

SECTION IV
PROPOSED USES AND PROJECTS

A. INTRODUCTION

The proposed land uses for the Village are intended to translate the policies contained in Section III into a cohesive physical plan. The time period for implementation is ten years (i.e. Year 2000); however, some of the proposals can be carried out immediately.

It should be stressed that the uses and projects have been developed as a means of implementing the waterfront policies. The formulation of the proposed uses is a result of a process that blends the policy statements with an evaluation of the development constraints and potential of particular areas. Potentials and constraints are determined by numerous factors, including environmental considerations, physical barriers to development, adjacent land use patterns, market demand, and available public financial assistance.

B. COMPREHENSIVE PLAN MODIFICATION

The contents of this Section (Proposed Uses and Projects) and Section V (Techniques for Local Implementation of the Program) represent the key components of the new Master Plan for the Village through the Year 2000. The proposed land uses illustrated in Figure 26, and the Implementation Blueprint outlined in Figure 27 provide a sound road map for Village development and enhancement over the next ten years. In essence, the entire LWRP represents a master plan and, for the entire Village replaces the 1972 Plan as the official plan for the Village of Youngstown.

C. PROPOSED LAND USES AND PROJECTS

The following narrative provides a general description of proposed land uses for the entire Village. As mentioned above, given market conditions and the phasing of public improvements, full achievement of the recommendations is not likely to occur until the Year 2000. Reference should be made to Figure 25 for graphic description of the short and long term proposals, and to Figure 26 for a generalized comprehensive land use plan for the Village.

For clarity, the land use narrative is divided between these areas: 1) Village Center 2) Water Street/Ferry Street 3) North Shoreline 4) South Shoreline, and 5) Outlying Areas. These are graphically outlined on Figure 25A.

1. **Village Center:** The Village Center, which is bounded on the west by the rear property lines of uses on the west side of Main Street, Hinman Street on the south, Third Street to the east, and William Street to the north will continue as the commercial and municipal center of the Village. Residential uses are to be encouraged above commercial uses wherever appropriate. High density housing should also continue at certain locations within the Village Center. The proper mixing of residential and commercial uses can create continuous activity within the area and reinforce it as the Village Center.

Another important recommendation for this area is the encouragement of uses which are enhanced by a waterfront location to locate on the west side of Main Street. This recognizes the limited commercial land which is available for those types of uses that can better profit from a location close to the water. In addition, since Main Street provides a direct vehicle and

pedestrian link to Fort Niagara State Park, it is important that land be available for retail uses which would benefit by the street traffic generated by the Park. Although such traffic is currently limited, full implementation of the LWRP would result in some modest increases in people using Main Street.

The types of water-enhanced uses recommended for the area include restaurants, fish and boat supply stores, specialty/boutique establishments, residential or professional office uses located above the first floor, overnight lodging accommodations, and water-enhanced recreation (e.g. passive parks/rest areas).

A further goal of the Village's Local Water Revitalization Program is to improve the physical appearance of the Village Center. Such improvements in combination with other program recommendations relative to tourism promotion (see Section V) will aid in attracting a modest increase in commercial traffic. The Village should undertake a commercial building facade improvement program and investigate the feasibility of a public promenade along Main Street leading from Hinman Street all the way to the Fort Niagara State Park entrance. This would include a coordinated system of street planters, lighting fixtures, benches, trash receptacles, and possibly sidewalk pavers. It would also include burying the overhead utility poles along Main Street.

Although parking is not currently a major problem, except during peak summer weekends or major events sponsored by the Youngstown Yacht Club, it is likely that demand for parking space will gradually increase. This will be especially true if the Yacht Club eliminates their parking facility in the Water Street/Ferry Street area. Any additional parking should be located in the eastern areas of the Village Center. Locations where such parking are appropriate include three existing private lots adjacent to the B-Kwik Food Store, Marine Midland Bank and St. Bernard Catholic Church. These lots contain over 100 spaces and are often vacant. Although the lots may have to be leased, it is a sound alternative to building a new municipal lot.

The only land within the Village Center which could accommodate new public parking is the vacant .50 acre parcel at the northeast corner of Main and Hinman Streets. This parcel is much more valuable for future commercial uses, especially if the demand for Village retail space experiences a modest increase.

