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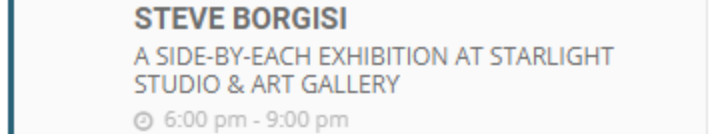
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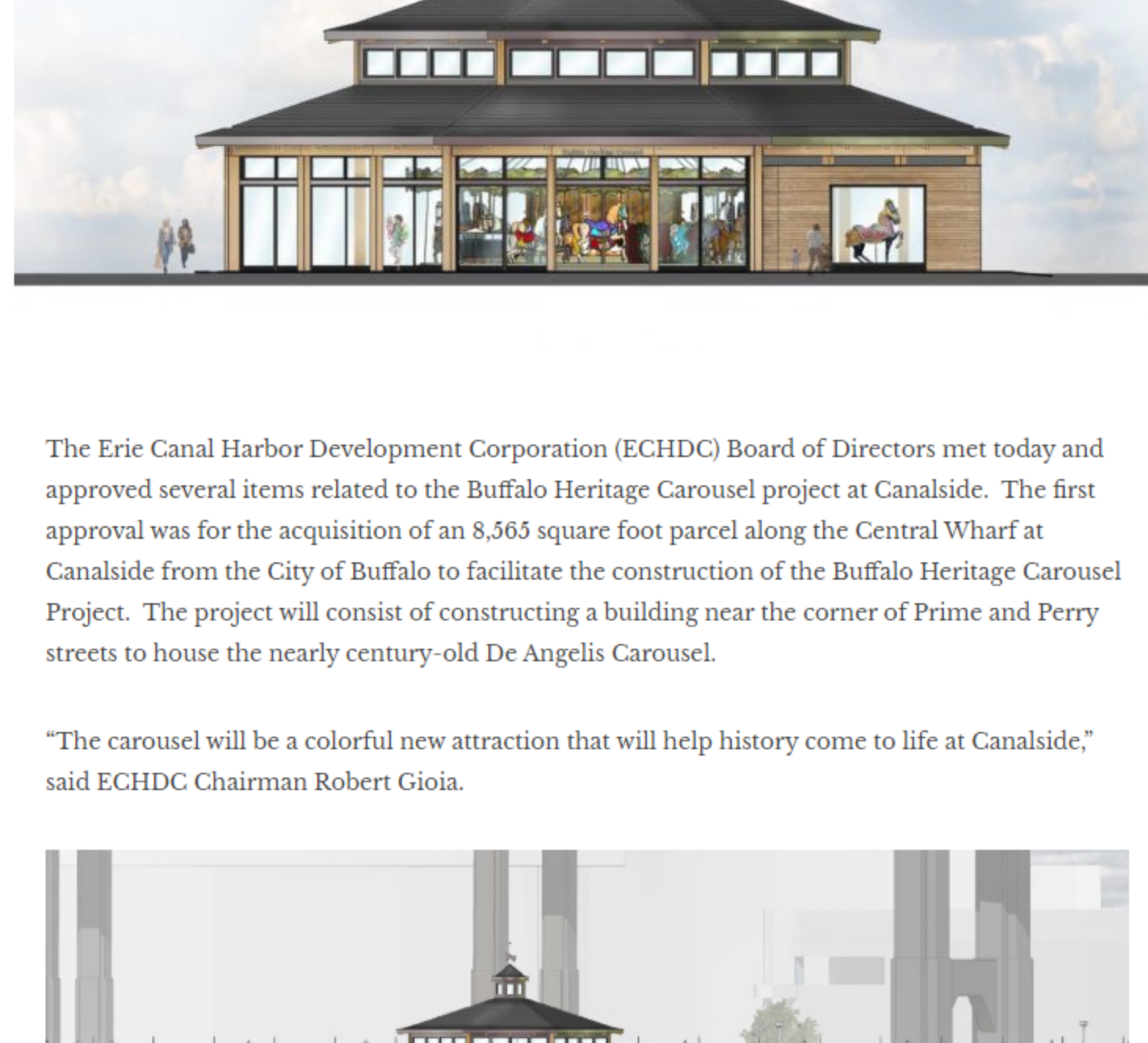
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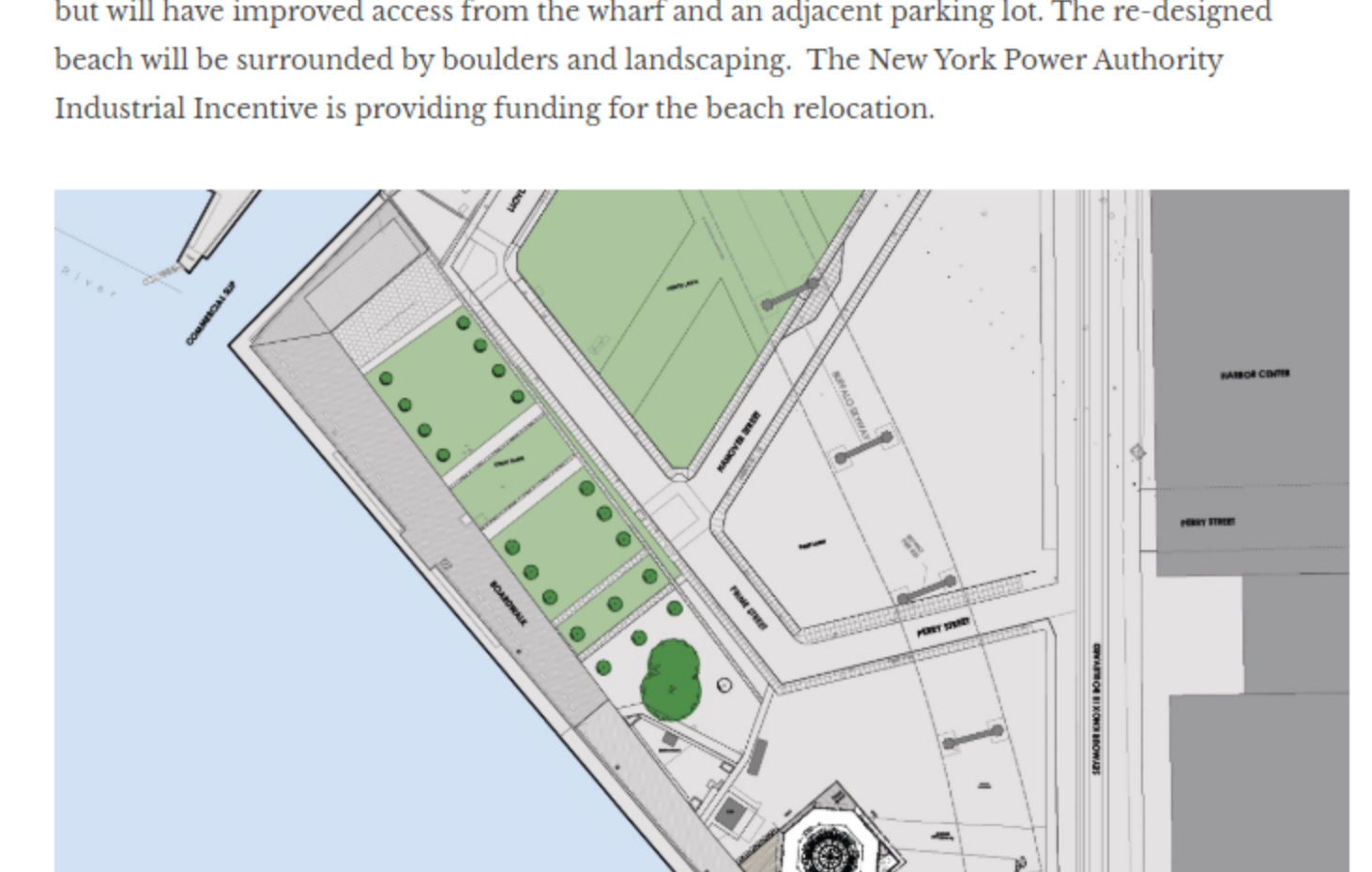
Big Reveal: Heritage Carousel at Canalside

