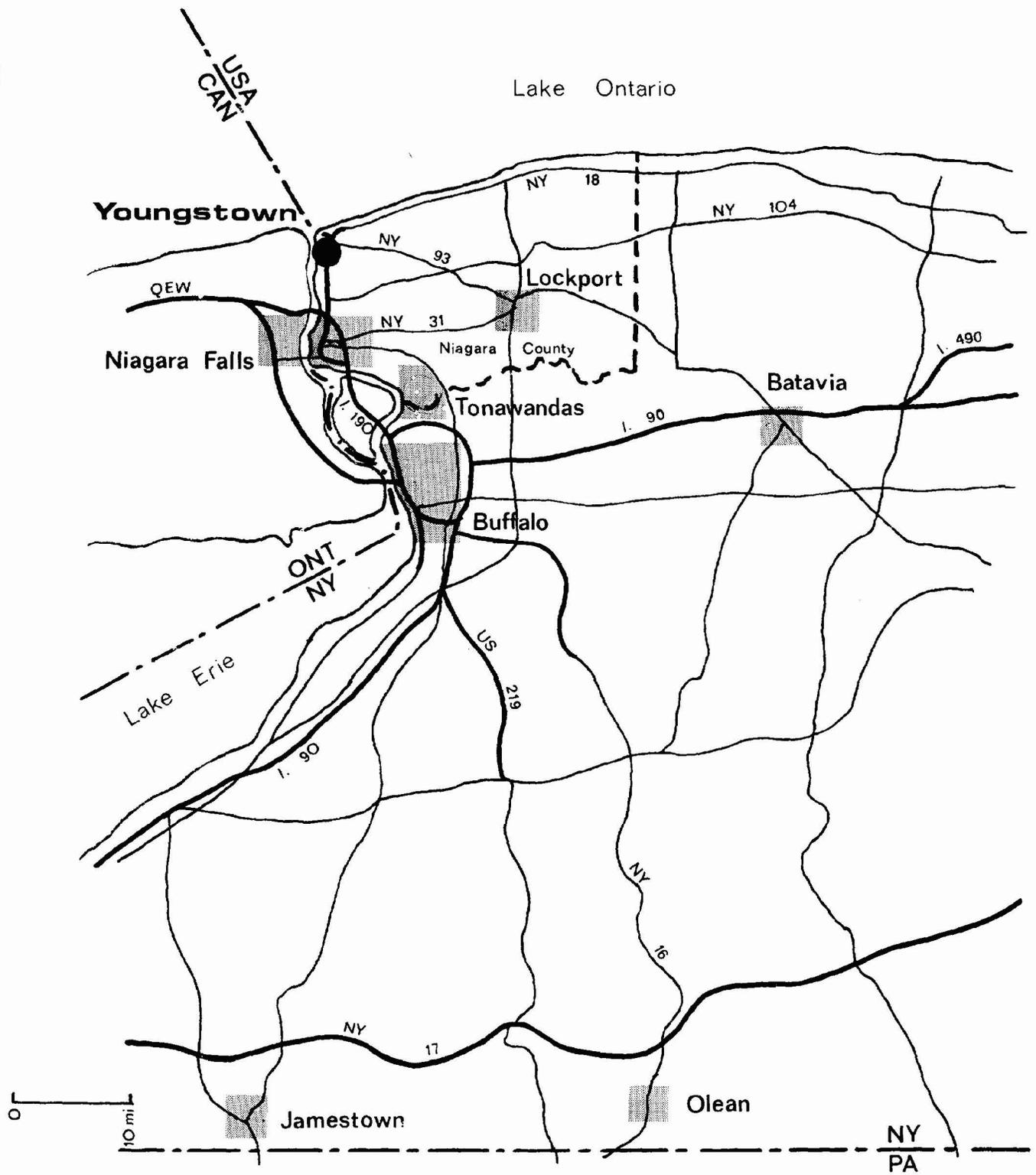


SECTION II
INVENTORY AND ANALYSIS



Village of Youngstown

Local Waterfront Revitalization Program

Figure 2: REGIONAL SETTING

Planning Consultant: Thomas J. Dearing



A.

REGIONAL SETTING AND COMMUNITY CHARACTERISTICS

The Village of Youngstown is located in the northwest corner of Niagara County approximately 9 miles north of the City of Niagara Falls. It is situated at the confluence of Lake Ontario and the Niagara River, and immediately east of Niagara On-the-Lake, Ontario. Youngstown is within the Buffalo Standard Metropolitan Statistical Area and had a 1980 population of 2,191 according to the United States Census Bureau. The Bureau estimated that the Village's 1985 population dropped to 2,100 or 4% since the 1980 Census. Figure 2 shows a graphic illustration of the Village regional location. It should be noted that the Town of Porter borders the Village on the northeast and south, with the Niagara River serving as the west boundary.

The Village comprises approximately 1.14 square miles or 700 acres. Field surveys indicate that approximately 37% is vacant and able to accommodate new development. However, recent population trends and economic projections for the area do not indicate a great demand for additional construction in the Village.

Figure 3: Population in Youngstown, Niagara County and Erie County

YEAR	YOUNGSTOWN	NIAGARA COUNTY	ERIE COUNTY
1960	1,848	242,269	1,064,688
1970	1,169(+15%)	235,720(-2.7%)	1,113,491(+4.6%)
1980	2,191(+1%)	227,354(-3.5%)	1,015,472(-8%)
1990	2,200(+4%)	217,257(-4.4%)	983,773(-3%)
2000	2,300(+4%)	221,589(+2%)	987,749(+4%)

Since the majority of Village residents commute into the City of Niagara Falls or other areas of Niagara County for employment, the economic decline suffered by the County has indirectly affected Youngstown. Although unemployment figures are not available solely for the Village, a good indicator of regional conditions is shown in Figure 4. The decline of basic manufacturing is the major reason for the high unemployment rates in Niagara County when compared to the nation as a whole. Local officials hope that a gradual transition to a more diversified economy will offset the negative impacts recent plant closings have had on the area.

Figure 4: Unemployment Rates for the U.S., Niagara County and Erie County

YEAR	UNITED STATES	ERIE COUNTY	NIAGARA COUNTY
1950	5.2		
1960	5.4	6.7	6.5
1970	4.8	4.7	5.4
1980	7.0	9.5	9.7
March 1987	6.9	6.4	7.6

Source: New York State Labor Department, U.S. Census (1950-1984).

B. HISTORIC SETTING

The Village of Youngstown has a rich past. Prior to 1650, the area was claimed by the Neuter Indians. Wars with the Iroquois, however, forced the Neuters out and allowed the Iroquois to occupy the land.

The first Europeans to occupy the area were the French. In 1726 the French founded Ft. Niagara and it remained in their hands until the French and Indian War. In 1759 France lost the Fort to the British at the Battle of LaBelle Famille. The British occupied the Fort throughout the Revolutionary War of 1776 and ceded it to the Americans after the war.

During the British occupation, a settlement of Iroquois existed near the present location of Youngstown. After the Revolutionary War (in or around 1800) the settlement consisted of a few buildings including several taverns. Since its inception, the Village's history has been intertwined with that of the Fort. It was probably founded to serve the needs of the Fort as one of the first industries of the locality was driving cattle from the east to be used at the garrison.

The Village derived its name in 1808 from John Young, who was the first businessman of the community. Previous to this time, the Village had no name. John Young was said to be an empire loyalist who resided across the River in Newark, now known as the Niagara-on-the-Lake, Canada. In Canada he used the surname Tice, but used Young in America. He owned much of the land in the Village during its early history.

During the War of 1812, several outlying batteries of Fort Niagara were located along the River bank in the Village (Fox Point, Salt Battery) and artillery duels were fought with the British across the River. In 1813 the entire Village, as well as every other municipality on the Niagara Frontier was burned to the ground in retaliation for the American's burning Niagara-on-the-Lake (then called Neward).

By 1823, the Village had rebuilt but there were still not more than a dozen frame houses along Main Street. The area around Youngstown was heavily wooded so lumbering became an important industry. Later flour, fishing and the fruit trade flourished.

During the 1840's, industry in Youngstown prospered. The Old Grist Mill was just one of the structures built to accommodate business. By now, Youngstown's relationship with Fort Niagara was strong and business with the Fort flourished. The mill, however, went into decline when the Erie Canal opened and the flour trade was usurped by communities in and around the Buffalo area.

The Village was incorporated in 1854 and elected George Swain as its first mayor. Around the turn of the century, Youngstown acquired a reputation as a fine resort area. The El Dorado Hotel, then located at the corner of Main and Water Streets, was very popular and served many guests until its demise in 1930.

Today, the Village is a quiet community with a small business district. Many of the older, historic structures are still standing and in use today.

As is shown by the above paragraphs, the Village has been historically and economically linked to the water and Fort Niagara. Although the River and Lake no longer serve as a commercial trade route out of Youngstown, new opportunities exist for the Village to capitalize on its shorefront location. This includes the development of sport fishing support services, recreational boating and as a destination point for area travelers wishing to enjoy the scenic beauty of the Village location.

A 500 acre State Park has now developed around Fort Niagara with immediate access to the area off the Robert Moses Parkway. The latter is a State road running north-south, east of Youngstown. Tourists can now enter the Park without driving through the Village. This has reduced opportunities for capturing spin-off retail or tourist dollars by Village establishments and has diminished the economic link between the Fort and Youngstown.

C. METHODOLOGY FOR UNDERTAKING INVENTORY AND ANALYSIS

The purpose of the Inventory and Analysis Section element is to describe existing conditions and identify opportunities, as well as constraints, to waterfront development. It is also intended to define certain natural features which should be preserved as part of the management program developed by the Village.

The waterfront area, as defined in Section I, includes the entire Village. In some instances, it has been necessary to include a wider study area to ensure that all possible factors which might influence waterfront development are addressed. For example, the level of activity at Fort Niagara State Park, in terms of land uses and visitor traffic, has been examined to better determine the Park's impact on the Village. A specific delineation of the study area as opposed to the waterfront area has not been defined. In cases where the study area extends beyond the waterfront area, the area will be defined within the text.

A wide range of information has been collected in the inventory phase. This includes the following:

- Environmental Factors
- Land Use
- Demographics
- Circulation Patterns
- Public Service Capacity
- Major Waterfront Land Parcels
- Vacant Waterfront Parcels
- Public Land Ownership Patterns
- Recent and Proposed Capital Improvements
- Overview of Marketing Factors

As noted earlier, a thorough analysis of these factors will permit an understanding of those opportunities and constraints present in the Village. It should be stressed, however, that the technical analysis has been strongly complemented by information received from Village officials, as well as local residents, through both public meetings and the Youngstown Waterfront Advisory Committee meetings.

Finally, information gathered in this section will assist in formulating shoreline policies. The data will not only determine policy direction, but also provide background material for preparing those guidelines necessary to review waterfront actions for consistency with the policies.

D. DEMOGRAPHICS/SOCIO-ECONOMIC FACTORS

Information concerning a variety of demographic factors is included in Figure 5. It is presented in a comparative table format in order to gain a sense of Youngstown's characteristics relative to Niagara County and the Village of Lewiston along the Niagara River. Census information reveals that the Village is well educated with almost 8% of all persons over 25 having a high school education, while 26% have a college degree. Employment figures reflect the white collar nature of the work force (i.e. 66%) with a good mix of employment types. The latter range from professional employees (i.e. 191 or 27% of total) to farm workers (8 or .8% of total). Finally, although the median household income was \$24,031 in 1980, 38% of all households made between \$25,000 and \$49,999 and 4% (i.e. 94) of all persons in the Village were living below the federal poverty level.

Figure 5: Demographic Factors

Jurisdiction	Household Size	Median Household Income	Percent Elderly	Percent Housing Owner/ Occupied	Percent Vacancy Rate	Percent Houses Built 1939 or Earlier	Percent in Same D/U Since 1975
V. Youngstown	2.99	\$24,031	8.4%	74%	3.6%	32%	40%
V. Lewiston	2.65	21,822	16.0%	97%	3%	24%	50%
Niagara County	2.83	17,834	11.9%	77%	4%	42%	50%

Source: 1980 Census, U.S. Department of Labor

An analysis of the demographic information point to some basic conclusions. These are that:

1. The Village has a small but growing elderly population which, when examined in combination with the declining household size of the community, will create a demand for housing types different from the traditional single family home.
2. The Village is well educated, and well off in comparison to the County as a whole. This reflects a stable population base and a citizenry concerned about community issues.

E. LAND USE

The Village of Youngstown extends over almost 700 acres of land, of which approximately 64 percent is currently developed. Both residential and commercial development originally occurred along Main Street in the vicinity of Hinman and Lockport Streets. Later development created a radial pattern of residences going up northeast and southeast along Lockport Street (State Route 93) and Church Street. Figure 6 depicts categorical land uses within the Village as collected from field surveys (July, 1986). Detailed acreage were calculated from Village assessment maps and summarized in Figure 7.

1. Residential

Single family residential use is the largest single land use within the Village. It occupies 280.29 acres at a density of 2.1 dwellings per acre. Single-family residences are common in all areas of the Village, except for the commercial district centered at Water, Main and Lockport Streets.

Two-family residences comprise a minor land use in the Village. Most are located in a four block area bounded by Main, William, Third and Hinman Streets. Others are located in Jackson Street near Lake and the southwest intersection of Hinman and Third Streets. Their density amounts to 3.0 units per acre. The majority of these dwellings are located in older homes that have been converted to two-family homes.

Multi-family residences are generally located in an area bounded by the Niagara River, Church, Third and Lake Streets. Notable exceptions include a large 2.8 acre development consisting of two, seven-unit buildings and three, six-unit buildings on the east side of Lake Street near the northern Village boundary. Two separate developments on Third Street (one at the northeast corner of the Lockport/Third Street intersection and the other about halfway between Lockport and Oak Streets) also exist.