The .75 acre parcel occupied by the Department of Public Works adjacent to Falkner Park could be utilized for 50-60 public parking spaces if the DPW facilities were relocated to an outlying section of the Village. This would permit the elimination of parking on parcels along Main Street and provide new parking space for Falkner Park, while opening on-street parking along Main Street for Constitution Park.

Due to the high cost of relocating the DPW facilities, it should only be pursued if the use of outlying lots proves unworkable.

It is also suggested that the Village explore the placement of ten parking spaces along the south property line within Falkner Park. Such spaces would serve both Constitution and Falkner Parks. It would require,

however, relocating and/or eliminating some of the playground equipment in order to accommodate the new use. Such new parking will be needed once Constitution Park is fully developed and Village residents begin seeking parking spaces close to the gazebo area. The only alternative is parking next to the bluff, adjacent to the gazebo. However, this would dominate the small area currently available for public enjoyment and detract from the scenic quality of the site. Figure 27 illustrates this concept.

A further land use proposal for the Village Center area pertains to public access. It is important to decrease pedestrian traffic walking along Water Street to reach either the Waterfront Park or Yacht Club. In addition, the lack of parking space off Water Street suggests that a public stairway, utilizing and adjacent to the existing Village utility right-of-way, is appropriate. This would directly link Waterfront Park with the municipal parking lot on Hinman Street and improve the Park's accessibility to Village residents. In addition, should Yacht Club parking become more limited in the Water Street/Ferry Street area, the stairway would service Yacht Club patrons, boaters, and fishermen, as well. The Village has already obtained easement rights for such a stairway from the Yacht Club.

Finally, a public stairway would permit eliminating six parking spaces at Waterfront Park allowing their conversion (200 square feet) into park land.

In order to better link Constitution Park with Falkner Park, consideration was given to closing Main Street for 200 feet (See Figure 28). This would result in the physical linkage of the two parks but also create two cul-de-sacs, require some property acquisition to allow proper turn around space, eliminate the improved vehicle linkage with Fort Niagara State Park promoted by the promenade concept, and add a new 1,600 foot public right-of-way to the Village street system. The Niagara County Department of Public Works has indicated that the County would likely require the Village to take over the section of Main Street from the State Park to Falkner Park if the above proposal were pursued.

Given the above negative impacts of such a proposal, it is not recommended in the short term. It is suggested, however, that pavement markings and cautionary signs be placed on Main Street to better allow pedestrian crossing. During major events when public use of the two parks is at a peak, the Village should consider periodically cordoning off Main Street to through traffic, which would help improve pedestrian flow. Should use of Constitution Park be limited over the next few years, even after the land is fully developed, the Village should consider alternative design schemes which would link the two public areas.

2. **Water Street/Ferry Street:** The Water Street/Ferry Street area includes the most active shoreline uses in the Village, as well as two public waterfront parks.

Constitution Park, located at the north end of this area, represents a primary opportunity for enhancing public access to the River edge and opening a significant scenic vista. If the land is designed sensitively, the Park will serve as a Village landmark to non-residents in the same manner that the Yacht Club currently does.

The critical task facing the Village is to undergo a comprehensive urban design process prior to developing the waterside and upland areas. Issues which must be addressed include:

- o The feasibility of terracing the slope to provide a series of viewing points from the gazebo down to the waterside area.
- o Proper placement of pedestrian access (trail or stairway) from the gazebo to the base of the bluff.
- o Access for the elderly, and disabled, as well as for emergency and maintenance vehicles to the waterside area.
- o Provision of new parking in Falkner Park.
- o Reuse of the low-level building in the waterside area to accommodate restrooms and possibly serves as a local fishing museum. The latter would exhibit historical information concerning the nature of the Lower River fishery and possibly other material concerning the history of the Village as a waterfront community.
- o Utility connections.
- o Demolition of the residential structure at the lower section of the bluff. This would only be done if the structure is deemed to have no national or State historic significance. Should such significance be revealed, then alternative means of preserving the structure will be explored.
- o Proper placement of water- dependent recreation uses; such as fishing access points, transient boat tie ups, and scenic viewing areas.

The area immediately south of Constitution Park is in private ownership. Certain overflow uses from the Yacht Club activities, such as parking and boat storage, do occupy the parcel. Such uses should continue, but be laid out in an attractive design to better transition the Park activities from the more active uses occurring at the Yacht Club.

