to further expand this park. Regardless of the final determination, one other action item that is related more to the boat launch than the park is the extent of the security fencing bordering the launch property and water facility. Although additional vegetation is included in the concept plan to buffer the plant from the launch, the Town should look into the potential for decreasing the extent of security fencing in this area to improve aesthetics while maintaining appropriate security for the facility.

The cost estimate shown below outlines the approximate costs for the various upgrades shown on the plan and highlighted on the previous page. In its entirety, the park improvements would cost approximately \$885,000 (does not include potential green noise wall bordering Riverwalk Trail and I-190).

		<u>QTY</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Cost</u>
<b>Hardscape</b>	Asphalt Sidewalk	630	TON	\$ 120.00	\$ 75,600.00
	Asphalt Paving	120	TON	\$ 82.00	\$ 9,840.00
	Asphalt Base Course	120	TON	\$ 82.00	\$ 9,840.00
	Crushed Stone Sub Base	240	TON	\$ 36.00	\$ 8,640.00
<b>Grading</b>	Fill / Grading	600	CY	\$ 15.00	\$ 9,000.00
	Granite Stairs	1,200	SF	\$ 90.00	\$ 108,000.00
<b>Structures</b>	Performance Structure (1000 sf)	1	EA	\$ 20,000.00	\$ 20,000.00
	Picnic Shelter	1	EA	\$ 55,000.00	\$ 55,000.00
	Restroom Facility	1	EA	\$ 175,000.00	\$ 175,000.00
<b>Play Area</b>	Playground (2,800 sf)	1	EA	\$ 25,000.00	\$ 25,000.00
<b>Furnishing</b>	Benches	16	EA	\$ 1,200.00	\$ 19,200.00
	Trash Receptacles	10	EA	\$ 900.00	\$ 9,000.00
	Bike Racks	8	EA	\$ 450.00	\$ 3,600.00
	Picnic Benches	4	EA	\$ 450.00	\$ 1,800.00
	Lighting	1	EA	\$ 15,000.00	\$ 15,000.00
	<b>Vegetation</b>	Turf Mix	2,222	SY	\$ 10.00
Shrubs		30	EA	\$ 60.00	\$ 1,800.00
Groundcover		300	EA	\$ 10.00	\$ 3,000.00
Shade Trees		65	EA	\$ 900.00	\$ 58,500.00
Evergreen Trees		35	EA	\$ 800.00	\$ 28,000.00
Ornamental Trees		55	EA	\$ 600.00	\$ 33,000.00
<b>Signage</b>	Entry Signs	2	EA	\$ 10,000.00	\$ 20,000.00
				Construction	\$ 691,040.00
				Contingency 20%	\$ 138,208.00
				Design and Permits	\$ 55,283.20
				<b>Total</b>	<b>\$ 884,531.20</b>
				Say	\$ 885,000.00

## Riverfront Park

Located on River Road just north of the North Grand Island Bridge, this new 6.6 acre park would be carved out from existing land owned by United Refining and provide the Town with additional waterfront property and access. The Town has had an interest in this property for some time and has initiated various environmental studies to determine the extent of any soil contamination and associated work that would be required. Past analysis of the property indicated extensive Federal wetlands found throughout the site, with the only developable section located immediately adjacent to and northwest of the Lakeland Pipeline property (brown buildings and gray parking lot shown below).



Figure 7-4: Riverfront Park Concept Plan

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With the extensive amount of vegetation and limited developable area, structures for this park would be limited to a gazebo, picnic shelter or other similar facility and trail amenities (sitting areas, kiosks, interpretive signage, etc.). A looped trail through the site would connect to the Riverwalk Trail which parallels the site on the south side. The loop trail would complement the out-and-back trail located south of this park adjacent to the bridge.

