

SECTION IV - Proposed Land and Water Uses and Proposed Public and Private Projects

Proposed Land and Water Uses

The Lewiston Local Waterfront Revitalization Area (LWRA) has been evaluated and planned to preserve sensitive natural features and complement existing development, while enhancing recreational and tourist use of waterfront resources. Existing land and water uses in the LWRA are residential with commercial and recreation facilities located at the waterfront on either side of Center Street. These include Lewiston Landing, a private marina, public dock/boat ramp and boat slip facilities, Whirlpool Jet Boating dock facilities, restaurants, a motel, a hotel/spa, and parking facilities. Proposed uses reinforce this land use pattern. Water-dependent recreation uses are to be improved and expanded in the most accessible area of the shoreline (Cayuga to Onondaga Streets) with more intensive, supporting recreation and commercial uses proposed for the adjacent upland area. Low-density and townhouse residential and public (i.e., Artpark) uses are to be maintained in the remainder of the waterfront area, and helping to preserve the open space and scenic values of the area.

The LWRA is divided into five sub-areas for convenience in describing proposed uses. The five sub-areas or sections (see [Figure 11](#) for map of sections) are as follows:

Waterfront Revitalization Target Area - The Target Area includes Lewiston Landing Waterfront Park (First Street between Center and Onondaga Streets to the shoreline) and the adjacent blocks west of First Street between Center Street and the line of Cayuga Street.

Section 1 (North of the Target Area) - The entire portion of the LWRA from Onondaga Street north to the Village Line.

Section 2 (East of the Target Area) - The area between Cayuga and Onondaga Streets east of the Target Area to Fourth Street (the LWRA boundary).

Section 3 (South of the Target Area) - The area south of Cayuga Street to Tuscarora Street from Fourth Street (the LWRA boundary) to the waterfront, including residential development on the south side of Tuscarora Street and around Guard Street.

Section 4 (Artpark) - The portion of the LWRA south of Seneca and Tuscarora Streets dominated by Artpark. It also includes the public lands, devoted primarily to transportation uses, which are east of Artpark.

Waterfront Revitalization Target Area

Opportunities for enhancing the use of the Village's waterfront are focused in the four block area west of First Street between Onondaga and Cayuga Streets; therefore, the Village's revitalization efforts should also be concentrated on this "target area".

This area represents the prime waterfront development area. Proposed uses focus on improving access to the water and expanding water-dependent tourism/recreation uses. In the block west of Water Street between Onondaga and Center Streets where the Lewiston Landing is located, the existing water-dependent recreation uses, providing public boat launching, boat docking and fishing facilities, are to be maintained along the shoreline. The adjacent blocks east to First Street are designated for further development as the Lewiston Landing Waterfront Park.

Water-dependent recreation uses are also proposed for the shoreline area south of Lewiston Landing (Center to Cayuga Streets). The rehabilitation and expansion of existing private marina/docking facilities is encouraged; however, any major development or improvement of uses is also to provide public shoreline access as compatible with private uses. Marina uses are meant to include riverside operation and premises for mooring, docking, renting, storing, or servicing of boats and for sales of boating supplies as an accessory use. To facilitate revitalization of the waterfront and fulfill the goals of the LWRP, the Village amended its Zoning Law (1989; amended 1990, 1991) to establish the W-D Waterfront Development District. Permitted principal uses include those which depend on proximity, access and/or utilization of the water.

Proposed uses for the adjacent upland areas (east of First Street between Center and Cayuga Streets) are recreation-and tourist-oriented commercial services which will complement public and private investment in water-related facilities. These include restaurants and inns, overnight accommodations (hotel, motel, tourist home, or bed and breakfast residence), and retail/service facilities complementary to water-related recreation and tourist uses. The following water-enhanced uses are allowed in the W-D Waterfront Development District: tourist facilities (i.e., restrooms, snack bars, information areas, cultural and recreation facilities); restaurants and eating establishments; hotels and motels; bed and breakfast residences, tourist homes; and retail and service facilities complementary to the aforementioned uses.

Proposed in-water uses for the waterfront target area include fishing piers, boat launches and docks, and navigational transition/access to on-shore facilities. Swimming and speed-boating are conflicting uses in these transitional waters and are excluded.