The area immediately south of the parcel mentioned in the previous paragraph is owned by the Youngstown Yacht Club and has a concessionaire agreement with RCR Yachts, Inc. It is primarily used for Yacht Club parking, boat servicing and storage. During the winter months, the land is used to store many of the boats moored in the River during the summer season. Limited vehicle access into the parking areas and Village land should be maintained.

Proposed uses in this area include a gradual phasing out of some Yacht Club parking spaces and a conversion to more water-dependent or enhanced recreation uses (e.g. picnic areas, pool within existing slip). The actual type of recreation use is subject to the long term needs of the Yacht Club.

The existing access off Water Street leading to Constitution Park is narrow, unimproved and creates safety problems for vehicles turning right off Water Street onto the right-of-way. It is recommended that the existing road be widened slightly to better accommodate two way traffic and emergency, as well as maintenance vehicles which will need access to the public park. The owner of the road should be encouraged to pave the road in order to provide better driving conditions during wet weather and the winter season. Discussions should occur with the Yacht Club to determine if an arrangement could be made to improve the road and provide a stairway from the Hinman Street parking lot to Water Street.

Cradle storage of boats is a by-product of a marine yard operation. RCR Yachts is conscious of their poor appearance but, due to the high cost and problem of locating a suitable off-site storage area, it is not cost effective to move the wooden storage frames. The Village, through Constitution Park design and implementation of the proposed Waterfront District Zoning regulations, should promote the proper screening of this area from the public viewing sites off Constitution Park and from the harbor itself.

The remaining land in the Water Street/Ferry Street area is proposed for continued water-dependent recreation type uses with some supportive commercial uses, as well. The latter includes small marine supply services, Yacht Club restaurant, etc. The former U.S. Customs building at the Village's Waterfront Park should be removed in order to better utilize park land. As mentioned in the Inventory and Analysis Section, the location of the building effectively blocks 35% of usable park space. The building's removal would permit installation of additional picnic tables, benches, etc.

3. **North Shoreline:** Proposed uses continue the existing residential pattern with a mix of single family and multi-family housing.

The public promenade leading from the Village Center to the Fort Niagara State Park entrance would continue through this area. Finally, the Niagara Street end is located off Main Street and offers a good vista of the harbor and Niagara-On-The-Lake, Ontario. It is recommended that the Village acquire the necessary property rights to this 7,000 square foot parcel and provide public benches for viewing the Lower River area. In addition, detailed historic plaques explaining the Salt Battery and its role in the history of Youngstown could be placed more prominently within the street end than the existing roadside marker.

4. **South Shoreline:** Proposed land uses include a continuation of the existing single family residential pattern with forest/brushland continuing along the bluff and in the southeast section.

The Front, Elliott, and Campbell Street ends should remain vacant. However, the Village should periodically trim and selectively cut the vegetation growing up from the bluff to open the vistas for motorists and pedestrians walking along Main Street.

5. **Outlying Area:** As was noted in the Inventory and Analysis Section, the Village will experience minor population growth through the Year 2000. The 200 additional residents will create a demand for approximately 86 new housing units occupying about 20 acres.