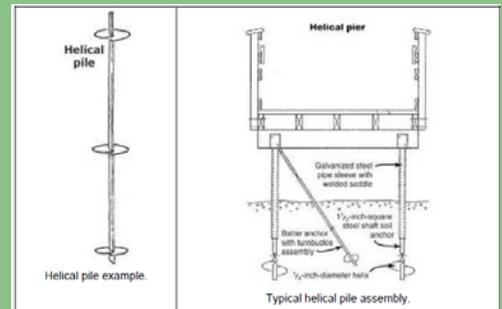
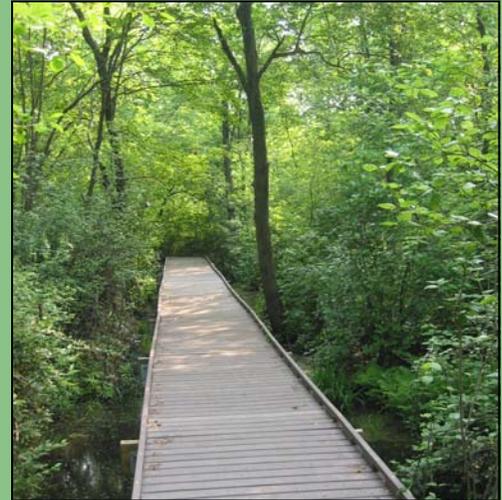
As shown in Figure 7-5, the park would encompass the western half of the United Refining property, leaving the eastern half under the ownership of United Refining; currently a chain link fence divides the property in half. A looped wetland trail is envisioned on the western side of the park bringing users out into the wooded portion of the property, providing a more natural experience of the Niagara Riverfront. The walkway, likely a floating style boardwalk to minimize wetland disturbance, would need to be mapped out to determine the most practicable path; a conceptual path is shown in Figure 7-5 for illustrative purposes.

Other park elements would include:

- Interpretive areas (see page 82)
- Viewing platforms, especially of the River (vegetative clearing may be required; extent to be determined)
- Sitting areas

Unlike Cherry Farm, no formal conceptual plans have been extensively developed for this property other than very simple schematic ones as part of the environmental analysis of the property. As previously indicated, the Town has already undertaken some background work as part of their due diligence to eventually acquiring and developing the property. Additional steps would need to be taken to further this conceptual plan and see the park come to fruition, including:

- Confirm the extent of environmental cleanup required on the site and develop/carryout the associated workplan.
- The Town needs to identify avenues for transferring the land from private to public ownership, whether through outright purchase or transfer of ownership, and would include the subdivision of the 6.6 acres of land from the parent parcel.



*Floating wetland boardwalk in Newton Centre, MA (top); observation area in Sandusky, OH (middle); example helical pile used to elevate boardwalks in sensitive areas (bottom, Ipswich River Greenway Feasibility Study, 2008)*



Figure 7-5: Riverfront Park Connections

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- Engage US Army Corps of Engineers (wetland jurisdiction) as well as NYS DEC (as needed) to begin dialogue on intent and extent of development of the property, including floating wetland boardwalk.
- Develop detailed engineering drawings for the site, especially for floating wetland boardwalk and any viewing/interpretive areas requiring larger platforms. Coordination with the Army Corps will be critical as permitting and specific construction details will be needed for wetland disturbance.
- Seek additional outside funding for identified park elements (e.g. Niagara Greenway, CDBG, EPF).

The cost estimate shown below indicates approximately \$840,000 would be required to fully develop the park. The estimate given for the elevated boardwalk trail does not include viewing platforms, additional seating or other trail amenities along the trail. Depending on the extent of other elements desired or permitted, the final figure will likely be higher, but would likely not exceed \$900,000.