The undeveloped street-ends at Onondaga, Center, and Cayuga Streets are to be retained in public ownership and used for access or waterfront expansion.

Section 1- North of Target Area

The section of the LWRA from Onondaga Street to the Village Line is bordered by steep bluffs along the shoreline and traversed by another steep slope from Second Street to the northwest corner of the LWRA (see Inventory and Analysis, [Figure 2](#)). Existing residential uses are well established and opportunity for new development is limited. Uses proposed for this area, except for the block north of Mohawk Street, are medium density (6-7 units/acre) single-family residences; compatible public, quasi-public and institutional uses (churches, schools, private clubs, health facilities, etc.); and commercial uses limited to home occupations, personal services and bed and breakfast residences.

The shoreline of this section of the LWRA is to be preserved as open space to control encroachment of structures and conserve the wooded bluffs. In-water structures are to be limited to mooring and docking for boats owned by the adjacent upland property owner.

The undeveloped-street ends at Oneida and Mohawk Streets are to be retained in public ownership and preserved as open space.

Section 2- East of Target Area

This section is an important transitional area, linking the Target Area, the Center Street business district, and other community facilities and containing the crossroads of access to the waterfront. Center Street is the major tourist entrance to the Village and, similarly, represents the most viable tie to the Target Area. The Center and Fourth Street intersection is a highly visible connection with the Seaway Trail (Route 18F, the State Touring Route) and can be the major entrance to the waterfront. To the north, the Onondaga Trail (Onondaga Street right-of-way) provides a pedestrian link between the Village Hall and playground and the Target Area. Finally, First Street provides the major north-south access, connecting the Target Area to Artpark. While access to the waterfront along these corridors can be improved (see Proposed Projects), care must be taken to provide such access in a manner compatible with the existing residential uses which are the predominant uses in this section.

The proposed uses for this section are a mix of medium density single-family residences, small businesses, shops, offices, bed & breakfasts, shops, offices, apartments and rental homes. Neighborhood business uses and mixed business/residential uses are allowed along the south side of Center Street between the Fourth Street and the First Street. The establishment of bed and breakfast residences is particularly encouraged throughout this section to provide needed accommodations for visitors and a connection in uses such as small retail business shops, gift shops, tourist attractions and associated waterfront uses and activities.

In 2003, the Village extended the RB-2 (Retail Business) District along Center Street, from Fourth to First Street, to promote and enhance the continuity of use as a retail shopping area – allowing for the development of small retail shops, bed & breakfasts (as a secondary use of the premises) and other overnight accommodations, and complimentary waterfront uses.

Rezoning of properties on North First Street and North Second Street, between Center and Onondaga Streets, from R-1A (Residential Single Family Medium Density) to R-5 (Residential Townhouse) occurred in 2004. The R-5 Residential Townhouse District allows the development of townhouse dwellings (requires a special use permit), and creates a transition from the Retail Business to the Waterfront Development District.

Section 3- South of Target Area

Reflecting the existing land use pattern, proposed uses for this section are primarily medium density single-family residences and compatible uses, as described above for Section 1. Two-family residences may be accommodated in the area along Tuscarora and Guard Streets. Seneca and Tuscarora street-ends are to be retained in Village ownership for open space. Since shoreline access is difficult at best, pedestrian travel is to be accommodated via First Street. Vehicular access is proposed along Fourth

Street to Artpark. The shoreline is to be preserved as open space to protect the steep banks lining the area. In-water structures are to be limited to mooring and docking for boats owned by the adjacent upland property.

Section 4- Artpark

The Artpark section of the LWRA is proposed for continued cultural uses oriented toward existing visual and performing arts. Expansion of recreational uses, however, are also envisioned to complement the LWRA, including the development of passive recreation opportunities along the waterfront (natural and scenic trails), promotion of fishing uses along the shore, preservation of historic sites, improvement of scenic access along the Robert Moses Parkway, and expansion of parking facilities to support uses. The transportation corridors to the east of Artpark are expected to continue to be used for transportation purposes. Should transportation uses be abandoned, lands will be preserved as open space or dedicated to public uses. Development in this area may not breach, alter or damage the Niagara Escarpment.