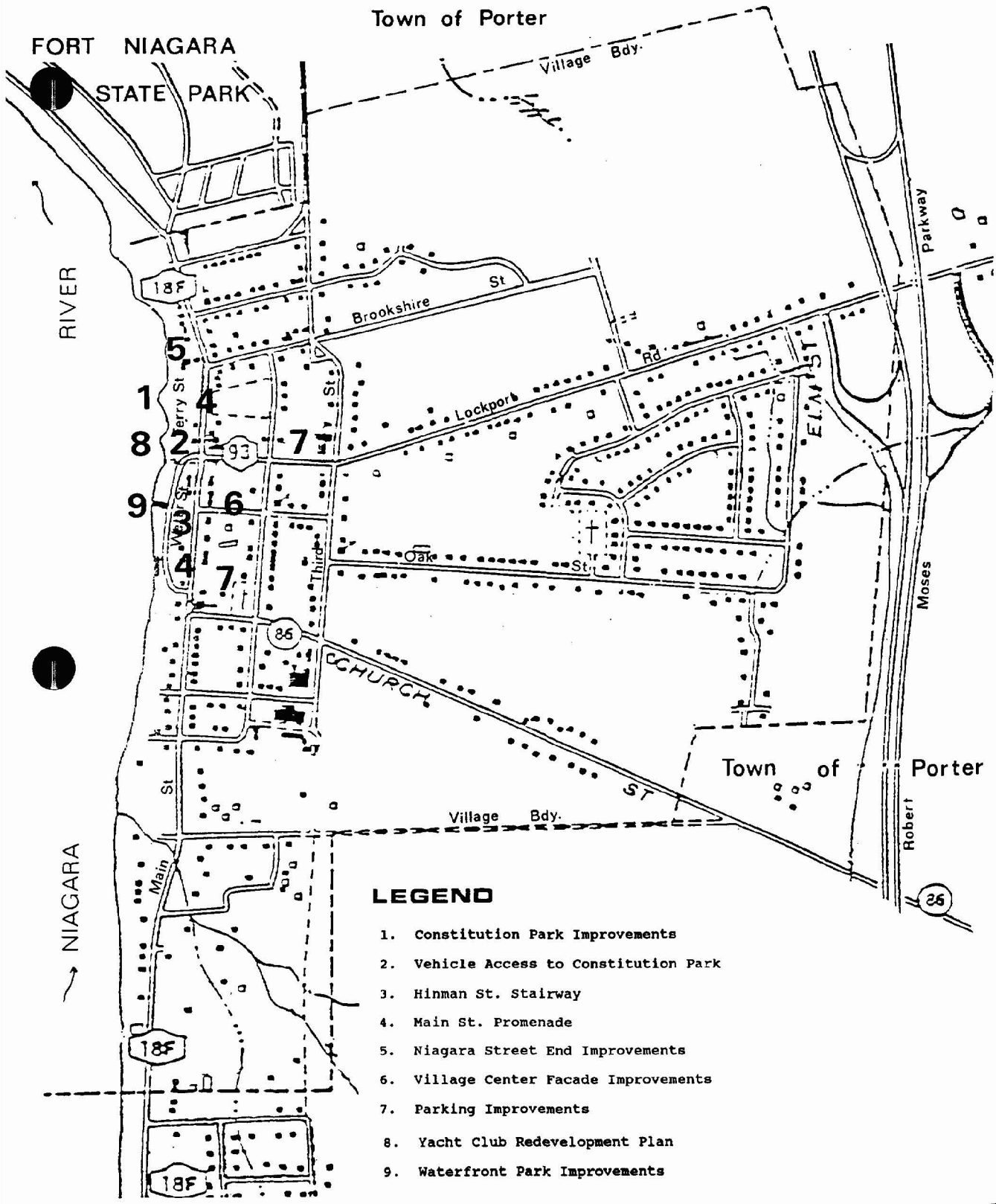
In order to accommodate new residential growth, the LWRP proposes that the Village promote the conversion of certain vacant land parcels to single-family residential and multi-family residential uses. This will permit a proper mixing of residential types which will be required given the declining household size in the Village and the current trend toward smaller housing units. The latter has been experienced throughout the region due to a rising elderly population, single person households, etc.

The following summarizes those areas where new residential growth should be channeled.

- a. Multi-family housing is proposed for ten acres in the north-central area, off Lake Street and adjacent to the Youngstown Village Square complex. This will concentrate new townhouse or garden apartment development in this section. The area is well buffered from single family neighborhoods due to the open fields on the north and east, Fort Niagara State Park on the west, and the existing multi-family development to the south.
- b. Residential uses should be encouraged in the large, vacant parcels located between Brookshier and Lockport Streets, Lockport and Oak Streets, and Oak and Church Streets. These parcels total 44 acres. The primary housing type proposed is single family residential with some multi-family housing recommended north of Oak Street.

It should be noted that the proposed land use plan (see Figure 26) results in changing 54 acres of forest/brushland to a residential category. This is 34 acres more than is currently projected as needed within the Village to the Year 2000. In order to satisfy the housing needs of the Village at reasonable prices, it is important to have an excess supply of new residential areas identified within Village planning documents. This insures that real estate prices do not escalate, as they might if only a limited supply of land were available to accommodate new housing construction. Thus, 54 acres of land proposed for new residential growth is appropriate for Village planning purposes.