By Buffalo Rising September 9, 2019, 1:45 pm 61 Comments



The Erie Canal Harbor Development Corporation (ECHDC) Board of Directors met today and approved several items related to the Buffalo Heritage Carousel project at Canalside. The first approval was for the DeAngelis family to build the Buffalo Heritage Carousel adjacent to the east end of Canalside from the City of Buffalo to facilitate the construction of the Buffalo Heritage Carousel Project. The project will consist of constructing a building near the corner of Prime and Perry streets to house the nearly century-old De Angelis Carousel.

"The carousel will be a colorful new attraction that will help history come to life at Canalside," said ECHDC Chairman Robert Gotsis.



The vintage carousel was manufactured in 1924 by Spillman Engineering in North Tonawanda for Dominick De Angelis. The carousel was in operation until the 1950s at which point it was stored by the DeAngelis family until Buffalo Heritage Carousel Acquisition Co. was formed.

Associated with the carousel project, the Board today also approved a contract to Scott Lawn Yard, Inc to shift the children's beach, located at the southern end of the wharf, further south to accommodate the new carousel building. The new beach will be approximately the same size but will have improved access from the wharf and an adjacent parking lot. The re-designed beach will be surrounded by boulders and landscaping. The New York Power Authority Industrial Incentive is providing funding for the beach relocation.



Tagged with: Buffalo Heritage Carousel

Written by Buffalo Rising
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What do you think? 2 Responses

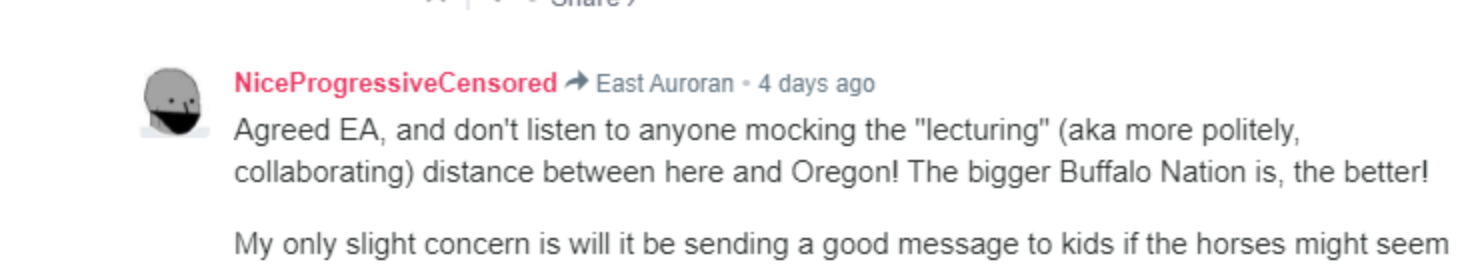
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61 Comments Buffalo Rising

EastAurora - 4 days ago - edited
There is a carousel in downtown Albany, Ore. near where I live. It is tremendously popular and has hosted thousands and thousands of visitors since opening two years ago. Parents and grandparents love bringing their kids/grandkids there.

Average Joe - 4 days ago - edited
Can Canalside get a brick enclosure like this



TomEmmy - 4 days ago
There is also a carousel on the waterfront in Brooklyn at Brooklyn Bridge Park. It may sound simple, but it's a popular attraction and a great, affordable activity that adds to the park and people of all ages enjoy.

Ivan Pinski Jr - 4 days ago
and Ontario Beach park in Rochester

FredrickCM - 4 days ago
Which is a beautiful carousel, but not well utilized. I've been to it more than twenty times, but fewer than half those times were people other than my family simultaneously riding.

NicoProgressiveCancelled - 4 days ago
Agreed EA, and don't listen to anyone mocking the "lecturing" (aka more politely, collaborating) distance between here and Oregon! The bigger Buffalo Nation is, the better!

My only slight concern is will it be sending a good message to the kids of the horses might seem to be being taken advantage of by humans 70%, but hopefully the designers of this will have a way to make them look happy, valued, well cared for!

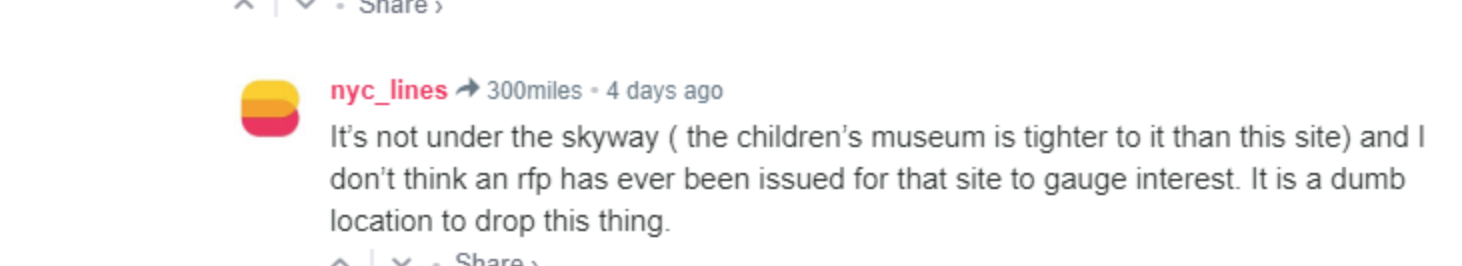
Chuck - 3 days ago
If you read the RFP carefully you will notice language that states, "allows for the horses to artistically depict carrying firearms."