Waterfront Preservation and Revitalization Strategy

There are a variety of activities necessary to achieve the policies and purposes of the Village's LWRP. Some of these are projects described in more detail in Section IV, Proposed Public and Private Projects; others are types of implementation activities, described in more detail in Section V, Local Implementation Techniques. The following summarizes all of these activities as an overall strategy for preservation and revitalization of the Village's waterfront resources.

LWRA - wide Activities

1. Undertake comprehensive study of LWRA drainage (source, outfall, overland flow and impact on the waterfront and the river) and detailed development program for improving drainage.
2. Improve the visibility, public awareness, and use of the Village waterfront.
 - a) Improve entry signage at Center and Fourth Streets and landscaping along Center Street between Fourth and Water Streets (See Project 1).
 - b) Identify historic sites/structures (plaque, marker) in the LWRA and create a walking tour/trail in the Village. (See Project 2).
 - c) Sponsor a seasonal fishing derby.
 - d) Promote and advertise waterfront facilities in local and State recreation and tourism literature and improve coordination and promotion of events with Artpark.

Waterfront Revitalization Target Area

3. Complete Lewiston Landing Waterfront Park (See Project 3).
4. Improve shoreline access and boating facilities between Center and Cayuga Streets (Project 4).

5. Expand and improve commercial facilities (retail, lodging, etc.) to complement water-dependent uses in the south section of the Target Area (See Project 5).
6. Undertake river study - detailed analysis of river bottom, current, flow and generally foreshore conditions to determine acceptable extent of in-water structures (marinas, etc.) and navigation to docks.

Section 1 - North of Target Area

7. Undertake study of fish breeding grounds off-shore to better define the characteristics, the extent of the habitat and to determine the potential for improvement and expansion.
8. Maintain existing land use pattern and densities and preserve sensitive natural features (slopes and bluffs) through land use and development regulation.

Section 2 - East of Target Area

9. Improve pedestrian pathway along the Onondaga Street right-of-way between Second and First Streets to provide open space link and better pedestrian access to Lewiston Landing Park and upgrade playground and parking facilities at the Village Park (Third/Onondaga) for visitors to area. (See Project 6).
10. Encourage rehabilitation of waterfront residences, particularly in the First Street area.

Section 4 - Artpark Area

11. Improve opportunities for year-round use of Artpark grounds for recreation purposes (hiking, cross-country skiing, scenic access, touring historic/geological sites, fishing) and improve parking facilities for summer events.
12. Develop scenic overlooks along the Robert Moses Parkway (both sides) above Artpark. (See Project 7).

Proposed Public and Private Projects

Project locations are shown on [Figure 14](#).

Project 1 - Center Street Landscaping And Entry Signage Improvement Project

While the main vehicular and pedestrian entry point to the LWRA at the intersection of Center and Fourth Streets is currently marked, the entry needs to be better highlighted and made more attractive. This project intends to clearly make this intersection the "front door" to the waterfront area by improving the landscaping around the markers and providing better lighting. (Estimated cost \$3,500; one month to implement).

In this manner, the out-of-town motorist can be made aware of activities beyond this point. It will also serve as a reminder to Village residents and beautify the intersection.

As the major vehicular and pedestrian link between the Village Center and the Lewiston Landing Waterfront Park, Center Street between Fourth and Water Streets should be an attractive magnet of green space and streetscape to encourage the visitation and use of waterfront development. The 1,000+ feet from Fourth down to Water Street should be tree-lined and landscaped at intersections to create an attractive setting for the scenic vista of the Niagara River available from atop the hill at Third Street. This would require about fifty trees and shrubs and a four-foot stabilized pedestrian path at a cost of approximately \$15,000. Appropriate hearty species in the urban setting of Western New York include Norway and Red Maple, Radiant Crab Apple, Linden, Ginko, Honeylocust, Barberry and Juniper.

Project 2 - Creation of Historical, Cultural, Scenic Walking Tours

The abundant resources of the Village of Lewiston offer excellent opportunities for the attraction of area tourists through identification and consolidation of historic, scenic and cultural sites in the LWRA.

Such sites include:

- The Barton House (Center and Third);
- The Fairbanks House (Center and Third);
- The Riverside Inn/Anglers Retreat (Water Street);
- Lewiston Landing Docks (foot of Center Street);
- Indian Burial Mound (Artpark);
- Lewiston Landing Gully (Artpark);
- Joncaire Cabin Site (Artpark);
- Scovell Knoll (Artpark).