		<u>QTY</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Cost</u>	
<b>Hardscape</b>	Asphalt Sidewalk	100	TON	\$ 82.00	\$ 8,200.00	
	Asphalt Base Course	100	TON	\$ 82.00	\$ 8,200.00	
	Crushed Stone Sub Base	300	TON	\$ 36.00	\$ 10,800.00	
<b>Structures</b>	Overlook Pavilion (500 sf)	1	EA	\$ 10,000.00	\$ 10,000.00	
<b>Furnishing</b>	Benches	6	EA	\$ 1,200.00	\$ 7,200.00	
	Trash Receptacles	4	EA	\$ 900.00	\$ 3,600.00	
	Bike Racks	4	EA	\$ 450.00	\$ 1,800.00	
	Picnic Benches	2	EA	\$ 450.00	\$ 900.00	
	Lighting	5	EA	\$ 10,000.00	\$ 50,000.00	
<b>Vegetation</b>	Turf Mix	1,250	SY	\$ 40.00	\$ 50,000.00	
	Shrubs	30	EA	\$ 150.00	\$ 4,500.00	
	Shade Trees	2	EA	\$ 900.00	\$ 1,800.00	
	Evergreen Trees	20	EA	\$ 800.00	\$ 16,000.00	
	Ornamental Trees	10	EA	\$ 600.00	\$ 6,000.00	
<b>Other</b>	Elevated Boardwalk Trail	2,500	LF	\$ 190.00	\$ 475,000.00	
					Construction	\$ 654,000.00
				20%	Contingency	\$ 130,800.00
				8%	Design and Permits	\$ 52,320.00
					<b>Total</b>	<b>\$ 837,120.00</b>
				<b>Say</b>	<b>\$ 840,000.00</b>	

## Sheridan Park

Similar in scope to Aqua Lane Park, the conceptual plan shown in Figure 7-6 on the following page highlights various upgrades to the park to make it a more prominent destination. The primary difference is that the park improvements are only centered around the existing ballfields on the southern end of the park. The primary intent for these upgrades are to further enhance the fields to expand their use to college-level teams, which require longer outfields and additional facilities. The 90-foot ballfield would be the primary recipient of the upgrades; the 60-foot softball field would remain.

Currently, the baseball field has a fenceline out to approximately 375'. A 400' fenceline, which is what is proposed, would require earthwork due to the topography on the north end and some onsite wetland mitigation (detention pond classified as wetland by Army Corps). The concept plan identifies the proposed grading and drainage swales to carry runoff to the pond as well as increasing interior wetland vegetation to compensate for the disturbed vegetation as a result of earthwork.

The field lighting that currently exists would likely be sufficient to handle the extended fenceline, although detailed engineering of the field can confirm this. Relocation of one or two of the field lights may be needed to accommodate the new fenceline, which would be determined with final engineering of the field. Additional elements that can be included with the field enhancement, although not shown in the plan, include:

- Covered dugouts
- Unisex, multi-stall restroom facility
- Electronic scoreboard

The anticipated cost for the improvements is outlined below.

		<u>QTY</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Cost</u>
<b>Grading</b>	Fill / Grading	2,200	CY	\$ 15.00	\$ 33,000.00
<b>Fencing</b>	New Outfield	612	LF	\$ 25.00	\$ 15,300.00
<b>Vegetation</b>	Turf Mix	2,200	SY	\$ 8.00	\$ 17,600.00
<b>Other</b>	Covered Dugouts	2	EA	\$ 10,000.00	\$ 20,000.00
	Restroom Facility	1	EA	\$ 80,000.00	\$ 80,000.00
	Scoreboard	1	EA	\$ 6,000.00	\$ 6,000.00
			Construction		\$ 171,900.00
			Contingency		\$ 34,380.00
			Design and Permits		\$ 17,190.00
			Total		\$ 223,470.00
				Say	\$ 225,000.00