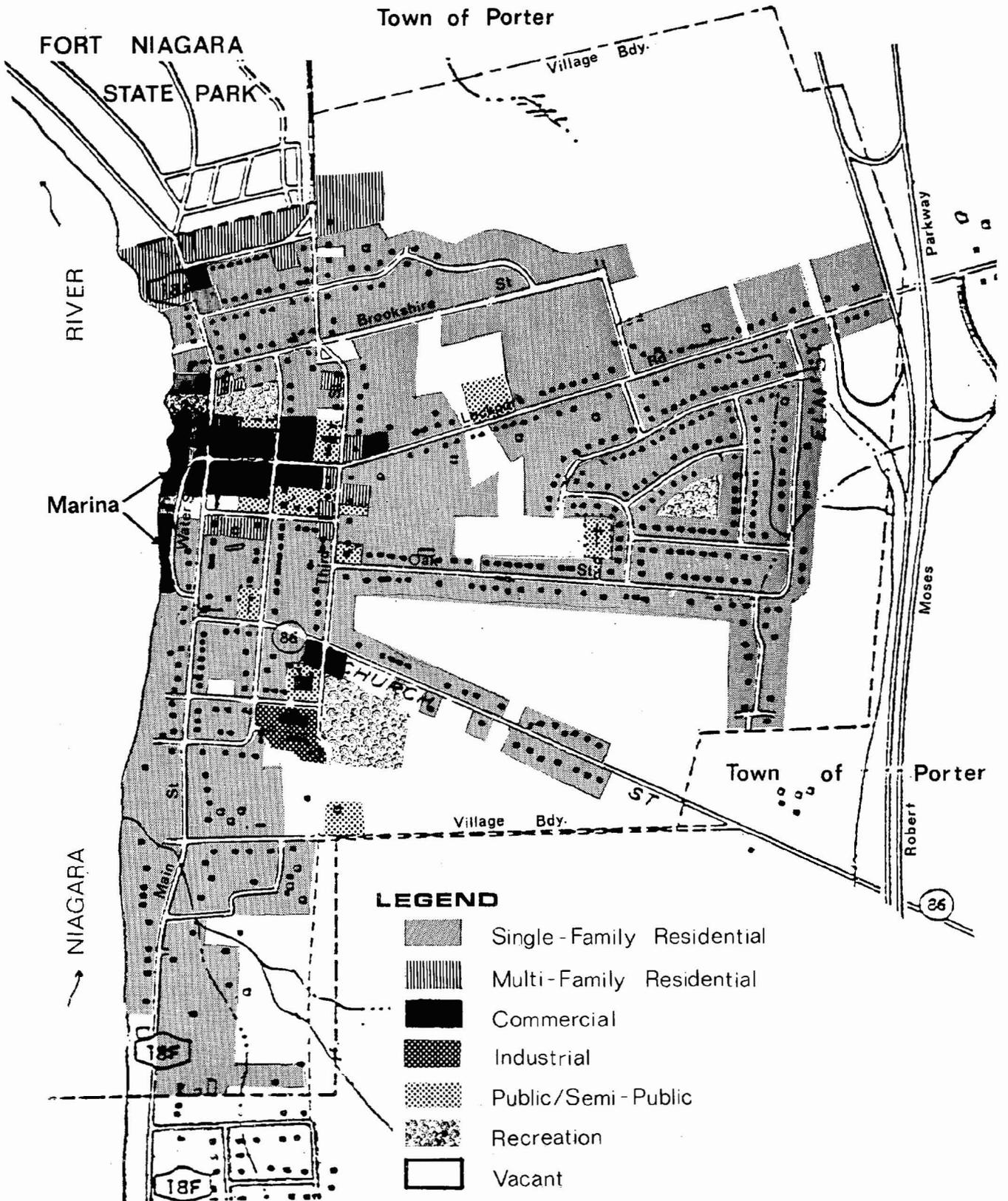
The Villa apartments are an example of a new multi-family development located at the far northwest corner of the Village along the River. Older multi-family housing is located closer to the central commercial district. Almost all residential units are in good to excellent condition.

2. Commercial/Industrial:

Almost all commercial development is located in the area bounded by Water, Main and Lockport Streets. A small area is located at Church and Third Streets. These include marine services along Water and Main Streets, seasonal/tourist facilities also on Main Street and newer development along Lockport, Third and Church Streets (bank, pharmacy, food). A mixture of other services are also present to serve the local population. Older structures often are of mixed use with residential units above commercial units. Many of the older commercial structures are of historic interest. The Youngstown Cold Storage Company located at the intersection of Elliott and Third Streets is the only industrial use located in the Village.

3. Public/Semi-Public:

Public/Semi-Public land uses within the Village are varied in their character. Cemeteries, church land, Village and Town offices/services and public utilities are the principle uses.



Village of Youngstown

Local Waterfront Revitalization Program

Figure 6 : EXISTING LAND USE

Planning Consultant: Thomas J. Dearing

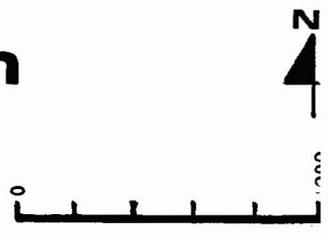


Figure 7: Land Use Calculations

Land Uses	Acreage	Percent Developed	Percent Of Total
Single Family	279.29	63.87	40.27
Two Family	3.31	0.75	0.48
Multiple Family	15.78	3.59	2.26
Commercial	9.59	2.19	1.38
Industrial	2.10	0.48	0.30
Public/Semi-Public	12.99	2.96	1.87
Recreation/Open Space	13.70	2.89	1.82
Transportation	<u>102.90</u>	<u>23.45</u>	<u>14.78</u>
Total Developed	438.79	100.00	63.04
Vacant (Undeveloped)	<u>256.96</u>	—	<u>36.91</u>
TOTAL LAND USE	696.00	—	100.00

Source: Field Survey; Tax Assessment Maps: Consultant Calculations (DDM Associates)

4. Recreation/Open Space:

There are five public parcels reserved for recreation and open space.

Waterfront Park - Water Street - (.54 acres)

- The Park occupies the only public land along Water Street. It contains a single boat launch (public), parking for ten vehicles (non-trailer), a shorewall for fishing and transient boat tie-ups, benches for passive recreation, and a vacant former U.S. Customs Building. The latter structure occupies 25-30% of the site, thereby diminishing total park area available for public use.

The Customs House will be relocated to Veterans Park for use as a crafts building. If at sometime in the future the Village wishes to re-establish its port of entry status, substantial space is available at the low-rise building in Constitution Park.

Constitution Park - Main Street - (1.10 acres)

- This recently acquired parcel provides a good view of the Lower Niagara River with rest areas and a gazebo. Waterfront access is available, but this section has not been developed. Better linkage should be explored between Constitution and Falkner Parks. The latter is an active recreation area immediately across Main Street from Constitution Park. Currently, the road serves as a barrier to free movement between the two public areas. The Village currently owns a residential structure on the bluff which is unoccupied and acts as a constraint to pedestrian movement down the embankment. The Village will determine the historic significance of the structure prior to any park development on the site.

Falkner Park - Main Street - (2.32 acres)

- This park is located on Main Street between William and Lockport. It extends through the block to Second Street and contains both passive and active recreation uses (wading pool, play equipment, baseball, etc.).

Memorial Park - (7.4 acres)

- This park is located on Third Street with an additional outlet to Church Street. It is the largest of the Village parks with both active (tennis, baseball diamonds, etc.) and passive (picnic tables, covered structure) recreation facilities. It also houses the Village Youth Recreation Program which is operated from a temporary mobile structure. The park is bordered by large vacant parcels. It is important to maintain a low intensity type use on this private parcel to insure compatibility with the recreation activity occurring at Memorial Park.

Neighborhood Park - (2.0 acres)

- This park is located in the center of a single-family housing development bounded by Applewood, Westwood, Parkside and Brampton. It is a playground with the usual passive and active facilities. Three twenty-foot wide rights-of-way allow public access to the playground.

Additionally, the Seaway Trail, a National Recreation Trail, follows Main Street (Route 18F) through the Village of Youngstown. The Seaway Trail is a mixed-use shared right-of-way recreation corridor running 474 miles from the New York Pennsylvania border to Massena, NY.

5. Vacant:

Vacant land is the second largest land use in the Village behind single-family housing. It is located mainly on the Village edges (north, east and south) with other significant parcels in the central area between Church

Street and Brookshire Road. The amount of vacant land is significant as it lends itself to a variety of development possibilities.

6. Transportation:

The only other use in the Village are roads, which occupy 102.9 acres of land. One important aspect of the street system is the vacant, waterfront street ends. Some of these (e.g. Niagara and Church Streets) could be used for aesthetic overlooks of the Niagara River. It should be noted that the street ends off Main Street can only be used for road purposes. Any attempt to erect structures or develop the property in any other manner is not within the purview of the Village property rights. This provision is included in the original deeds outlining Village ownership.

7. Adjacent Uses:

Various land uses located in close proximity to Youngstown can influence the Village's ability to achieve Master Plan goals or LWRP policies. Therefore, it is important to note those nearby uses and analyze their possible impact. Figure 7A illustrates the location of adjacent uses.

a. Fort Niagara State Park:

This 500 acre multi-purpose recreation facility is located on the northern border of Youngstown and administered by the Niagara Frontier State Parks and Recreation Commission.

Lying at the confluence of Lake Ontario and the Niagara River, the Park contains a beach, swimming pool, new boat launch, U.S. Coast Guard Station/Naval Reserve Headquarters, playgrounds/picnic areas, soccer fields, Old Fort Niagara (17th Century Fort and French Castile), lighthouse and snowmobile paths. Once an integral part of Village commerce, the Park has little or no ties with the Village today.

The Park features regularly scheduled activities that attract patrons from throughout the State. youth soccer clinics and state competitions, special entertainment, concerts, and nature programs are scheduled during the season and help attract over one million visitors annually. This includes average admissions to Old Fort Niagara of 128,500 per year which represents 12% of park attendance. Studies conducted as part of the Village Comprehensive Plan (1972) to assess the impact on Village commerce identified an average park attendance of 377,400 per year (1965-1970) with 75% being admissions to Old Fort Niagara. As is evident, there has been dramatic growth and change in the use of park facilities (286.7% from the 1970's to the 1980's) and the exposure of the area to tourists and recreation trade.

The historic interdependence between the Park and Village has diminished over the years to the point that most of the visitors to the area are unaware of the existence of nearby Village commerce. The lack of signage on the Robert Moses Parkway and the lack of promotional and economic coordination with the Park have further

compromised Village retail and services. In fact, while Park attendance/activity has grown significantly since 1970, their effect on Village business has declined due to the by-pass on the Parkway and lack of visibility to area traffic. A consolidated effort is needed to recapture part of the lost area tourist trade for the survival of Village commerce.

b. Four Mile Creek State Park:

This 248 acre park is located two miles northeast of Youngstown on the shores of Lake Ontario. It includes 250 campsites. During the near future, there may be new campgrounds, constructed at the Park along with new boat launch and fishing facilities. The latter were recommended in the Niagara County Fisheries Development Plan prepared by the Niagara County, Department of Economic Development and Planning in 1983. Should such development occur the attractiveness of Four Mile Creek State Park for campers and fishermen will also increase. The demand for nearby camping and fishing support services will increase which could create opportunities for retail establishments in Youngstown.

c. Joseph Davis State Park:

This 388 acre State facility is located off Route 18F approximately 1.5 miles south of the Village in the Town of Lewiston. It provides bank fishing, swimming, picnicking, and general river access for park users. The proximity of the park to the Village allows it to serve as a community resource and helps address the recreational demands of Village residents.

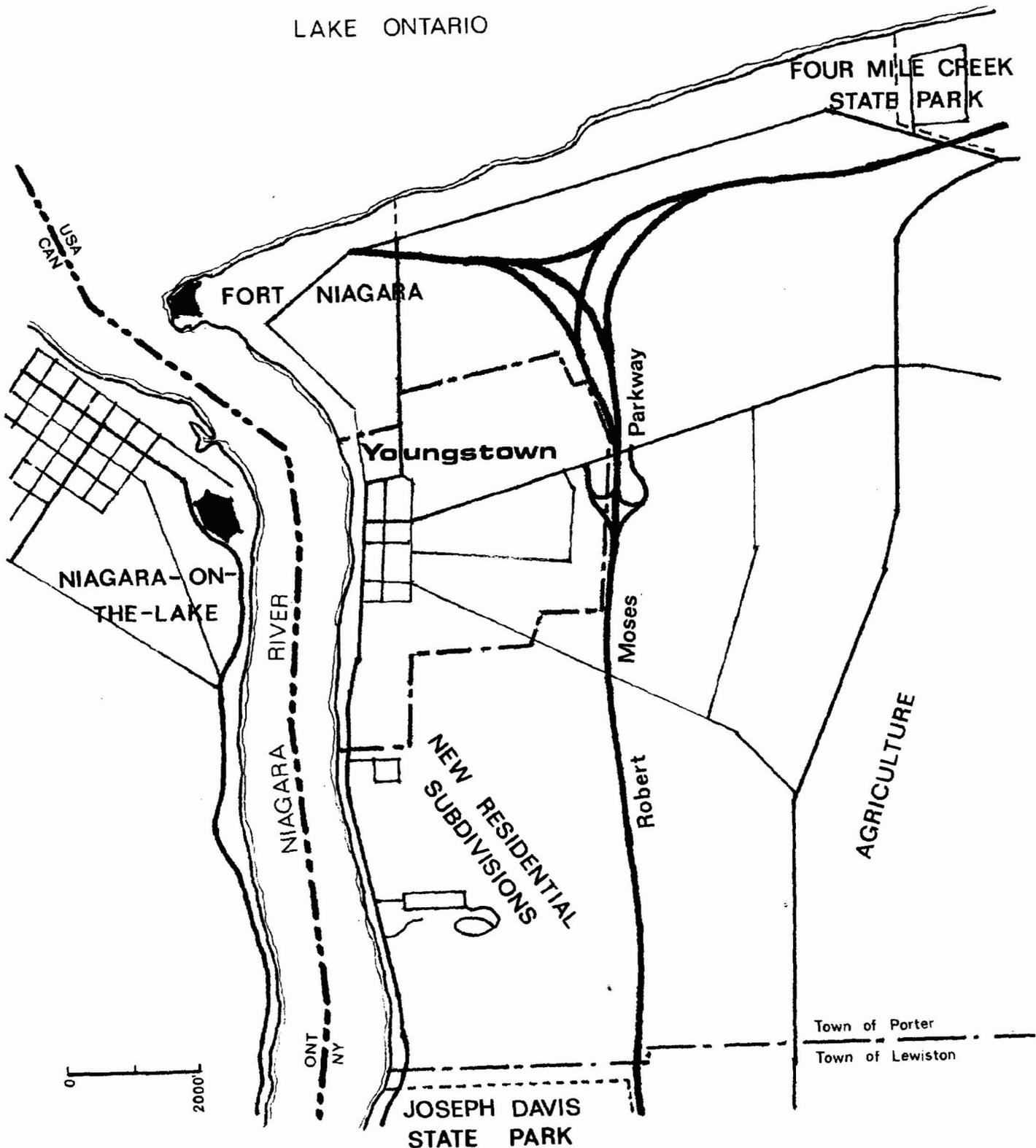
d. Adjacent Subdivision:

Collingwood Estates and Youngstown Estates are single family residential subdivisions in the Town of Porter. They have access to Route 18F and are immediately adjacent to the Village's south boundary. The estimated number of units are 75-100, which house to approximately 300-400 residents. Due to the proximity of Youngstown, the retail and other support services offered in the Village are utilized by this population group.

e. Water Uses:

It should be noted that two anchorage areas are located in the River adjacent to the Village. These extend to the eastern boundary of the mid-river channel and allow regulated mooring. The U.S. Army Corps of Engineers has permit jurisdiction in such areas through the River and Harbors Act authorization. This sets regulations on uses and activities within navigable waterways.