These sites should be appropriately marked with a marker or plaque to identify their date and significance. Coordinated with other Village sites by the Lewiston Historical Society, they would form the basis for a walking tour of the area's history promoting awareness and exposure to LWRA resources. Similar tours could also be assembled by the Chamber of Commerce in concert with Artpark, based on geologic and natural formations in the area and the dramatic scenic vistas available from numerous vantage points in the LWRA. Production of appropriate literature should be developed for distribution at State and local tourism offices, retail facilities, and Artpark.

Project 3 - Completion of Lewiston Landing Waterfront Park

The completion of the Lewiston Landing Waterfront Park is the most crucial project in the development of the Lewiston waterfront and represents the provision of new water-dependent and water-related facilities to encourage recreation and tourism activities. The project focuses on the narrow portion of the shoreline that offers water access and traditional uses consistent with the objectives of the LWRP. Primary objectives of the project include improved access to the Lower Niagara River, improved facilities for boating and fishing, vehicular and pedestrian circulation, active and passive

recreation opportunities and support services (parking, renovation of the existing coal silo for restrooms and bait/tackle, dockside services, etc.) in a scenic, attractive setting.

The 1983 Fisheries Development Plan for Niagara County outlined the dramatic growth and impact of sport fishing in the area (Niagara County Department of Economic Development and Planning, 1984). It indicated a rise in fishing demand of nearly four-fold (\$2.6 million revenues to over \$10 million, annually) by 1985 and the need for improvement in County boating/fishing facilities in response. The Plan identified the intended improvements in Lewiston Landing boat launching facilities and the viable bank fishing opportunities there. Clearly, the potential exists for increased fishing in the area and appropriate facilities to accommodate anticipated demand.

The construction or renovation of waterside facilities for the park has been completed. These include a double-wide boat launch, docks, fishing pier, waterfront bulkhead and walkway. The next phase of the park's development will provide support facilities and active recreation uses in upland areas and utilize the topography of the site to create a scenic environment that complements waterfront uses. Major changes in the existing development will be required to complete the park. As shown in [Figure 12](#), the site is mostly owned by the Village, but currently underutilized and in poor condition. Structures include an abandoned coal silo, three dilapidated shacks (since removed), an abandoned sewer treatment plant (replaced by Town facilities), a public works garage in fair condition (to be demolished and relocated), a storage building, a new sewerage pump station and two residences in fair condition. These structures would have to be either renovated, relocated or demolished to accommodate site improvements, as many were found to be infeasible for use. Only the coal silo and pump station are recommended for renovation and use as part of the project plan.

The following elements are included in the proposal for upland development:

(Supporting Graphics - [Figure 12](#))

- Removal of three shacks (completed) and storage building.
- Removal of DPW Garage and Sewer Treatment Plant.
- Acquisition and removal of two residences (to provide land for future park/parking expansion).
- - Construction of site facilities (picnic areas along the waterfront, recreation equipment atop bank, ice rink/wading pool and park building).
- Rehabilitation of the abandoned coal silo for snack bar, bait/tackle shop, restrooms and observation deck.
- Completion of site improvements (landscaping, paths, stairs, lighting, signage, drainage and parking, for additional trailered and non-trailered vehicles).

The completion of the Waterfront Park is estimated to cost approximately \$825,000 including detailed design and engineering studies necessary to advance the project. Depending on the availability of funding, it is estimated that the park will be completed over the next 4-5 years. Again, depending on

funding availability, the upland development may be phased, beginning with the renovation of the abandoned coal silo.

Project 4 - Improvement of Shoreline Access and Boating Facilities between Center and Cayuga Streets

The deteriorating condition of in-water docks, shore walls and upland structures along the waterfront immediately south of Lewiston Landing indicates the need for rehabilitation to improve underutilized facilities and guarantee public access. The lands on which these activities would take place are currently in State ownership, and the Village will need to obtain a lease of this area in order to proceed with the proposed projects. These include reconstruction of 500 feet of shore wall, replacement of catwalks, and construction of a walkway along the shore to the Cayuga Street right-of-way. Appropriate landscaping and lighting would accompany walkway facilities. Replacement of docks would enhance mooring capabilities (currently at thirty slips) and promote water-dependent activities. The slips are currently used for charter fishing and retail boats. This is a complementary use to the Lewiston Landing and renovation of facilities may encourage expansion.