Finally, the vacant parcels proposed for new residential growth are located primarily in interior blocks. Their development will promote a policy of infill, and thereby avoid costly sprawl development in outlying areas, creating a more concentrated Village Center, and discouraging construction on these lands next to the Robert Moses Parkway interchange with Lockport Street. The latter would encourage residents to leave the Village for Lewiston whenever any convenient shopping or other services are needed.



LEGEND

- 1. Constitution Park Improvements
- 2. Vehicle Access to Constitution Park
- 3. Hinman St. Stairway
- 4. Main St. Promenade
- 5. Niagara Street End Improvements
- 6. Village Center Facade Improvements
- 7. Parking Improvements
- 8. Yacht Club Redevelopment Plan
- 9. Waterfront Park Improvements

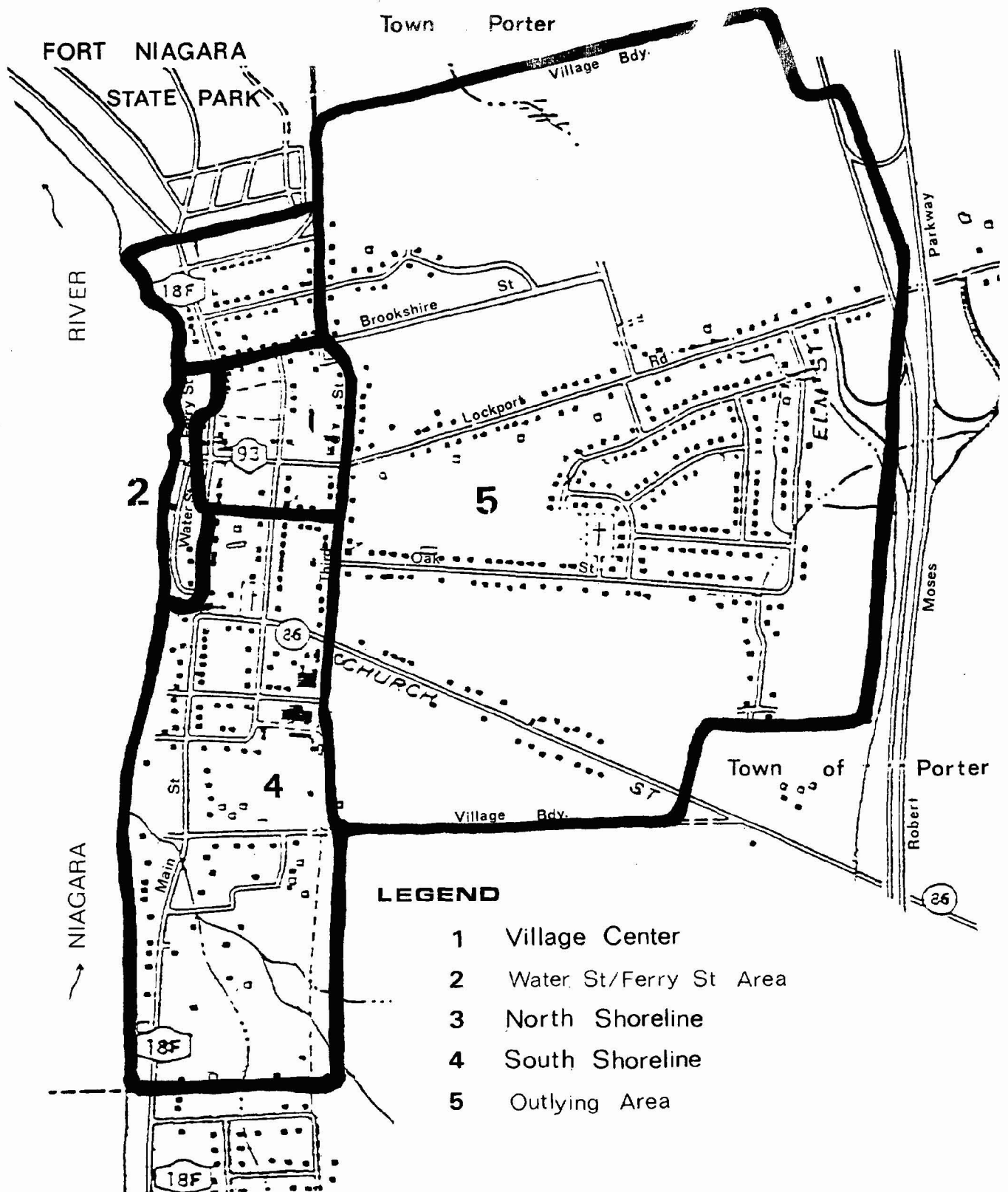
Village of Youngstown

Local Waterfront Revitalization Program

Figure 25: PROPOSED LAND USE PROJECTS

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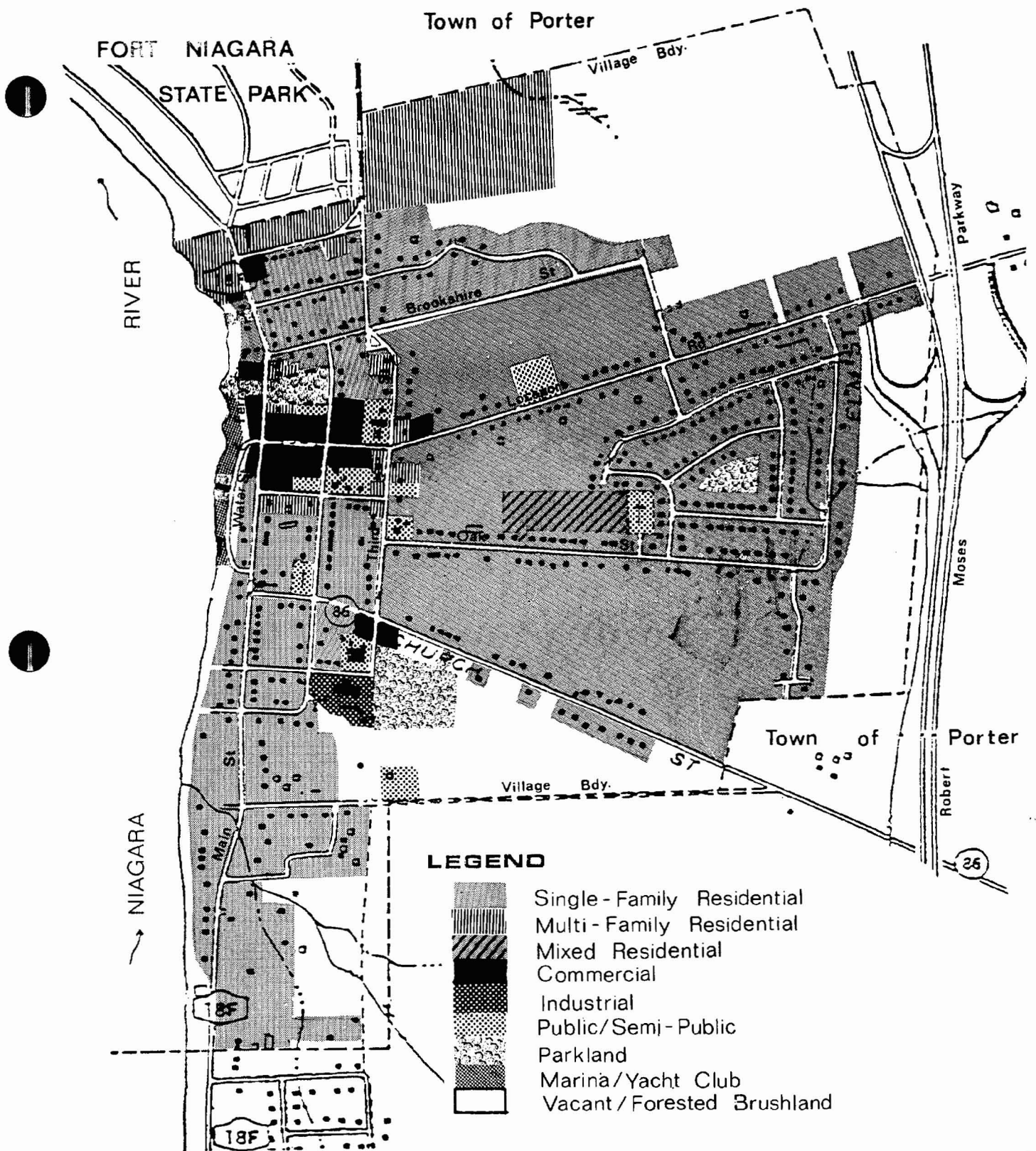
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Figure 25a: **PLANNING AREAS**