The U.S. Coast Guard also has permit jurisdiction within the mooring areas and regulates activities such as boating safety.



Village of Youngstown

Local Waterfront Revitalization Program

Figure 7A: MAJOR ADJACENT LAND USES

Planning Consultant: Thomas J. Dearing



The Youngstown Yacht Club has 119 moorings and has an approximate 150 foot dock reserved for transient boaters. Williams Marine, formerly Pierce Marine, has 78 moorings, 26 slips, and has up to 50 feet reserved for transient boaters.

The offshore anchorage areas provide unique scenic vistas for Youngstown residents. The harbor area is a landmark scene which is synonymous with the Village of Youngstown to non-residents.

The marina and yacht club provide transient berthage, gasoline, diesel fuel, water, ice, electricity, pump-out, marine supplies, a launching ramp, mobile lift to 20 tons, and hull and engine repairs. The harbor area does not create any negative impacts, but does contribute substantially to the waterfront ambience of the community.

A seasonal passenger ferry used to operate between the Village Dock and Niagara-on-the-Lake, but has been discontinued. Although there currently is not a market for such a ferry, should one develop in the future, adequate dockage space and customs facilities could be made available at Constitution Park. A low-rise building exists on the site which could accommodate the customs function previously carried out at the small building in Waterfront Park. As noted earlier, the latter is being removed to expand actual park space.

F. WATER-DEPENDENT AND WATER-ENHANCED USES

Water-dependent uses would not exist without a shorefront location. Water-enhanced uses receive added value or importance because of proximity to the shoreline. Frequently, they function as support services for water uses. Water-dependent uses play an essential role in determining a shoreline's economic importance and public acceptance of its worth as a public resource needing careful planning.

The Youngstown waterfront (those parcels directly on the Niagara River) is approximately 6970 feet long and composed primarily of residential uses that sit atop a steep embankment lining the River. This embankment is excellent for scenic vistas of the Lower River, but prohibits general access to the water. Only those residents who have invested in stairways and/or docks have utilization of the waterfront.

The dominant uses along the waterfront are single-family residences and commerce at 4058.74 feet (58.2%) and 1842.3 feet (26.4%), respectively. Commercial uses are concentrated in the Water Street area. The restaurants, public parks, and residential housing are all water-enhanced uses. Examples of water-dependent uses consist of the Youngstown Yacht Club, the ramp at the public park, dock/mooring spaces, Williams Marine and Sailor's Supply. Water Street opens up about 20% of the Village coast to access and is heavily used during the summer months. Currently, boaters and transient visitors have a major economic impact on Village commerce and provide substantial support for Village business. Figure 8 illustrates the location of water-dependent uses situated west of Main Street.

Vehicular access to Constitution Park off Water Street can only be made by a narrow, privately owned gravel road. Since the Park is not developed, the limited demand for vehicle access has not caused any problems. Pedestrian access to the waterside section of the Park is along the private road, or an existing stairway off the top of the bluff.

The Water Street area is seasonally active with recreational boaters, fishermen, and tourists. Pedestrian and vehicular traffic crowd the area on summer weekends and find limited services to complement marine facilities. Commercial services are available at Williams Marine and Sailor's Supply.

Additional retail outlets for fishing equipment, as well as restaurants could find a welcome market in the Village. As the Village becomes more popular and the recommendations noted in Section IV carried out, it is likely that fishermen and get away weekenders will create a market for "bed and breakfast" establishments and inn type lodgings. These are oriented toward recreational boaters who visit the 250+ moorings in the harbor. Fishing is present in the area, but is limited by the lack of near-shore docks, public launches and trailer parking. Sportfishing represents a significant revenue opportunity for waterfront development.

Although the Youngstown waterfront is mainly used by boaters, there is some on-shore fishing activity at Waterfront Park and Constitution Park. The area, however, is not considered a fishing hotspot, so demand for more space is not voiced.

Water Street is physically separated from the rest of the Village by the Niagara River embankment. The Village commercial center is located at Lockport and Main Streets immediately adjacent to Water Street. This is the hub of Village retail activity and runs from the Village Park on Main Street to Hinman Street. It contains mostly residential/neighborhood retail facilities (hardware, food, laundry, post office, bank, etc.) with only a few services oriented toward tourist or the waterfront (gas station, convenience store). While functionally isolated from the business district, adjacent areas are residential to the north and south and are significantly different in character from the waterfront and its patrons. Some of the storefronts within the Village Center are in need of facade improvements. This would increase the area's attractiveness as a commercial corridor for residents and seasonal visitors.

More specifically, the Main Street commercial area is characterized by high, overhead utility lines, no landscaping between Hinman and Lockport Streets, and little signs. The structures are generally 2-3 story brick facade buildings with mixed use tenants. Some wood frame buildings are interspersed. A few buildings are circa 1800's.

G. INVENTORY OF MAJOR PARCELS

A key part of the analysis is the identification of all public lands and private parcels of 5 or more acres. These usually represent areas where the greatest opportunities for, or constraints to, development exist. Large parcels often serve as anchors to development and dictate land use patterns. Therefore, the identification of these areas is useful in determining opportunities for future private or public investment in the Village.

Figure 9 graphically illustrates the major parcels while Figure 10 includes a corresponding table which describes various features of each land use.

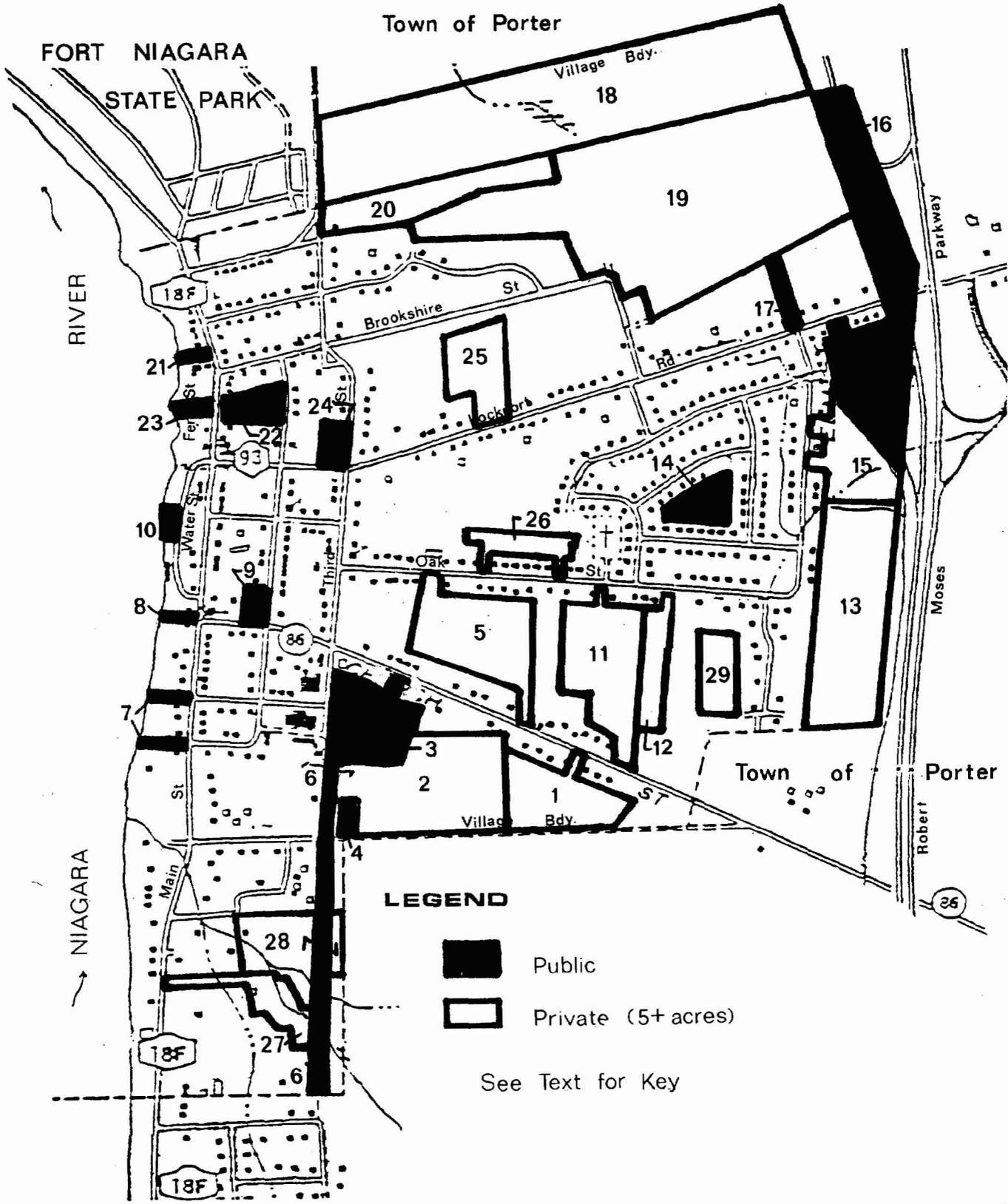
A key information item contained in Figure 10 is the column marked "Potential for Change". This notes the status of each land parcel relative to its potential to continue in its existing use or change to a different one (e.g. vacant to residential). Factors used to determine the response shown in this column include adjacent land use patterns, parcel size, location, ownership patterns, and public utility access. Figure 11 graphically shows the major vacant parcels which are privately owned.

In summary, development by the Year 2000 will likely consist of modest residential growth to accommodate the expected influx of 86 new households. The latter will be divided among various housing types; however for general land allocation purposes the standard of 4 units per acre is an appropriate guide. By applying this standard to the projected household increase, it is apparent that approximately 20 acres of land will be needed for residential development. As Figure 10 notes, eight major land parcels have been assigned a high or medium potential for development. These are as follows:

1. Parcels 18 (East Section Only) and 20. These are located in the north-central section of the Village. The potential for future multi-family housing in this area is good given the surrounding use pattern which includes the Youngstown Village Square area and the townhouses along Jackson Street. Utility access and vehicle access on to South Lake St. is also good in this area.
2. Parcels 5, 11 and 12. These are located between Church and Oak Streets. Good access to any of the above streets can be provided by the parcels, utilities are accessible and their development would begin a concept of infill development whereby land closer to the Village Center would be encouraged for land development prior to the outlying areas.
3. Parcel 26. This parcel is located north of Oak Street between Third and Elm Streets. It has two access points from Oak and can easily be linked to the existing residential subdivision to the east. This would also continue the infill policy and provide good access to existing utility systems.
4. Parcel 29. Although small in total size (4.2 acres), the parcel includes 14 vacant subdivided lots in the subdivision off Oak Street in the east/central section of the Village. The land is somewhat

isolated but the mere fact that the parcel has been subdivided and would complement the existing development pattern indicates that it should be a priority for development.

5. Parcels 1 and 2. These large parcels are located south of Church Street and extend to the Village boundary with the Town of Porter. An analysis shows a medium potential for development mainly due to the odd shape of parcel 2 and subsequent expense of utility connections.
6. Parcel 25. This seven acre parcel is situated between Brookshire and Lockport Streets. It has good access off Brookshire and shares an entrance off Lockport with St. John's Evangelical Lutheran Church. Although its potential for development is high given the location, this potential may be compromised by any future plans that St. John's has for the parcel.