governcleveland - 2 days ago
2 parody accounts arguing with each other start as funny as I thought it would be

governcleveland - 4 days ago
Its always nice to be lectured at from over 2,700 miles away

nyc_lines - 4 days ago
Just to understand, so there really is NO cohesive strategy for Canalside? It's being dropped on the one parcel that is shared by ECHDC for private development along the water (with public what at water). And they dropped it directly in the middle of it. I assumed the sand box and food shed were temporary until development is feasible but this now looks like its all permanent. I don't even know where to begin between this and the canal boat shed, the inconsistent approach to the outer harbor, and the wacky north and block building plans. Does anyone at ECHDC have a degree urban design / planning or real estate / economics?

I take it they are completely giving up on private investment at Canalside and this is all just a ployer for a public agency to guess start filling up the historic blocks with everyone's pet projects. This is ridiculous.



Chris Osterander - 4 days ago
It's just all so disjointed and there really doesn't seem to be any strategy whatsoever. The carousel in and of itself is a fine little attraction. It doesn't really fit the historic nature of the neighborhood that had been fought for - and quite frankly stalled other projects - by guys like Teitelman. And the spot they've chosen for it is really random as well.

Just looking forward a few years to a point where the North Block has buildings (so 2029 at this rate) and CLW has been renovated with a new Metro Rail terminus. There's a decent chance that end of Canalside enjoys a fair bit of foot traffic and that private investment could have really benefited from it. The carousel seems fine, but I have no idea what direction they're trying to go in.

300miles - 4 days ago
It's being dropped on the one parcel that was proposed by ECHDC for private development along the water (with public wharf at water).

I'm guessing there has been zero private interest in developing that site. Nobody wants to develop under the skyway (if the DOT even allows that) and a commercial app along the boardwalk would be very seasonal.

nyc_lines - 4 days ago
It's not under the skyway (the children's museum is lighter to it than this site) and I don't think an @ has ever been issued for that site to gauge interest. It is a dumb location to drop this thing.

300miles - 4 days ago
and the children's museum was heavily subsidized by grant money and a long-term lease that charges only \$1 per year.

nyc_lines - 3 days ago
I agree the skyway is an issue but this is the only site that sits at the wharf on the other side of the skyway with no obstructions to it and water and The site is large enough for a large number of projects. It's not a bad location because it's a children's museum. And even if development is not likely tomorrow why drop this there to permanently remove the opportunity in the future.

TomEmmy - 4 days ago
I'm not sure in the plans, but isn't the intention for the North Aud block to be private development? In regards to the carousel specifically, it's a pretty small footprint that seems to make sense to be near the water. Again similar to the Harbor Center, I agree on the building plans for the North Aud Block - don't know what I'm looking at when I view the three design options.

nyc_lines - 4 days ago
the square footage in the proposed building footprints on the North Aud Block and the dimensional widths of the buildings is extremely limiting for developers to actually build and make functional and profitable. If they don't do some major fire turning and go forward with the open space plan they will never get developers to build what they desire. And the carousel is located where ECHDC proposed economic development, if they want it on the water, build it across the river which they have no proposed development and a fun little water's edge could be created with small attractions like this. Right now with all these little developments and planning decisions they are making Canalside less and less likely to see significant private investment which is part of the justification of spending so much public money down here.

nyc_lines - 4 days ago
Nothing that stupid agency does makes any sense.

Buffaloboy - 3 days ago
50 comments on an article about a carousel is fascinating

Matthew Ricciardi - 4 days ago - edited
Four years and \$5.3 million to build a Carousel.

amaagamechobby - 4 days ago
At that price, it needs more Indian Restaurant.

governcleveland - 4 days ago
If only they would build the carousel suspended in mid air above the abright knox expansion on Goat Island, we'd be in business

Buffaloboy - 4 days ago
"Peace & Love" Island? "Goat" was deemed offensive to goats.

Michael DiPasquale - 4 days ago
The "disjointed" nature of the site plan is intentional. Canalside is following a "Lighter, Quicker, Cheaper" approach to urban design.