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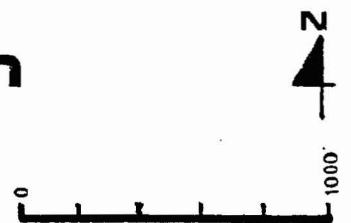


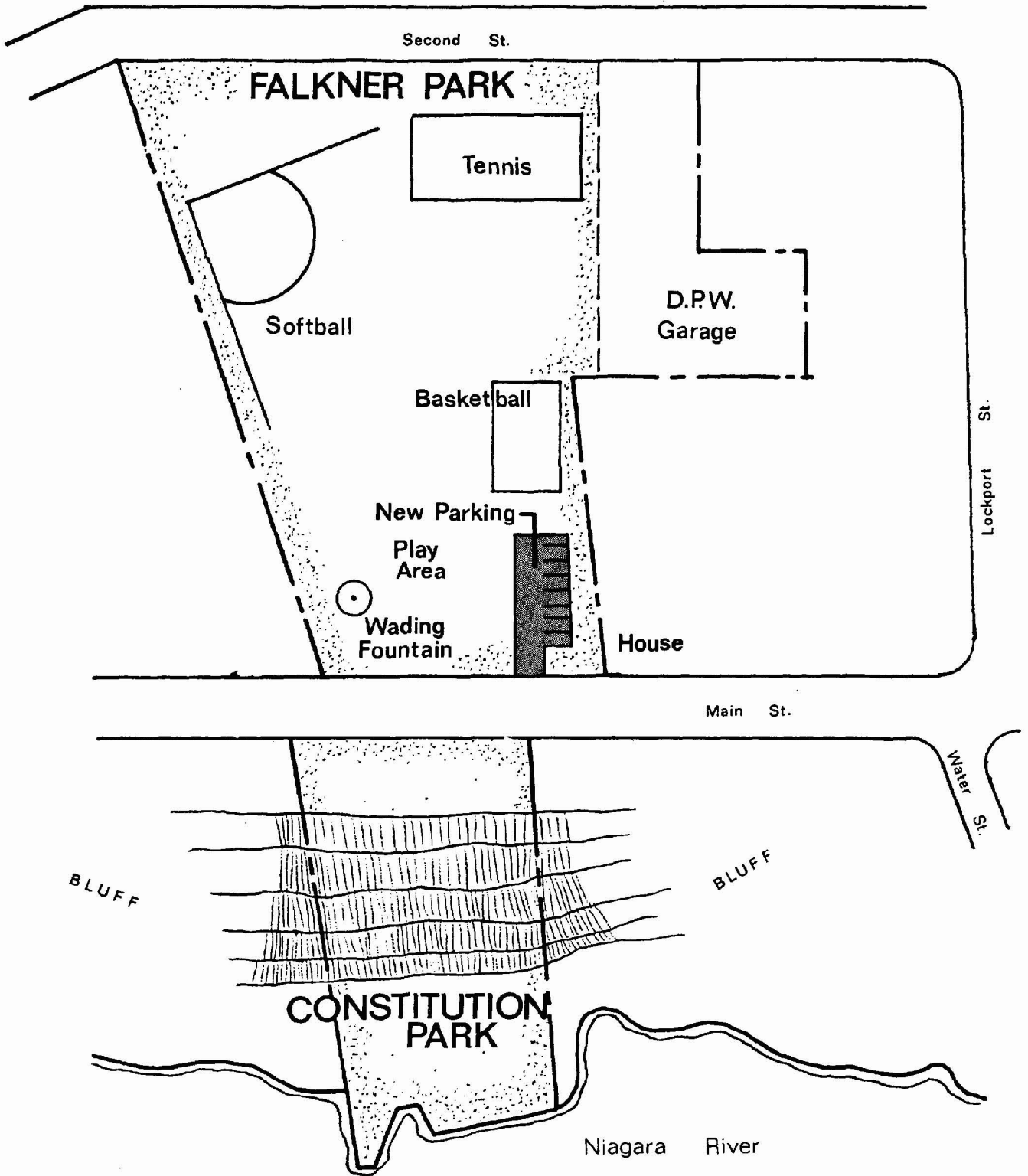
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Figure 26: PROPOSED LAND USES