LEGEND

- Public
- Private (5+ acres)

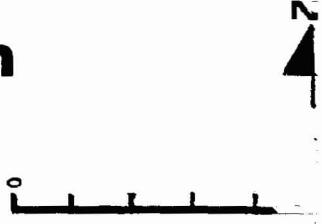
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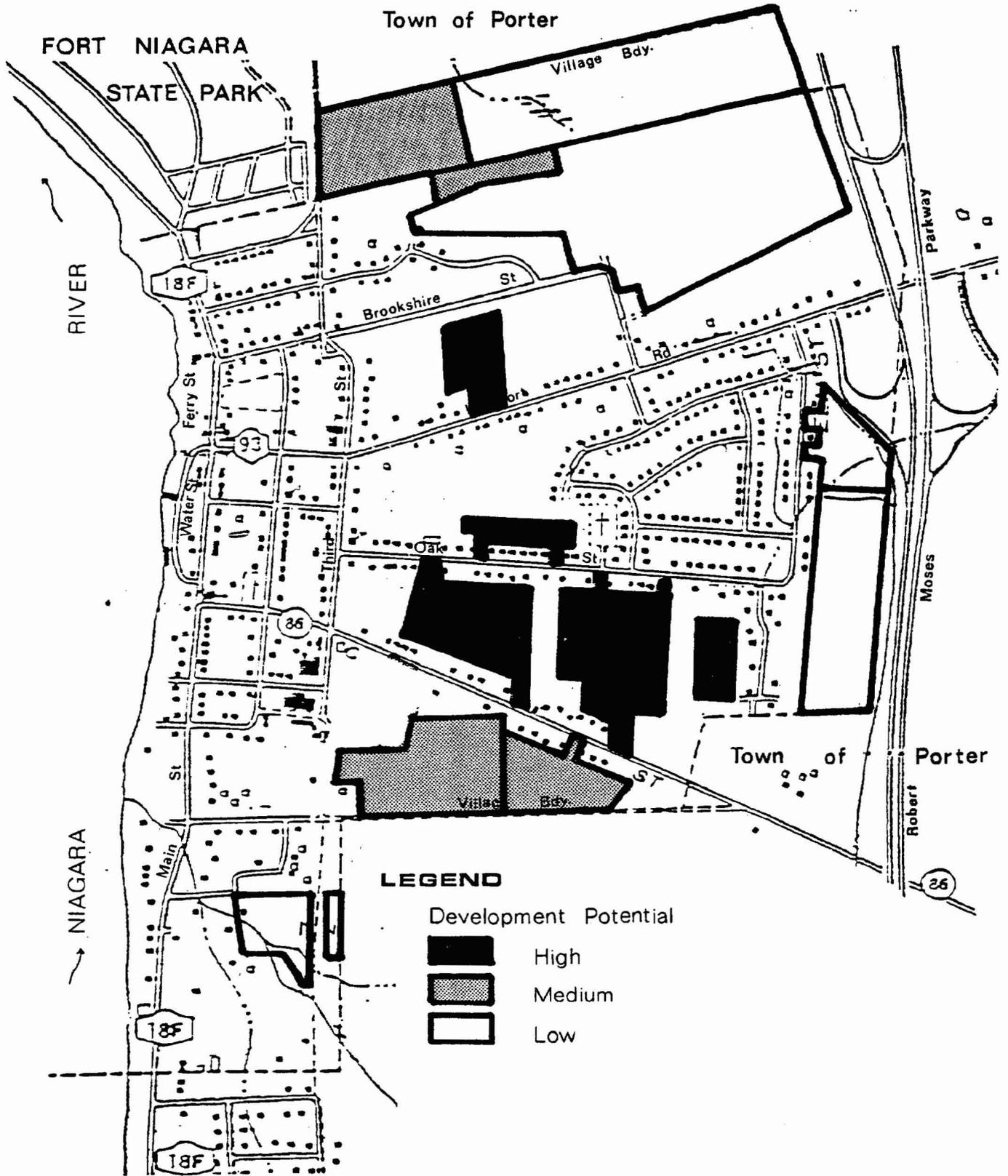
Village of Youngstown

Local Waterfront Revitalization Program

Figure 9 : MAJOR LAND PARCELS

Planning Consultant: Thomas J. Dearing



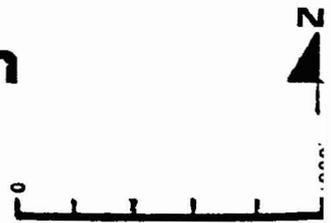


Village of Youngstown

Local Waterfront Revitalization Program

Figure 11: DEVELOPMENT POTENTIAL - LARGE VACANT PARCELS

Planning Consultant: Thomas J. Dearing



Type of Case	Name of Owner	Size	Land (Classif.)	Existing Use	Potential for Change	Zoning
1.	Private First. Presb. Society of T. Porter	5.2	Residential	Vacant		RCL-3 Medium
2.	Private Rosewald and Treberg	10.0	Residential	Vacant		RCL-3 Medium
3.	Public Village	7.4	Park	Memorial Park		PZ Low
4.	Public Town of Porter	.25	Utility	Sewage Pump St.		RCL-3 Low
5.	Private Cedar	7.4	Residential	Vacant		R-15 High
6.	Public Village	6.6	Third. St. Extension	Vacant		NA Low
7.	Public Village	1.0	Campbell & Elliott St. ends	Yard Extension and clander drive		NA Medium
8.	Public Village	.50	Front St. end	Yard Extension		NA Medium
9.	Public Town of Porter	.75	Iselit.	Cemetery		R-2A Low
10.	Public Village	.54	Park	Westfront Park		PZ Low
11.	Private Baker, Neuge, Coup & Allen	12.6	Residential	Vacant		R-15 High
12.	Private Meyer	5.8	Residential	Vacant		R-15 High
13.	Private RAN Properties	8.0	Residential	Vacant		R-20 Low
14.	Public Village	2.0	Park	Neighborhood Playground		PZ Low
15.	Private Dolanski	7.6	Residential	Vacant		RCL-3 Low
16.	Public New York State	22.4	Transportation	Robert Moses Pkwy ROW		NA Low
17.	Public Village	1.0	Residential	Vacant		R-20 Low
18.	Private Youngstown/Porter Dev. Assoc.	50.0	Residential	Vacant		RCL-3 Medium
19.	Private Green Plumbing	62.7	Residential	Vacant		RCL-3 Low
20.	Private Youngstown Village Sq.	10.0	Residential	Vacant Multi-Family Apts.		RCL-3 Medium
21.	Public Village	.25	Highway St. end	Salt Battery Konu. - Vacant		NA Medium
22.	Public Village	2.32	Park	Walker Park		PZ Low
23.	Public Village	1.20	Park	Constitution Park		C Low
24.	Public Village	1.00	Institution	Village Hall		C Low
25.	Private St. John's Evangelical Church	7.00	semi-public	Church		R-20 High
26.	Private Baker, Neuge, Coup & Allen	7.60	Residential	Vacant		RCL-3 High
27.	Private Steyn	5.30	Residential	Resid. and Vacant		R-40 Low
28.	Private Wright	11.2	Residential	Vacant		R-40 Low
29.	Private Hollander	4.2	Residential	Vacant		R-11 High

Figure 10 Major Land Parcels

H. ZONING

Zoning classifications are shown in Figure 12. They include residential, commercial and public uses reflecting the prominence of single-family housing at various densities (R-8 through R-40). The commercial district is also prominent as a consolidated, compact center east of the Niagara River embankment.

A restricted commercial district is located along Water Street, allowing water-related uses as opposed to general commercial.

Other zoning districts include public facilities and cluster family residence.

The following outlines key problems areas with the Zoning Ordinance as relates to the Village's ability to plan properly for future growth, as well as implement LWRP recommendations.

- . Over 100 acres are zoned for residential cluster housing. Much of this is in the outlying sections of the Village. This will allow medium density housing on most vacant parcels and could create a sprawl or disjointed development pattern.
- . There is no vacant land zoned for multiple-family housing. Thus, any new high density housing would have to occur through single-family conversions. This is inappropriate and does not recognize the changing demographics and smaller household sizes in the Village.
- . Although the immediate waterfront area along Water Street is zoned Commercial Restricted, thereby restricting use to water-dependent activities, a need exists to integrate the Main Street area with the waterfront, as well. This can be accomplished through complementary use regulations, design standards, and special permit requirements.
- . The Main Street area is zoned commercial, allowing most any type of commercial use. This creates little space for retail uses which could capitalize on waterfront vistas to improve their marketability such as restaurants, galleries, and specialty shops. A need exists to give these types of uses priority over grocery stores, hardware outlets, barber shops, etc. and also to provide incentives to those uses which provide public access to vistas of the harbor.
- o The zoning ordinance provides no bluff controls. Since this landform serves a variety of public purposes, such as erosion protection and viewing areas, it is important that some controls be established.
- o The zoning ordinance has limited sign regulations. This can cause a disjointed visual environment along Main Street, thereby reducing its role as a pleasant shopping area and complementary service center to the adjacent boating area.
- o The ordinance includes an agricultural district, yet the zoning map does not show any land in this classification.

I. LAND OWNERSHIP

Approximately 3.5 percent of the Village is in public ownership. (Note: this does not include road right-of-way) Such parcels are noted on Figure 9 and described in Figure 10. The Village owns approximately 3.5 acres directly on the waterfront. This includes street ends as well as Constitution and Waterfront Parks. Of the 24.6 acres of public land approximately 32 percent of it is vacant.

J. ENVIRONMENTAL CONDITIONS

An inventory of environmental conditions within the waterfront area is an essential ingredient when determining opportunities for, and constraints to, future development. For the purpose of this analysis, the following factors were examined: topography, soils, fish and wildlife habitats, water quality, historic/archaeological features, and vegetative characteristics.

It should be noted that there are no State regulated wetlands or serious erosion problems within the Village and the area is in attainment with all State air quality standards. Very narrow 5-15' sections of the shoreline are designated as flood hazard areas and are shown in Figure 16. It should be noted that only two structures are located within these areas.

1. Topography:

Within the Village of Youngstown, elevation decreases northwesterly from the southeast boundary (308 feet above sea level down to approximately 240 feet at lake level). The Village is generally at an elevation of 290 feet, with approximately 15 feet elevational difference from Ulrich Lane (southeast) to Jackson Street (northwest). West of Main Street, the mean elevation rapidly falls from approximately 290 feet at the rear building line of properties with frontage on Main Street to an elevation at lake level. This change in elevation of 45 feet takes place in a horizontal distance of 70 feet along the Niagara River embankment. These elevations and distances create a slope of 65%, while a more uniform slope of about 23% exists from Elliott Street north to the northern tip of Fort Niagara Park at Old Fort Niagara. The location of the steep slope embankments are shown on Figure 13.

2. Soils:

Reference should be made to figure 13 for the location of various soil types within the Village. The dominant types are Niagara Silt Loam and Ovid Silt Loam. The former has a generally low bearing capacity for use as a foundation for low buildings, while the latter has a moderately high capacity. The Ovid Silt Loam type has a high water table which can cause drainage problems.

3. Vegetative Characteristics:

Much of the embankment along the River is also natural wooded and low brushland. Such vegetative features support some small scale wildlife. The vegetation also serves to stabilize the embankment by absorbing water during storms and drainage from upland areas. The other wooded areas vary in size-the largest being a thirty to forty acre parcel directly east of the Glenvale/Brookshire Road intersection east to the Robert Moses Parkway. A second parcel of about ten acres lies just to the south of the Robert Moses Parkway interchange between Elm Street and the Parkway. Two smaller wooded parcels of less than five acres are located in an area bound by Oak, Third, Lockport and Northfield.

Hardwood make up much of these wooded areas, consisting of beech, white ash, oak, basswood, tulip, poplar, hickory, red maple and elm. It should be noted that the wooded areas are in outlying sections of the Village within interior lots. Land use controls should be established to preserve these areas.

Since the Village is considerably urbanized, the most common types of vegetation in the area is composed of grasses and legumes, wild herbaceous upland plants, hardwood plants and stands of coniferous trees.

4. Wildlife:

There are no significant wildlife habitats within the Village. Areas offering characteristics sympathetic to wildlife cover include wooded areas and brushland. These areas include the Niagara River embankment, isolated woodland stands and vacant undeveloped land where brush and/or grass offer cover.

5. Waterfowl:

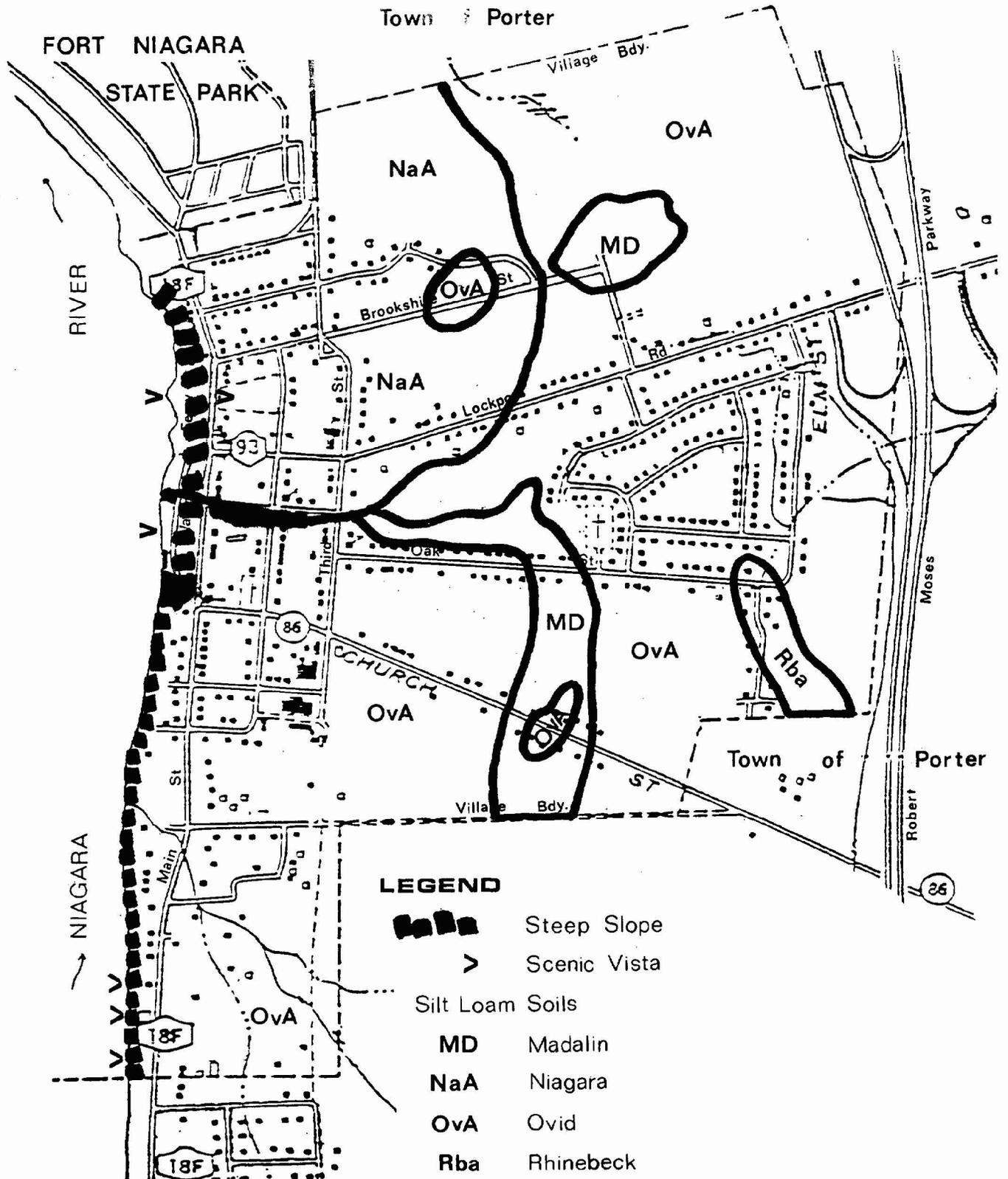
The most evident population of waterfowl in and around the Village are gulls. The placid stretch of Niagara River from Lewiston to Lake Ontario provides good feeding conditions for hundreds of gulls. Most numerous are the Herring, Ring-billed and Bonapartes. Less numerous species include the Great Black-backed, Glaucous, Iceland, Little, Black-headed and Franklins.