Perhaps it could be developed even faster. But from what I can tell... it was just there a few days ago. The pace is very, very successful? People love it. How can anyone complain about that?

Loeks Tully - 4 days ago - edited
Oh boy I agree with you a lot but disappointed is intentional? That's not even akin to saying it's organic. It's with @nyc_lines there is zero cohesive strategy. I've got a definite bias, formed in my opinion for good reason. The ECHDC hasn't demonstrated much as far as success that amateurs or grad students couldn't do. Sure, amateurs are the ones who came up with Lighter, Quicker, Cheaper. And they've done it over a nauseatingly protracted timeline. It's not even like, "oh out with taking our time and being real deliberate". They can't walk and chew gum. That's a legit truth. They've contracted out a decent portion of management there for a good while so what's got them led up, they put out RFPs with tons on deadlines and then it goes radio silent and no one can get any info on it until it magically appears. 17 months later it's great. Canalside is an attraction. But it's less because of the ECHDC and more because of consumer wants. And holy avocados, how can you not be successful with their budget?

Chris Osterander - 3 days ago
This should be an agenda in every room of the ECHDC offices

MyComments - 4 days ago
"Lighter, Quicker, Cheaper"

10, you're right nothing to complain about here.

governcleveland - 3 days ago
This development to you has been quick?

I think the purpose is to create a district that people enjoy and also spend money in. You know, generate commerce and tax revenue.

It can't all be first floor retail in and hospitals.

nyc_lines - 4 days ago
is disappointed plan is desired?

Michael MM - 3 days ago
Almost 15 years later, still 0 private investment at Canal Side.

michael216 - 3 days ago
Other than the largest privately funded single building in Buffalo's history, HarborCenter, being at Canalside, you needed it.

NicoProgressiveCancelled - 3 days ago - edited
216, sadly no, first Michael is factual, even his anti-government snark is ethically wrong!

Land on which out of scale, ugly, car-worshipping non-period PegulasCenter stands should've been added to Canalside as the ECHDC strongly requested, but City Hall refused, instead offered empty Webster Block to full privatization which Pegulas literally snatched then built anything they felt like, not allowing ECHDC any say! Then they refused to listen to reason from Mr. Teitelman about the alternative that should've been built instead! smh now were stuck with inappropriateness in every way, not even a community benefits agreement!

Loeks Tully - 3 days ago
I guess I'm wrong. I had thought HarborCenter was not part of Canalside but the ECHDC's Design Guidelines does include it in the Canalside footprint.

NicoProgressiveCancelled - 1 day 10 hrs - 2 days ago
Tragically, with Webster Block never having been transferred to ownership control by ECHDC it's pushed hard for it to be, but instead Mayor and Council routinely provided it by sale from City to Pegulas, it being in that ECHDC drawing you found remains an unfulfilled dream!

So we got stuck with what's way too big and tall, inappropriate, rushed into existence, blatantly ignoring design guidelines, now lacking any public board's helpful stewardship, rudely rejecting Tim's much more appropriate alternative plan which obviously wouldn't fit in with everything else, smh a lost opportunity!

NicoProgressiveCancelled - 2 days ago
Even more said to think of, Rex Ryan had just been fired on fact like he did, then none of the former HarborCenter thing could've happened unless he was still being built from Rex Ryan and Tim Martay!!!

John Joyce - 3 days ago
Hold on until they provide wind abatement for the ping pong table not another dime should be spent. So the sand box is really a beach. Well the water in the boat harbor is also a beach just no sand. Is there not an outer harbor go round in the works? Daring Merry O's should be interesting. What we are seeing is an example of governance by experts arising from the surrender of debate by legislators only to writing to send it to committee. See "Unmasking the Deep State" by John Mataro

Ric - 3 days ago
What's next, a giant skywheel on the Outer Harbor?

nyc_lines - Ric - 3 days ago
no, I think they are going to build a permanent mini golf around the historic blocks, they just need to transfer the rest of the parcels from the city

Equation Dimension Value - 3 days ago
Who did the rendering of the proposed building? Anybody know?