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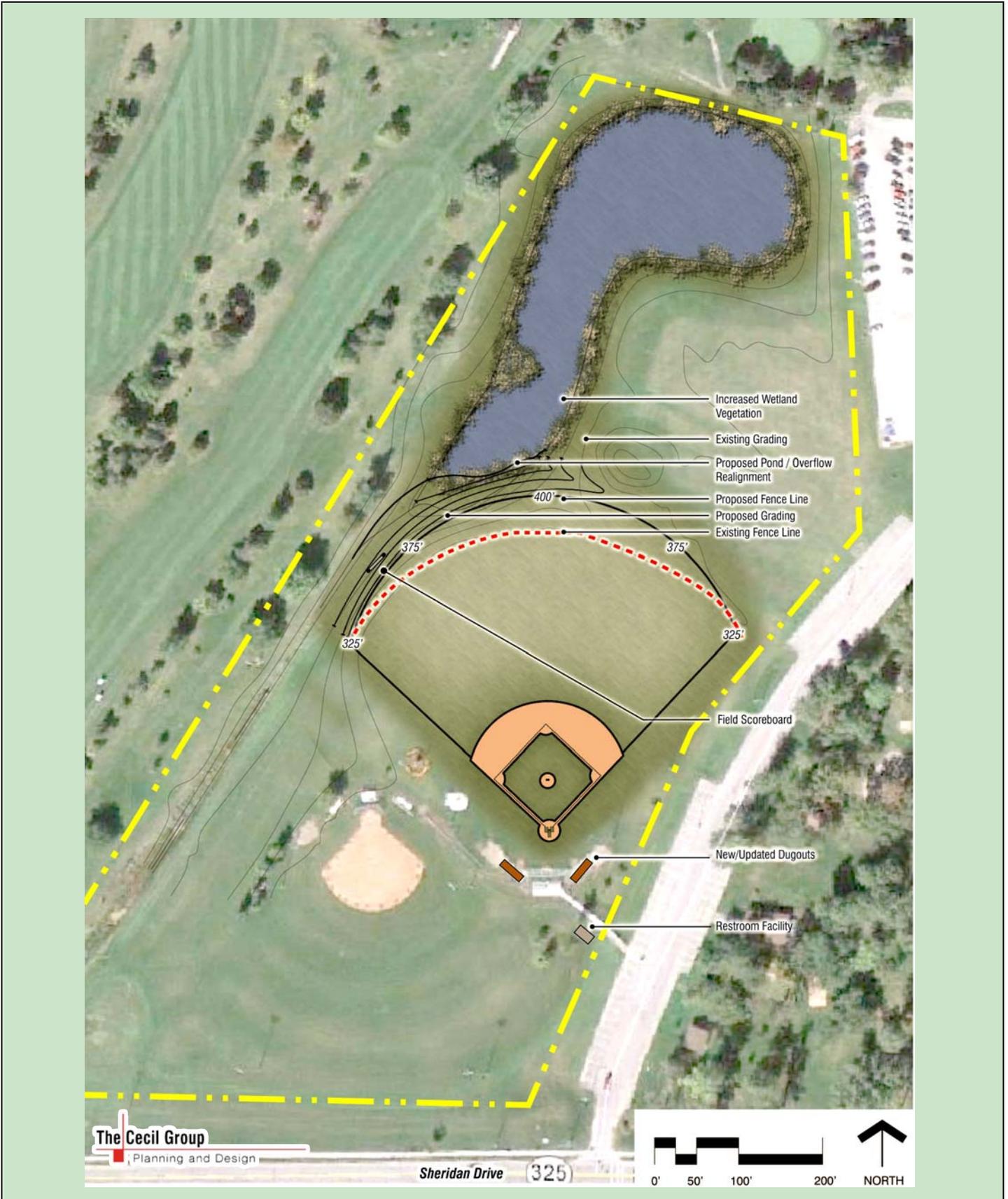


Figure 7-6: Sheridan Park Improvement Plan

## East-West Trail Connection

The Town of Tonawanda has a tremendous resource in the Riverwalk Trail running along the Niagara River for connecting residents and users to the River. In addition, the Two Mile Creek Greenway and Sherwood Greenway (under construction) provide additional connections to the Riverwalk Trail north and south of the study area. In an effort to expand the trail linkages through the Town and waterfront area, various corridors were examined to determine the feasibility for developing a third east-west trail connection to the riverfront. Various corridors exist in the waterfront area that encompass utilities (mainly electric transmission), railroads (vacant/underutilized lines, abandoned lines, former railbeds), and vacant or underutilized lands that were the primary target for a third trail.