6. Fish:

The Lower Niagara River from the vicinity of Water Street in Youngstown to Old Fort Niagara is a good fish habitat. Figure 14 notes the location of the habitat while Figure 15 lists fish species known to exist in the Niagara River and Lake Ontario.

The New York State Department of Environmental Conservation has engaged in a comprehensive fish stocking program for many New York State waterways. For the Niagara River, the numbers are significant. The River was stocked with 25,000 Rainbow Trout (Steelhead Strain) 4.75 inches in size and 292,000 Chinook Salmon 3 and 3.25 inches in size (NYSDEC), 1985). This program augments an excellent sport fishing business in the area. Benefits to local business in and around Youngstown are significant.

Unlike some Lake Ontario shoreline communities, the salmon stocking program has not created any congestion problems in Youngstown. Due to the physical limitations of the shoreline in the Village, fishermen utilize the launching and on-shore fishing facilities at Artpark and Fort Niagara State Park. However, efforts to capture some of the spending dollars generated by sport fishermen for supplies, food, and lodging needs to be better capitalized on by Village merchants.

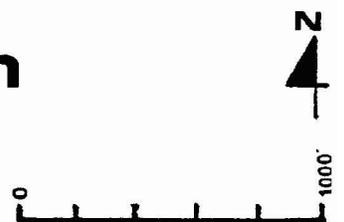


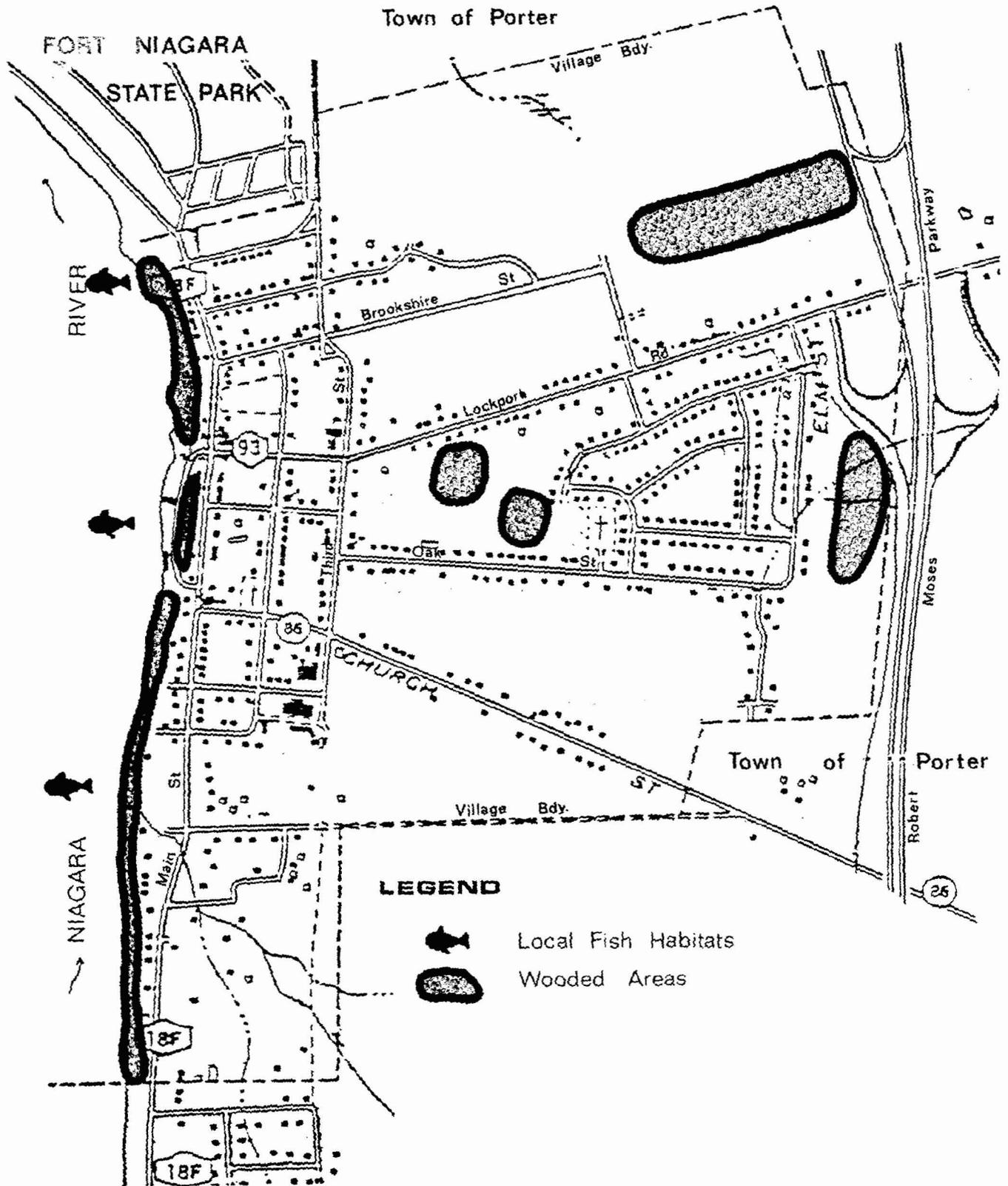
Village of Youngstown

Local Waterfront Revitalization Program

Figure 13: STEEP SLOPES/VISTAS/SOILS

Planning Consultant: Thomas J. Dearing





Village of Youngstown

Local Waterfront Revitalization Program

Figure 14: LOCAL FISH HABITATS and
WOODED AREAS

Planning Consultant: Thomas J. Dearing



Figure 15: List of fish common to the Niagara River

Lonose Gar	Barred Killifish
Sawbelly	Perch
Sucker	Bass
Carp	Darter
Chub	Common Sunfish
Dace	Sheepshead
Notropisd-stramineus	Sculpin
Shiner	Stickleback
Catfish	Salmon
Bullhead	Trout
Stonecat	Sturgeon
Pickereel	Pike
Muskellunge	Eel

Source: New York State Department of Environmental Conservation

7. Drainage:

The main drainage problems for Youngstown are caused by the unique topography of the Village. Some sections have limited elevational differences resulting in occasional ponding of stream runoff. This condition is noticeable in the area bounded by Church, Lockport and Third Streets and the east corporate limits. Runoff can stand for several days following a rainstorm. Flooding from the Niagara River (and subsequent erosion) is minor.

8. Water Quality:

Youngstown's main surface water resource is the Niagara River. It is designated a Class A Special stream by the New York State Department of Environmental Conservation (the highest classification). This means that it is an international river suitable for the widest range of uses, including water supply, bathing and fishing. Pollution discharge restrictions are severe --- no noticeable color or odor is permitted, nor can untreated sewage or water be discharged into the River. It must at all times meet NYSDEC minimum standards. These classifications set limits on the type, quality and quantity of effluents that can enter the various streams.

An unclassified intermittent stream also runs through the south section of the Village before emptying into the River. In such circumstances the NYSDEC places a "D" classification on the stream. This indicates its suitability for agricultural drainage purposes only.

The 1984 report of the Niagara River Toxics Committee outlined the current, critical issues facing the public relative to toxic chemical intrusions into the River. Water quality in the Lower Niagara River was sampled along with biota and sediment. Such samples revealed that 24 chemicals having serious or potentially serious health risks were significantly concentrated within the Lower River. Levels of contaminants occasionally surpassed the strictest water quality criteria as noted in the 1978 Great Lakes Water Quality Agreement (GLWQA) between the United States and Canada. Compounds that exceeded the standards in the GLWQA once or more included aluminum, cadmium, chromium, copper, lead, silver, zinc, hexachloro-cyclohexane, chlordane and total recoverable phenols. The source of such chemicals

likely occurs upstream of the Lewiston area at various toxic waste sites, sewage treatment plants and chemical plants along the River.

Fish (i.e. Young-of-the-year spottail shiners) were also analyzed off the banks of the Lower River and found to have PCB and mirex levels which exceeded certain GLWQA levels. In addition, other sport fish species in this area exceeded State and provincial levels for PCB and mirex. This has caused certain restrictions to be placed on the size and quantity of fish which can be taken for human consumption.

These are serious problems for Youngstown. Although their solutions are beyond the jurisdiction of the Village, it is important that local officials take an active role in seeing that higher levels of government take action to cleanup the River. Since the Niagara River and Lake Ontario are so closely intertwined with the quality of life in Youngstown, this is a critical issue for all Village residents.

9. Historic/Archeological Sites:

There are no sites or structures listed on the National Register of Historic Places in the Village.

Figure 16 locates roadside markers showing areas of State importance.

In summary, the Village has three State roadside markers. These are:

- a. The Salt Battery, located at Main Street near William. This site served as an American artillery battery during the War of 1812. Remnants can be seen and the site currently serves as a Village Park.
- b. Fox Point Battery, located in the Bloody Run area on Main Street, south of Campbell. This site also served as an American battery during the War of 1812. It is located on a dame (glacial feature) and is so named because at the time the area was infested with foxes.
- c. Battle of LaBelle Famille. Located adjacent to Bloody Run, the site is the location of a significant battle between the French and the British during the French and Indian War. The British defeated the French at this battle and were subsequently able to control the Youngstown area and Fort Niagara.

There are many structures and sites within the Village that are considered to have local historic significance. Many single-family homes and commercial building have circa plaques on them describing the date on which the building was constructed. Structures are buildings that are still in existence today while sites are locations of structures that once existed at that location but are no longer present.

A quaint linear, tree-lined corridor extends the length of Main Street (e.g. Route 18F). As one enters the Village from the south, the road is canopied by large shade trees and well kept large single family homes. The corridor extends through the commercial center and on through another stately

residential area to the entrance to Fort Niagara State Park. Many of the wood frame homes are circa 1800's and feature large front porches and entrance lawns. As mentioned earlier, the commercial area suffers from a lack of landscaping, coordinated signage and facades, and imposing utility lines. With some physical improvements, this could become a very pleasing gateway to the Village Center and Fort Niagara State Park.

Finally, the New York State Office of Parks, Recreation, and Historic Preservation had determined that the entire Village is an area of archeological sensitivity. This determination is based on the presence of sites within the Village. These may include archaeological sites associated with the War of 1812, and the French and Indian War, as well as pre-historic sites.

Figure 17: Local Historic Sites and Structures

Structure/Site	Circa	Location	Remarks
Father Virot Monument	1759	Swain/Mary's	Killed at Battle of LaBelle Famille
Ferryboat Service	1790	Pierce Marine	Passengers to Canada
Iroquois Homesite	1800	unknown	***
First School	1806	unknown	Oldest building in Village
Ulrich Residence	early 1800	Main/Campbell	First house post 1812
Falkner Home	after	Main/	post 1812
Davis Block	begun 1823	Main/Water	Merchants in 1830's
Ship Yard	1830	Main/Chestnut	1800's ship building
Swain Residence	1830	914 Lower River Rd.	Cobblestone house
First Presbyterian Church	1837	Church/Main	Enlarged in 1897
Grist Mill	1840	Water Street	First floor remains
School Building	1840	Main/Church	Site of log cabin school
Ontario Hotel	1842	Main/Lockport	Site of old Hathaway Tavern
St. Bernard's Catholic Church	1846	Hinman/Second	Parish began in 1830's

Figure 17: Local Historic Sites and Structures (continued)

Structure/Site	Circa	Location	Remarks
Community Cemetary	1840	Church/ Second	***
Underground Railway	early 1800	Church/ Main	smuggling to Canada
Steam Vessel Harbor	1845- 1855	Bloody Run Creek	small boat dockage
Methodist Church	1852	Main Street	now used for apartments
Iron Flume	1830- 1900	Church Street (foot)	loaded grain on ships
Canandaigua Railroad	1856	Bloody Run Creek	used once; abandoned
Elbridge Residence	1860	Main/ Elliot	***
Falkner Monument	1875	Main Street	father/son doctors
St. John's Episcopal Church	1878	130 Main St.	Gothic revival
El Dorado Hotel	1890	Main/ Water	torn down 1935
Red Brick School	1892/1819 1927	Lockport/ Third	Village office and museum
Electric Strap Railroad	1896	Third Street (end)	operated by Youngstown Cold Storage (1950)
St. John's Lutheran Church	1900	Third/ Oak	formed in Bairsville
Villa St. Vincent	1902	Fort Niagara	formed in orphanage
Guild Hall	1902	Fort Niagara	with St. Vincent
Volunteer Fire Co.	1911	Hirman/ Second	***

Source: Porter Historical Society; Niagara County Planning Department

10. Aesthetic Resources:

The most important aesthetic resource in the Village is the Niagara River with the accompanying embankment along the shore. Visual access to the waterfront is limited, however, by Main Street development and dense bank foliage. Available views are panoramic-the River with the opposite Canadian shore offers outstanding views in all seasons. To the north, Niagara-on-the-Lake can be viewed, to the west the Canadian shore and to the south the beginnings of the steep gorge walls at Lewiston. Numerous sailboats can be viewed either at mooring or under sail in the summer, while the winter offers spectacular ice views. The fall offers the changing colors of the leaves, while spring features the melting ice and the budding leaves.