Average Joe - 3 days ago
The glass and brick enclosure of the Albany Carousel looks much better than the wood one proposed for Canalside

nyc_lines - 4 days ago
By way of the posting I am hereby directing Erie Canal Harbor Development Corporation to locate the children's carousel at the proposed First Buffalo Marina Park across the Buffalo River where it may become a charming attraction and destination for the Buffalo River bike ferry in an otherwise empty park that is slated for parking/boat storage and one day eagerly boardwalk experience with native plants. I will await the revised plan and architectural design that will fit conceptually into a modern progressive vision for the waterfront.

gheena - 4 days ago
The bike ferry is very seasonal. Who's going to hang out on the Outer Harbor in February?

nyc_lines - gheena - 3 days ago
that's a good point but the context of this current proposal is a sandbox, a food shed, empty lawn, and wide wood boardwalk. Very seasonal as well. On the other side of the river it could be part of a larger strategic development along the water with public what that could have created a more informal amusement area with a couple restaurants, other small attractions and the grain elevator redevelopment. It could be more organic in nature and be an incredible summer destination. Instead we are turning what was a very strategic plan for Canalside into a "disjointed" amusement area with a sprinkling of attractions that are negating the redevelopment potential of many of the large parcels. Redevelopment at the scale of Canalside takes a long time, we get it, but it seems impatience and lack of the adherence to a vision is leading us down a path where the potential of Canalside is being negated with all these pet projects. One odd planning decision follows another.

Ivan Pinski Jr - 4 days ago
A Buffalo version of Ontario Place. I like it. Maybe add some bumper boats in the canal slip.

Mike - 4 days ago
Has anyone heard about the petition on Change.org that Joel Giambra has proposed re-instating the 100 Scenic Expressway back to 50 mph where it belongs?

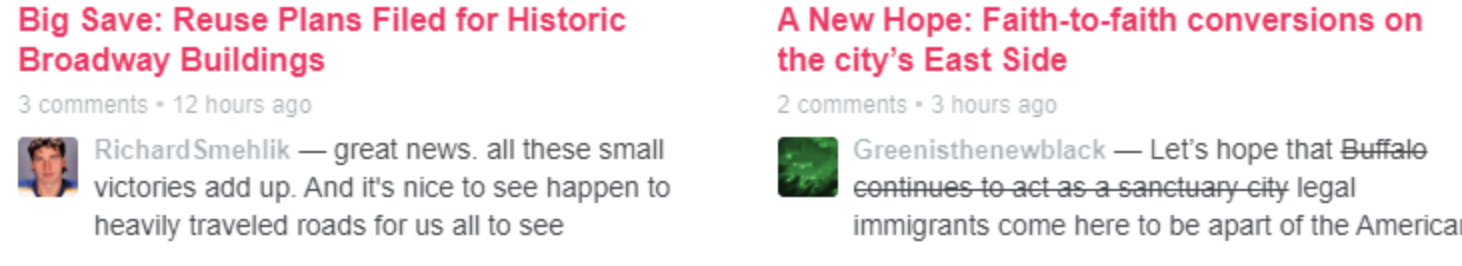
JedBuffalo - Mike - 4 days ago - edited
It belongs at 0 mph as a park, and also has nothing to do with this article

NicoProgressiveCancelled - Mike - 4 days ago - edited
Mike, bad awful idea, totally disrespectful not only to what happened, but also to people in the neighborhood and across the country who never have, and still don't want, to see highway speeds and highway traffic anywhere near directly thru our Delaware County Park. Of no surprise a Rethug has a pro-car petition, but tbh it's disappointing Mayor Brown and Council Member Fontana both gave supportive words in media on Giambra's side and neither of them even thanked the Assembly Member whose fast creative action lowered it to 50 in the first place! Now I don't often ask for anything here, but would a most please remove Mike's link to the petition? It's off topic and a literally polluting and dangerous deal!

JK - NicoProgressiveCancelled - 4 days ago
OK, then take the highway out... until then, highway speeds are perfectly reasonable. If anything the speed should be reduced from the Parkway exit after the Delaware exit, that's the only spot that has any real threat of danger.

NicoProgressiveCancelled - JC - 4 days ago - edited
JC, slows lower speed brings us closer to the dry highway is taken out of simple math. 30 much closer to the 0 mph as Jay crashed the car and goal. The public, even the selfish haters, are hopefully being gradually persuaded to support removal by having to drive a lot slower, or at least not to support removal by having to drive a lot slower, or at least not to support removal by having to drive a lot slower.

JK - NicoProgressiveCancelled - 4 days ago
There is absolutely ZERO correlation between the speed limit on the 198 and the long term plans for it. "Hopefully being gradually persuaded".... that sounds promising.



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