Upland facilities need improvement, including the access road and two structures utilized for marina service and repair. Since the property is privately owned, improvements must be accommodated via a negotiated agreement, an easement for assisted improvement or acquisition with leaseback operations. It is critical that renovation and continuation of these uses be obtained as a viable commercial venture. The marina service, repair and storage services are appropriately located to support public facilities at Lewiston Landing and should continue at this site. Potential expansion of dockage, pump-out facilities and marine fuel availability should be included (if feasible) in the rehabilitation of this section of the waterfront.

Improvements include shore wall, finger docks, walkway, access road improvement, parking for vehicles, dockside facilities, landscaping, signage and lighting. These will cost about \$350,000 and require two years to implement (scheduled 1986-1988). Structural rehabilitation and exterior site improvement will require another \$50,000, for a total project cost of \$400,000.

Project 5 - Expansion of Supporting Commercial Facilities

The Lewiston Landing Waterfront Park (Project 3) and adjacent boat facilities along the waterfront (Project 4) will provide substantial water-dependent uses in the area, but not provide any significant income-producing activity or support services to accommodate patrons. Demand for retail and commercial facilities will exist, but not be directly satisfied by projects described above. The upland portion of the Waterfront Target Area east of First Street and south of Center Street is ideally suited for water-enhanced development in that Water Street accesses the property and prospective facilities would sit atop the embankment overlooking the river, park and marina.

A potential development site west of Water Street is afforded excellent proximity to the waterfront to complement uses there and is not otherwise suitable for water-dependent activities due to topographic limitations. Appropriate uses in this site include a restaurant, an inn to accommodate boaters and travelers, a few shops or boutiques oriented around a nautical theme (fishing gear, sportswear, boat equipment) and tourist goods and services. Adequate land exists along Water Street for about 15,000

square feet of retail/commercial space. An additional 5,000 square feet are available if structures are constructed over the embankment providing access to both Water Street and the marina level below (15-20 feet). These facilities would cost approximately \$750,000 to \$1,000,000 and would complement area uses, as well as the Riverside Inn, already located on Water Street. Construction would take only one year, but the development should be scheduled following park/marina project implementation to insure a viable market for retail facilities. The project would be privately financed and developed.

The east side of Water Street (Center to Cayuga Streets) is in appropriate proximity to the waterfront to provide additional support services. The block already contains a tavern, a motel and a large gravel private parking lot. Paving of the parking lot for waterfront visitors and associated water-enhanced commercial development is proposed for the area. The existing lot could accommodate 100 vehicles at a cost of \$250,000 (public estimate), or 50 vehicles and 10,000 square feet of retail/service development at \$575,000, depending on tourist and recreational demand. The improved parking lot and commercial development, if any, would be privately financed and developed.

Project 6 - Improvement of "Onondaga Trail" and Village Playground

Improvement of the existing pedestrian pathway along the Onondaga Street right-of-way between First and Second Streets and facilities at the Village playground at Onondaga and Second Streets is proposed to further improve access to the Waterfront Target Area and strengthen the connections between the Waterfront Area and the center of the Village. Improvements would include updated play equipment for children, paths, benches, parking, landscaping, lighting, approximately 400 feet of stairs and walkway down the slope (through trees), and direction signage both on - and off-site. Site development and parking for approximately 30 vehicles will cost about \$33,000.

The project would be developed by the Village over a two-year period and will require Federal assistance to complete.

Project 7 - Robert Moses Parkway Scenic Overlooks

One of the most dramatic vistas of the Niagara River occurs in Lewiston along the Robert Moses Parkway above Artpark. This portion of the Parkway commands a view of the American and Canadian landscape and a substantial part of the Lower Niagara River. Many motorists often pull off along the shoulder of the road to observe the view and enjoy the scenic vista from this vantage point. As a result, it is proposed that a scenic turnout off both sides of the parkway be developed by the New York State Department of Transportation for implementation. This project would not only capitalize on a major regional vista, but also provide visibility and exposure to Artpark and the Lewiston Waterfront to attract tourism and promote LWRP efforts. Cost of this project has not been estimated.