Public access to these spectacular views is available in very few places. The Church, Elliott and Campbell Street ends are obstructed with dense foliage. The Village-owned public park adjacent to the Yacht Club allows the most complete view of the waterfront, albeit limited, since it is at water level and does not include a panoramic view from the top of the bank. Other glimpses of the River are available from Main Street between buildings. The recently purchased Constitution Park on the west side of Main Street provides good views of the River and adjacent shoreline.

The view of the shoreline from the River is equally impressive. The heavily wooded embankment and beautiful homes make for spectacular vistas. The many boats moored in the harbor during the summer also create a pleasing sight. Boat storage structures (docks, storage, etc.) directly to the north of the harbor, however, detract from the view. Wherever possible, efforts should be made to screen structures from view to preserve the visual quality of the waterfront.

Reference should be made to Figure 13 for the location of good viewing areas along the Village waterfront.

11. Niagara River Characteristics:

After the Niagara River has passed through the Falls and rapids system between the City of Niagara Falls and Lewiston, it enters a rather placid stretch that continues to Lake Ontario. Numerous stretches of flats and shoals line both sides of the River.

The topography of the River's bottom varies. Generally the slope of the bottom follows a short stretch (less than 100 feet) of relatively shallow water (less than 18 feet) before it falls away rapidly at 100-150 feet to about 30-40 feet and then slopes away at a steady rate to a maximum depth of 60 to 75 feet at mid-river. At Youngstown, shallow river depths are more prevalent in the northern area. Approaching Water Street, depths increase rapidly and then moderate toward the south Village limits. It should be noted that the bottom topography is variable. Sedimentation and River currents are constantly changing the contours of the River bottom.

It is worthwhile to point out the qualitative difference physical development along Main Street can have on visual access. The historic homes and commercial structures, although blocking views for the most part, do provide periodic glimpses of the River through sideyards, driveways, etc. The nicely landscaped homes, in fact, contribute to the scenic enjoyment. Conversely, Villa Apartments reflect a large-mass structure totally blocking views through it to the water. In addition, the structure's architectural style is incompatible with adjoining uses.

K. PUBLIC SERVICES:

1. Water Supply

The water supply in the Village of Youngstown is provided by the Niagara County Water District (NCWD). The current distribution system is fed by the NCWD through three main sources:

- a. A 12 inch cast iron main on Main Street.
- b. An 8 inch cast iron main on Lockport Street.
- c. A 6 inch unlined cast iron main on South Lake Street.

The Village also has a dry line from the Niagara River for emergency fire protection. The only access is a dry hydrant on the west side of Main Street across from Hinman Street.

During the Spring of 1984, the Village commissioned a feasibility study on the building of a new water treatment plant to potentially replace the County as a water source (Nussbaumer and Clarke, Inc., "Preliminary Report on the Water System for the Village of Youngstown, N.Y.; May, 1984). The report concluded that the initial annualized cost of building, operating and maintaining a water plant is more expensive than purchasing water from the NCWD. Potential problems include obnoxious odors that plants sometimes give off (thus producing public concern) and the lack of a suitably sized waterfront parcel with enough buffer for adjacent uses.

The report also noted several deficiencies of the present system as evaluated by the Insurance Services Office, including insufficient fire flow pressure. To correct this, the Village initiated an improvement program whereby fire hydrants are being disconnected from old 4 inch lines and are being connected to newer, larger diameter water mains. This program should result in lower insurance costs for the Village and its residents. The other system improvement recommended was the construction of a new 415,000 gallon elevated storage tank to insure reserve system capacity (constructed 1986).

It is estimated that future water consumption for the Village and Fort Niagara State Park will increase by 22,563 gallons to 341,000 gallons per day by the year 2005. The Village water system is depicted in Figure 18. Adequate capacity currently exists within the NCWD treatment plant, which is operating at 53% of capacity.

2. Sanitary Sewers:

Sanitary sewer facilities are composed of the trunk sewer network that collects waste water from various users and the treatment plant that helps purify contaminated waste water. This system (Figure 19) helps to insure the water quality of the River and must be adequate to meet the needs of Village development. The availability of sufficient sanitary sewer capacity is often a major determinant of suitability for urban development. Youngstown has a sewage collection system which transfers flows from all

sections of the Village to the Town of Lewiston Water Pollution Control Center on Pletcher Road. This facility was completed in 1976 and utilizes technologically proven methods for water treatment. The design flow of the plant is 2.75 million gallons per day (MGD) and can more than handle current average daily flows of approximately 2.0 MGD. A 750,000 gallons per day surplus is available for anticipated future demand (700-800 equivalent households).

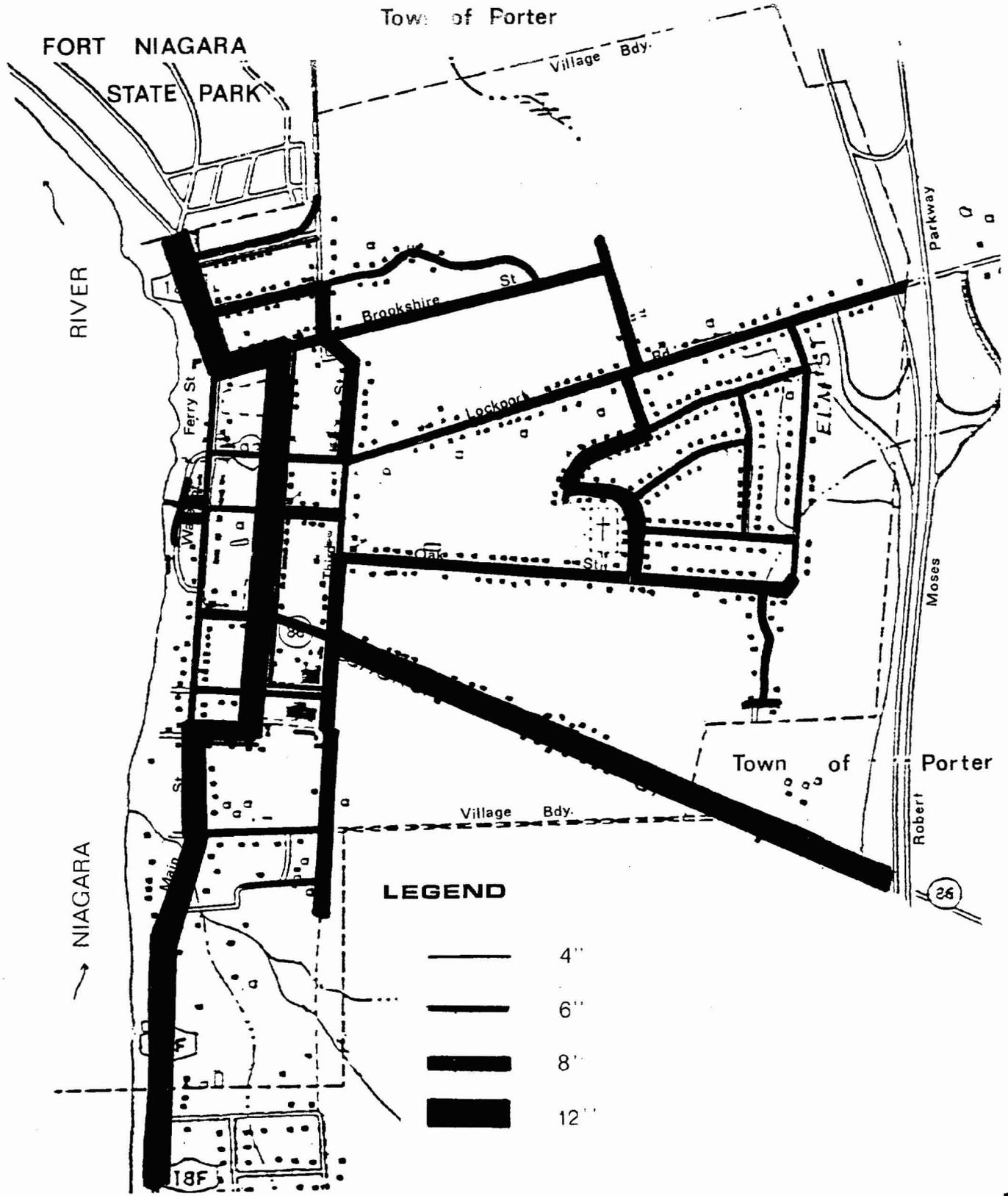
The sanitary sewer network serves most of the Village (only four residential septic systems exist) and possesses no significant capacity problems. Although storm water infiltration has been a problem in the past, an aggressive program to repair mains, close off ground water inflow and separate storm and sanitary water has been successful and is being continued. New commercial development below the waterfront embankment cannot take place without increased pumping and line capacity in the force main from Water to Main Street (currently a 4 inch main). Similarly, sewer service on Candlewood Drive, Lockport Street, and Elm Street must be improved if adjacent vacant lands are expected to develop.

While the collection network in the Village is sound, structural problems have occurred in individual house laterals in Bonwyn Acres (Cherry, Applewood, Parkside, Northfield, Westwood, Brampton). The 110 unit, single-family subdivision was built in 1958 during construction of the New York State Power Project to house families working on the project. The laterals were made of mixed asbestos/concrete material and have universally failed from soil shear, lack of seals, and poor installation. Since area soils are wet, septic capacity in the area has resulted. Replacement is the principal solution, but currently beyond either Village or homeowner means. The Carrollwood/Wingate/Brookshire area has recently been discovered to possess similar yet less serious problems owing to its later construction.

Storm Sewers:

One of the principal problems in the Village is storm water run-off. Due to relatively flat topography and poor permeability of the soil, storm run-off frequently cannot be drained by natural means. The result is ponding of water after major rainstorms. This condition, as highlighted previously, is evident in the area bounded by Church Street, Third Street, Lockport Street and the east corporate limits. The subsequent need for drainage ditches, storm sewers and other manmade means of storm water removal is imperative. Figure 20 depicts the existing storm sewer system in the Village.

The three major outlets for storm water in the Village are the Niagara River, the Robert/Moses Parkway (road ditch system) and north across agricultural lands toward the Lake. Of these, only the Niagara River presents unobstructed drainage and while improvements have been made to better utilize this outlet (larger storm sewers on Carrollwood, Oak and Church Streets oriented to the River), topography limits its potential. The east sections of the Village drain to the Parkway. The ditch east of Elm cannot take any more drainage. Overgrown and narrowed Parkway ditches restrict water flow causing ponding in the Elm/Oak area. The Carrollwood area and