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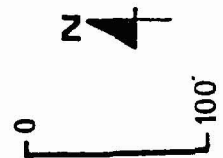


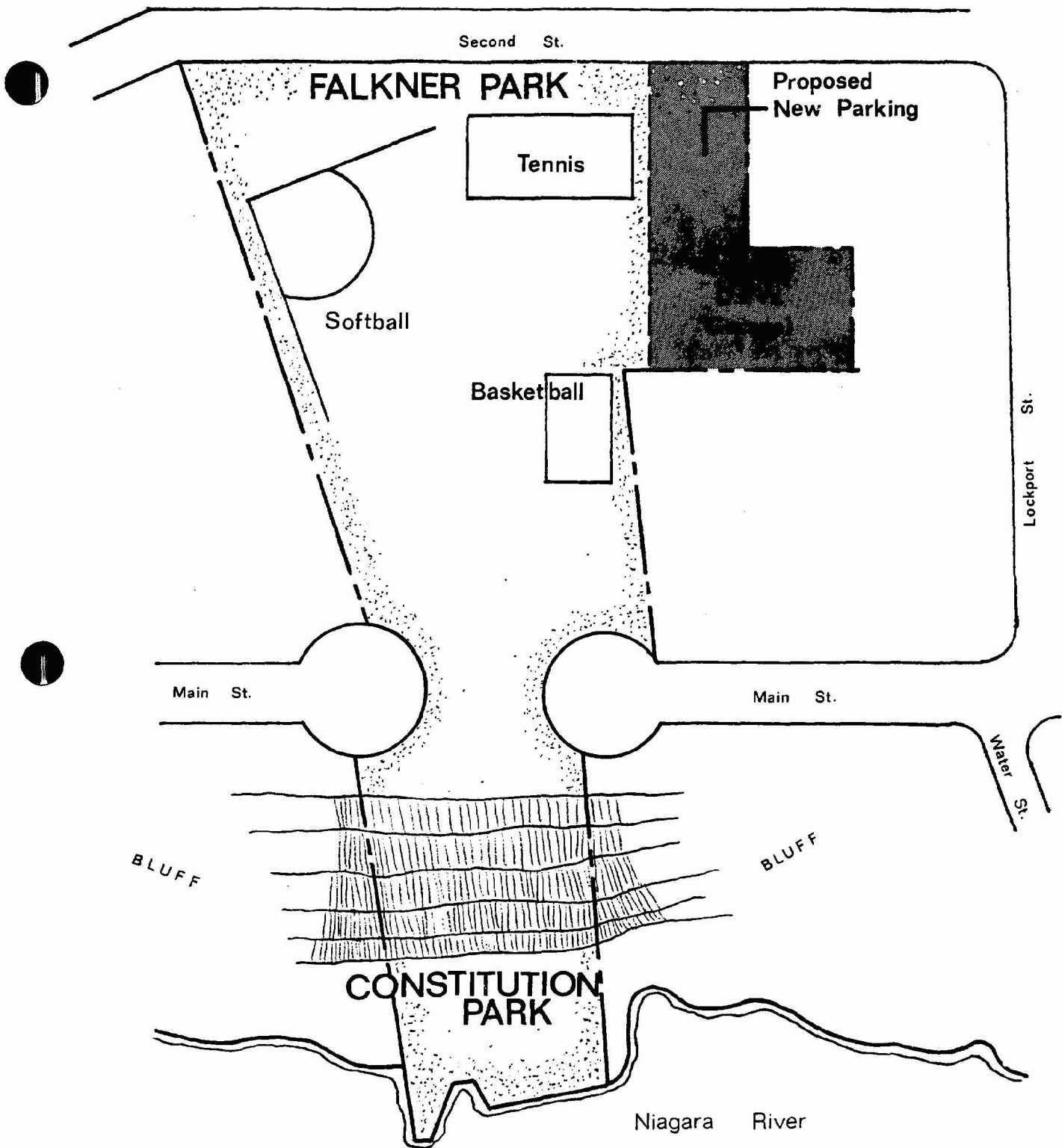
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Figure 27: FALKNER PARK OFF-STREET PARKING

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 Figure 28: PARK LINKAGE CONCEPT

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