Two specific alignments were identified and are highlighted on the following page and described below.

**Trail option #1** connects Riverwalk Trail to the Two Mile Creek Greenway through a former/underutilized railbed on the eastern end, become a rail-with-trail east of Grand Island Boulevard, cross over Interstate 190 using the existing rail bridge, continue as a rail-with-trail and follow another public/private corridor, terminating at Park Road and the Two Mile Creek Greenway.

**Trail option #2** connects Riverwalk to Sherwood Greenway and uses existing access corridors that are currently utilized for electric transmission lines in the waterfront area. In an effort to use existing cleared areas and maintain a safe distance from higher-voltage towers, the trail alignment parallels the medium voltage lines (typical ones alongside roadways) before turning north along impromptu access roads. The trail then becomes a rail-with-trail heading south and crossing Sawyer Avenue and Sheridan Drive, terminating at the Sherwood Greenway.



*The existing rail bridge over I-190 off of Grand Island Boulevard that would be part of trail option #1. The line appears to be seldom used; a rail-with-trail opportunity exists for this location.*

Unlike the other recreation areas identified in this section, the new trail connections identified above have several logistical hurdles that need to be overcome or otherwise dealt with in order to bring these trails, or a similar alignment in the study area, to fruition. The issues, concerns, precautions, and means for implementation surrounding using utility corridors for trails have been reviewed by various organizations, including American Trails and the National Trails Training Partnership. These include:

- Increased exposure to liability and possible injuries due to potential or perceived hazardous areas or structures
- Interference with operations by the utility, regardless of whether the infrastructure is regularly used or not

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**Figure 7-7: East-West Trail Connection Options**

- Potential for increased crime and vandalism
- Maintenance and management of facilities

As the majority of the corridors are owned by other entities, permanent easements would be required for public access through trails. In some instances, physical ownership is required through some funding sources.

However, the Town has a desire to develop additional trails in the study area and view these utility corridors as having a high potential for future opportunities as they arise. Although constraints exist, there are examples of trails that have been developed that are co-located with rail lines and utility corridors. Rail-with-trails is the more well-known trail development opportunity that is supported with its own advocacy and resource group (Rails-to-Trails Conservancy). Over 20,000 miles of rail-trails have been successfully developed since 1986 and the group's website has various case studies and technical resources available to support the development of a rail-trail in the study area. Local examples of rail-trails include the Lehigh Memory Trail in Williamsville, Clarence Pathways from Clarence to Akron, and Pat McGee Trail around Salamanca.



*Burnham Rail-with-Trail in Minneapolis, MN © pedestrians.org/topics/row.html*

Although not as common, trails following along and sharing power line corridors do exist. One of the most visible is a section of the Washington & Old Dominion Trail in Falls Church, Virginia. Here, a section of the trail runs directly underneath the power lines as observed in the photo at left. With a detailed plan for operation and maintenance in place, this shows that a trail similar to this could be developed in the Town of Tonawanda.



In general, the next steps for the Town to establish trails in the study area that follow the general intent of the two options identified in this section are outlined below. More work beyond what is indicated is anticipated and will be further identified as the process is carried out.

- Develop a more detailed feasibility study examining the opportunities and constraints associated with the two options, including estimated costs, jurisdiction/maintenance issues, and liability.
- Initiate conversations with respective corridor property owners (i.e. CSX, Niagara Mohawk/ National Grid) to indicate the Town's desire to establish additional trails, citing available case studies (see Appendix F).
- Develop detailed engineering plans for final trail alignment. Continuing discussion with property owners will be required for easements, security measures, etc.