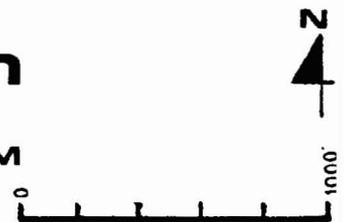


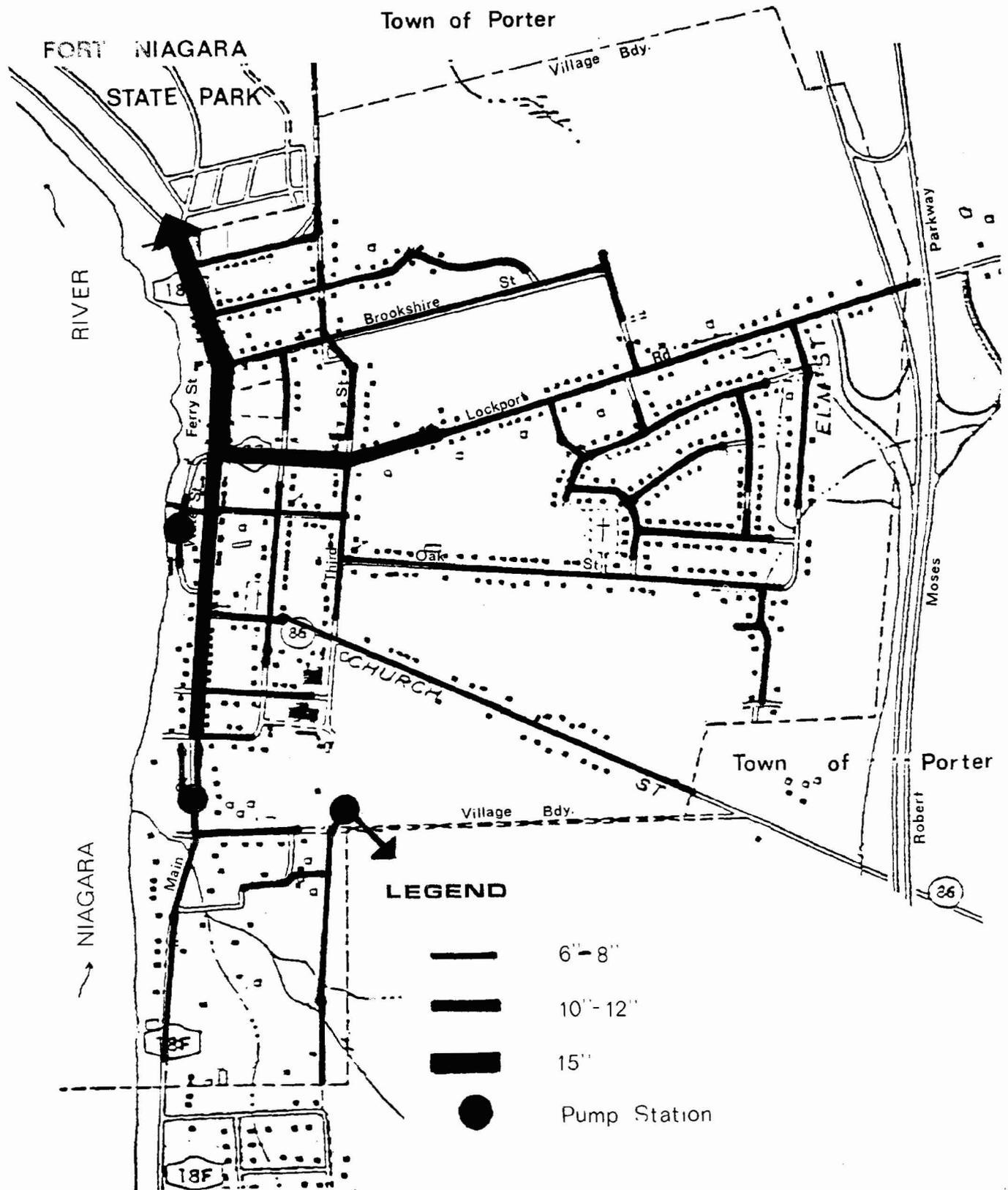
Village of Youngstown

Local Waterfront Revitalization Program

Figure 18: WATER DISTRIBUTION SYSTEM

Planning Consultant: Thomas J. Dearing





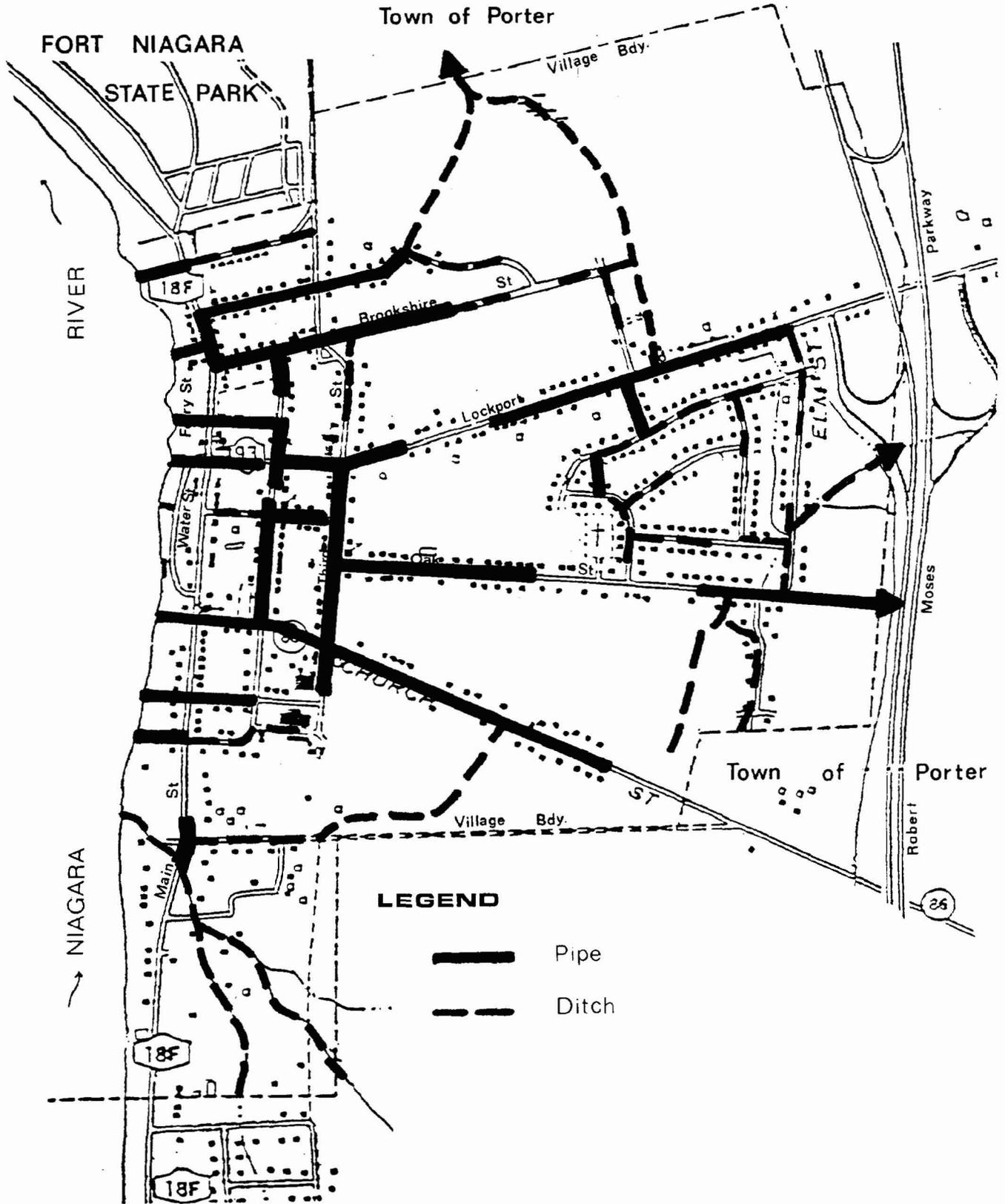
Village of Youngstown

Local Waterfront Revitalization Program

Figure 19: SANITARY SEWER SYSTEM

Planning Consultant: Thomas J. Dearing



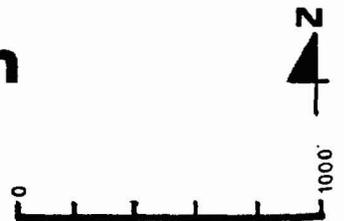


Village of Youngstown

Local Waterfront Revitalization Program

Figure 20: STORM SEWER SYSTEM

Planning Consultant: Thomas J. Dearing



Bonwyn Acres flow north to a pond at the Village line. This area is also overgrown and silted, resulting in storm water back-up and ponding. The solution to both of these problems lie beyond the Village boundary.

New development potential on vacant land coincides mostly with areas of storm water problems. The parcels north of Carrollwood and east of Elm receive storm water from other areas, compounding drainage flows. Besides continuing efforts to improve the outlets north of the Village and along the parkway, new development will need to retain upstream water and properly manage its flow into downstream receivers. This will require retention ponds to hold water until the system can accept excess storm water. In addition, Bonwyn Acres and the Carrollwood area may need storm sewers with restricted outflows to detain water from its eastward and northward flow. The ditch east of Glenvale should also be closed and sewerred to avoid current problems of infill and cleaning between existing residences. The establishment of a maintained pond north of Carrollwood within the Village would provide some measure of storm water control. In summary, a comprehensive Storm Drainage Plan is needed to better analyze the issue and suggest storm drainage standards for Village officials when evaluating subdivisions or new construction proposals within the community.

4. Transportation:

The circulation system in Youngstown should provide for the movement of goods and people in a safe, efficient manner and establish adequate access for land development. Such access should not diminish the use of the system or create impediments to traffic flow. Primary vehicle access to the Village is provided by the Robert Moses Parkway (north/south) and the Youngstown-Lockport Road (Route 93) in the east-west direction. Lower River Road (Route 18F) provides additional north/south access into and out of the Village. Route 18F is part of the State Seaway Trail/State Touring Route along Lakes Ontario and Erie, as well as the Niagara River. This designation provides access to the historical features of the Village.

Due to the Village's location along the River and its circumvention by the Parkway, little thru-traffic is generated. The Parkway permits the Fort Niagara traffic to bypass the Village. Local and boating traffic are the most frequent generators. Figure 21 depicts selected traffic counts for the major roads serving Youngstown and its immediate vicinity.

Village collectors are Church, Third, William and Lake Streets. These guide local, residential traffic in a safe and efficient manner to the more heavily traveled minor arterials. Local streets provide adequate circulation for existing and anticipated residential development.

Parking is a minor problem in the waterfront area. Seasonal demand for waterfront-related services periodically causes problems during peak summer weekends. New parking opportunities are discussed in Section IV.

Finally, although the Niagara Frontier Transportation Authority has jurisdiction in the Village, there is no public transportation service in Youngstown. Given the needs of the area residents, this has not created a problem.

It should be noted that Route 18F is presently operating at approximately 50-60% of capacity. Although rated capacities were not available for other roads in the Village, visual observation and discussion with local officials do not reveal any traffic deficiencies.

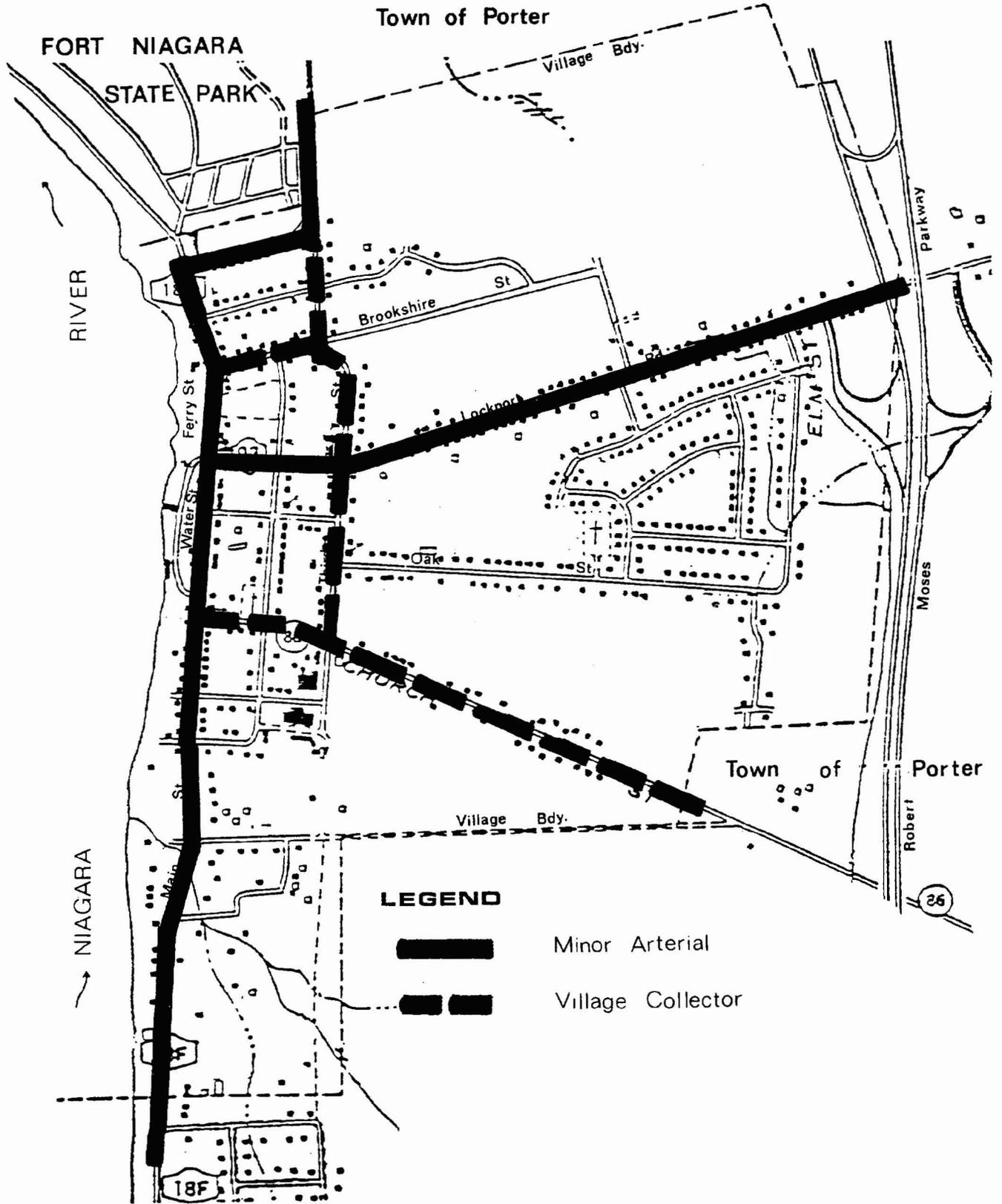
Figure 21: Selected Traffic Counts

Segment Name	Segment Location	Year	August Daily Traffic	Length
Robert Moses Parkway	Lkpt. - Lake Rds.	1980	8000	2.1 mi.
Lower River Road (18F)	Lkpt. - Pletcher	1980	2000	2.3 mi.
Lockport Road (93)	Lower River Rd. - Parkway	1981	2900	0.9 mi.

Source: Niagara Frontier Transportation Committee, 1983

5. **Community Services:**

1. **Fire Protection:** Fire protection for the Village is provided by the Youngstown Volunteer Fire Company, located at the corner of Elliott and Third Streets. In case of emergency, units from Ransomville, Lewiston, and Wilson can be called in to provide additional protection.
2. **Police Protection:** There are no permanent police facilities in the Village. Four part-time officers, however, have been hired to patrol after 6:00 p.m. A police car has been purchased for their use. Year round full-time law enforcement is provided to the Village by the Niagara County Sheriff, Department located in Lockport and Niagara Falls, and a State Police facility located in Lewiston.
3. **Solid Waste:** Garbage disposal in the Village of Youngstown is provided exclusively by private contractor to the Modern Landfill site at Model Cities in the Town of Lewiston. The site operates under State permits and has a projected life through 2003, according to the 1986 New York State Legislature Commission on Solid Waste. No disposal sites are located in the Village.
4. **Coast Guard:** For water safety, a Coast Guard search and rescue station is located at Fort Niagara State Park.



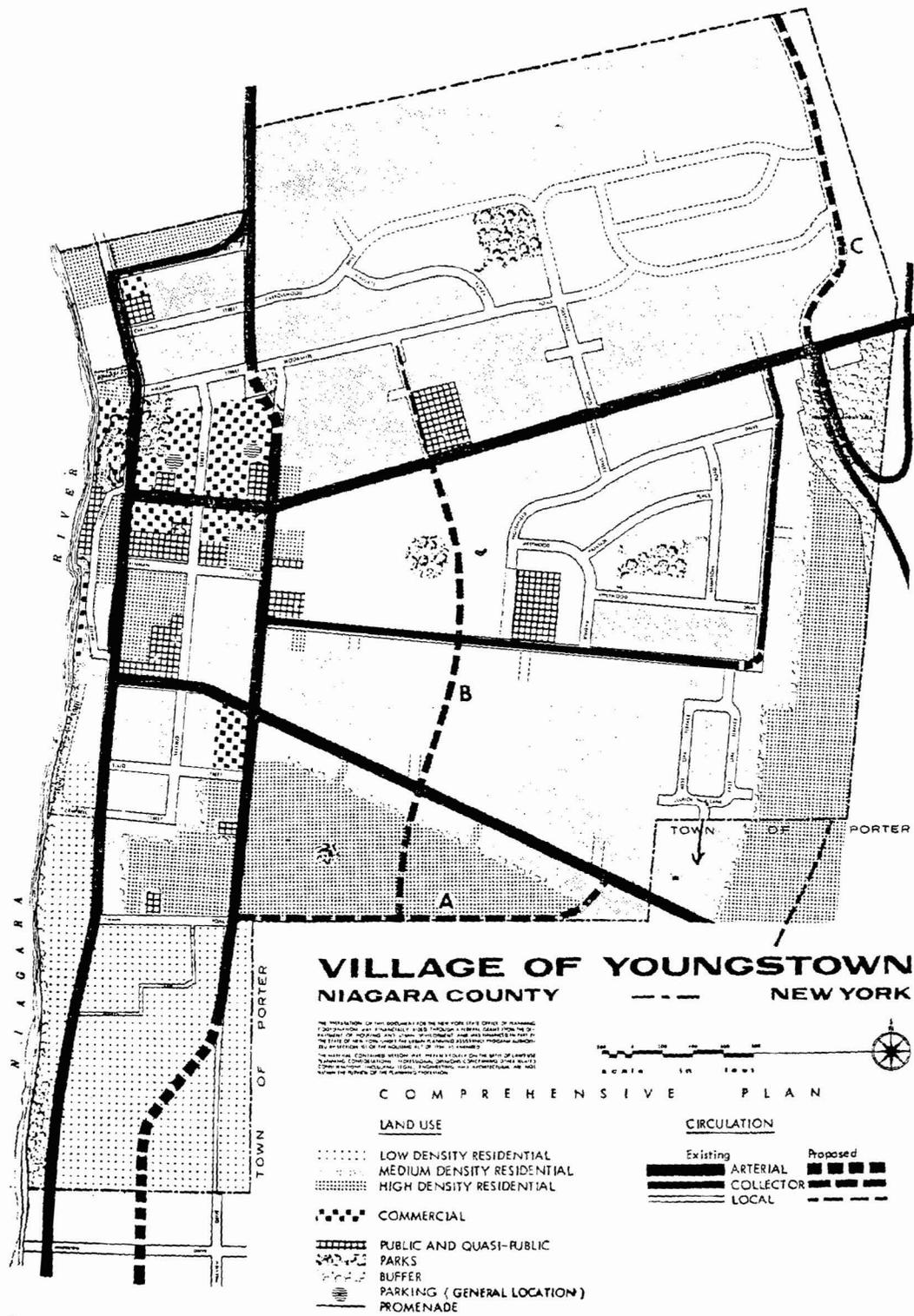
Village of Youngstown

Local Waterfront Revitalization Program

Figure 22: TRANSPORTATION SYSTEM

Planning Consultant: Thomas J. Dearing





Village of Youngstown

Local Waterfront Revitalization Program

Figure 23: 1972 COMPREHENSIVE PLAN

Planning Consultant: Thomas J. Dearing



1972
PLAN RECOMMENDATION

- A. **RESIDENTIAL**
- 130 housing units should be built between 1970 and 1980, to accommodate population growth.
 - Recommended that majority of new residential units after 1972 be single-family.
 - Area east of River Road, and south of Swain Road, should be developed for low density housing.
 - Areas between Church and Oak; Lockport and Brookshire; and north of Lockport to the north Village line should be medium density housing.
 - High density housing should only occur in outlying areas if low or medium density is not proposed.
 - Some high density housing may be appropriate along river bank.
- B. **COMMERCIAL**
- Commercial development should be concentrated in CBD. Include motel/restaurant catering to tourists. Facade improvements should also occur.
 - Specialized business district/promenade should be developed north of Water Street on water's edge.
- C. **INDUSTRIAL**
- The designation of industrial land was not proposed for the Village.
- D. **RECREATION**
- Seven new acres of parkland were proposed including an addition to Falkner Park and acquisition of a parcel east of Third Street between Lockport and Oak Streets.
- E. **UTILITIES**
- Recommended that the Village develop a storm drainage program.

1987
CURRENT STATUS

- A. **RESIDENTIAL**
- 116 units were constructed in this time period.
 - 100% were single-family through 1980; between 1981-1985, 40 housing units were built and 92% of them were multi-family.
 - Development has not occurred.
 - Development has not occurred.
 - Construction of Youngstown Village Apts.
 - Village Apartments were constructed; however, these were underway at time of plan development.
- B. **COMMERCIAL**
- Motel development has not occurred.
 - Recommendation was not carried out.
- C. **INDUSTRIAL**
- New industrial development has not occurred.
- D. **RECREATION**
- Memorial Park was developed as well as the 1.2 acre Constitution Park.
- E. **UTILITIES**
- Storm sewer system has been installed.

Figure 24, Page 1: Plan Recommendations and Their Current Status

1972 PLAN
RECOMMENDATION

1987
CURRENT STATUS

F. CIRCULATION

1. Oak and Elm Streets should be considered to accommodate additional traffic.
2. New north/south collector between Lockport and the Village line.
3. New east/west collector between Lockport and Swain St. extension.
4. New local streets at the following:
 - a. Extension of Swain east to Church St.
 - b. Between Brookshire and Lockport Road.
5. Realign Elm St. with W. Oak Terrace.
6. More parking needed downtown.
7. A planned systematic street improvement program should be initiated.
8. The following recommendations were made to alleviate congestion on Yates Street:
 - a. Extend Felly St. North and establish another intersection with Main St.
 - b. If a (a) was not feasible, consider closing traffic on Water St. to vehicles and create a pedestrian mall.
9. Off-center intersection at Glenvale and Third Street.
10. Intersection improvement at Williams and Third Street.
11. Extend Third Street from Elliott to Riverview. This would become a minor arterial.

G. ANNEXATION

1. Two areas totalling 74 acres should be annexed into the Village from Town of Fortar.

F. CIRCULATION

1. Recommendation was not carried out.
2. Recommendation was not carried out.
3. Recommendation was not carried out.
4. Recommendation was not carried out.
5. Recommendation was not carried out.
6. Recommendation was not carried out.
7. Recommendation was not carried out.
8. Recommendation was not carried out.
9. Recommendation was not carried out.
10. Improvement was made.
11. Recommendation was not carried out.

G. ANNEXATION

1. Recommendation was not carried out.

FIGURE 24, Page 2: Plan Recommendations and Their Correct Status

L. OVERVIEW OF PREVIOUS LAND USE DOCUMENTS

The following narrative briefly describes proposals which have been developed for the Village by different agencies. Reference should be made to Section IV for a description of why certain suggestions were ruled out for inclusion in the LWRP.

1. Comprehensive Plan:

Village of Youngstown (December, 1972). A projected 1990 population of 3,250 was used as the basis for recommending a variety of public improvements and land use designations for Village land. Figure 23 illustrates the 1972 proposed land use plan, while Figure 24 lists plan recommendations and their current status. The major problem with the Comprehensive Plan is the high population of 3250. This is 36% more residents than are currently projected for 1990 in the LWRP. Thus, the extensive road network and residential land allocations noted in the 1972 Plan are not appropriate. Another way of looking at the discrepancy between the 1972 document and LWRP pertains to the number of new residential units each plan projects for 1990. The Village Comprehensive Plan suggests the need for 112 Units between 1985-1990, while the LWRP shows a need for 27 units.

2. Niagara Frontier Bicycle Master Plan:

March 1981 - Niagara Frontier Transportation Committee. The plan proposed a Class I Bikepath on the Robert Moses Parkway right-of-way. This would provide bicycle trail linkage between the Youngstown area and the City of Niagara Falls.

3. Niagara County Economic Development Strategy:

A.D. Little, Inc., (1986). The report identified the Youngstown area as part of a larger tourist circuit in the County. The circuit would link scenic areas such as the Niagara Gorge, Barge Canal, and Lake Ontario boating sites. The report also examined the feasibility of creating a super marina at Youngstown capable of accommodating 400-600 moorings/slips. This was ruled out due to physical constraints of the site and the hamlet of Olcott was selected instead.

4. Fisheries Development Plan:

Niagara County Department of Economic Development and Planning (January, 1984). Although the report did not recommend specific projects within the Village, it did propose new boat launch facilities at both Fort Niagara State Park and Four Mile Creek State Park. Due to their close proximity to the Village, it is important to note the proposals in this overview. The launch at Fort Niagara has been completed.

M. OVERVIEW OF MARKETING FACTORS

A key determinant of any future land or water use for the Youngstown waterfront is market conditions. The potential for a particular use must be considered in relation to community desires and physical constraints to land development. This will ensure that the LWRP is not prepared in a vacuum. The scope of the waterfront program, however, does not permit a detailed market analysis for all uses. Rather, it is appropriate to include a general overview of market conditions for selected land uses most often mentioned in past studies of the Village's waterfront. The information used in the evaluation was developed through basic land use demand/need methodologies. The results of the marketing analysis were used in developing proposed land and water uses for the Village.

1. Parkland:

The Village currently has approximately 13.25 acres of public park land. A standard of 5 acres per thousand population is recommended in the New York State Outdoor Recreation Plan (1983). When applying this standard to the Village, it can be seen that Youngstown has adequate park space to serve their population both now and into the future. The following illustrates this point:

<u>Year</u>	<u>Popu.</u>	<u>Park Space Needed</u>	<u>Park Space Available</u>
1985 (Est.)	2100	10.5 Acres	13.25 Acres
1990 (Proj.)	2200	11 Acres	N/A
2000 (Proj.)	2300	11.5 Acres	N/A

The low need for more park space is even more evident when the State facilities at Fort Niagara, Four Mile Creek, and Joseph Davis State Parks are taken into account.

2. Housing:

An analysis of the housing need in the Village through the Year 2000 was carried out using the population projections contained in Section II and the household projections established by the Erie and Niagara Counties Regional Planning Board in July, 1985 for the Year 2000.

Finally, by using the Village household size and the population projections for the Year 2000 it was determined that approximately 78 additional residential units will be needed in Youngstown over the next 13 years. For planning purposes a 10% deviation factor should be added to this projection which would increase the expected units by 8, bringing it to a total of 86 units. This is not significant and can easily be accommodated on existing vacant parcels within the Village.

3. Retail:

Due to the minor population growth anticipated during the study period, significant retail development will not occur. Existing neighborhood commercial uses such as food stores and pharmacies adequately serve the current population and can handle the approximately 200 new residents by the year 2000.

It should be noted, however, that demand for restaurants and boating/fishing/camping support facilities will likely increase over the coming years. Recreational improvements at surrounding state parks, combined with a modest increase in tourist traffic, will create opportunities for new commercial enterprises within Youngstown.

4. Marinas and Boat Launch:

Market conditions and public demand suggest that additional recreational boat slips and launching facilities are needed in the Youngstown area. The physical constraints posed by the steep river shoreline and limitations of existing traffic patterns, however, rule out the feasibility of such uses within the Village.

N. SUMMARY OF KEY FINDINGS AND ISSUES

The following provides a brief summary of opportunities and constraints/problems present in the Village.

1. Niagara River water quality has been severely threatened by toxic chemical intrusions. Although the solutions are beyond Village jurisdiction, it is critical that Youngstown officials be active in remedial plan development.
2. Although Village population will not grow to a great degree through the Year 2000, the slight rise in elderly population coupled with the decrease in household size will create some need for multiple family housing units.
3. The modest population growth projected for the Year 2000 will create few market opportunities for new residential, commercial, and industrial growth. However, fishing and tourism activities generated by the River and adjacent State Parks will create retail opportunities for businesses catering to the needs of outside visitors.
4. During the peak boating season vehicle/pedestrian congestion is a problem in the Water/Main Streets area.
5. Public access to the River is limited for Village residents. This not only includes physical access but visual access as well.
6. The use of the public park on Water Street is hampered by the adjacent Yacht Club congestion, steep slope of the riverbank, small size of the parcel, and limited parking area, and intrusion onto parkland by the former Customs building.
7. Storm drainage is a problem in the outlying areas of the Village east of Third Street.
8. Due to the Village's location near Fort Niagara and the confluence of the Niagara River with Lake Ontario, it has a rich history. This is reflected in area landmarks and structures. Opportunities exist to promote the historic flavor of the Village while at the same time, safeguarding these same resources from deterioration due to age or structural changes.
9. The existing Village Comprehensive Plan was prepared in 1972 and based on inflated population projections. This has reduced the document's usefulness to Youngstown officials as a planning guide.
10. Since 36%, or 257 acres, of Village land is vacant, Youngstown can easily accommodate the modest growth anticipated. However, planning is required to insure that such development occurs in an economic and environmentally sound manner. It is estimated that 20 acres of Village land will be converted from vacant to a developed category by the Year 2000.

11. A major impediment to waterfront development is the steep slope. However, this feature also creates spectacular views for residents and visitors to Youngstown. The challenge is to provide accessibility to these visitors wherever possible. The embankment also requires protection from development which would hasten unwarranted erosion.
12. The Village has four stub streets going from Main Street toward the River. These provide opportunities for physical or, at a minimum, visual access to the water from Main Street. A serious constraint, however, is the fact that the property can only be used for transportation purposes.
13. Constitution Park represents a unique opportunity to capitalize on both the scenic vistas offered by the bluff, as well as the direct River access provided by the waterside section. It is important that the design and use of this area be treated sensitively and incorporate the needs of the community as to its eventual use. Mechanisms to better link Constitution Park with the adjacent Falkner Park should also be examined.