

AREA 1A: SCENIC PARKWAY WEST

CONCEPT DEVELOPMENT



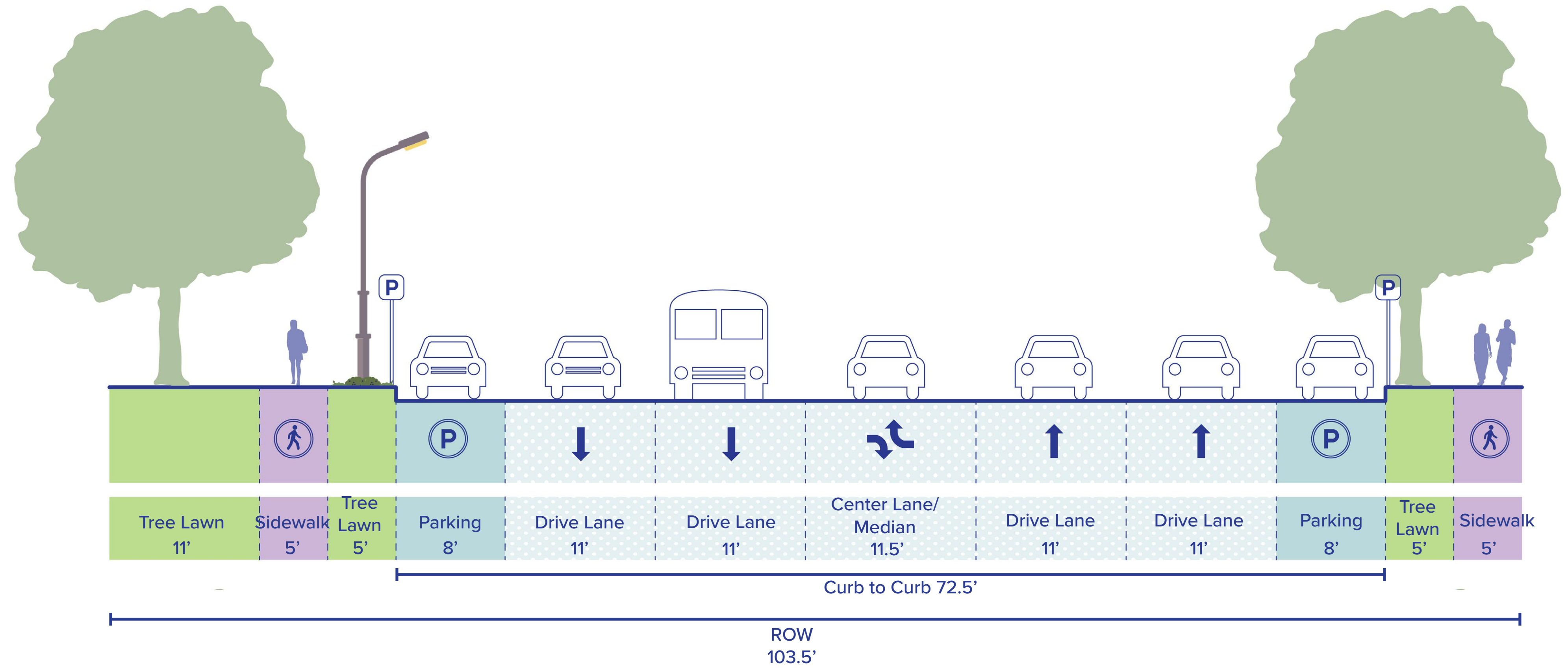
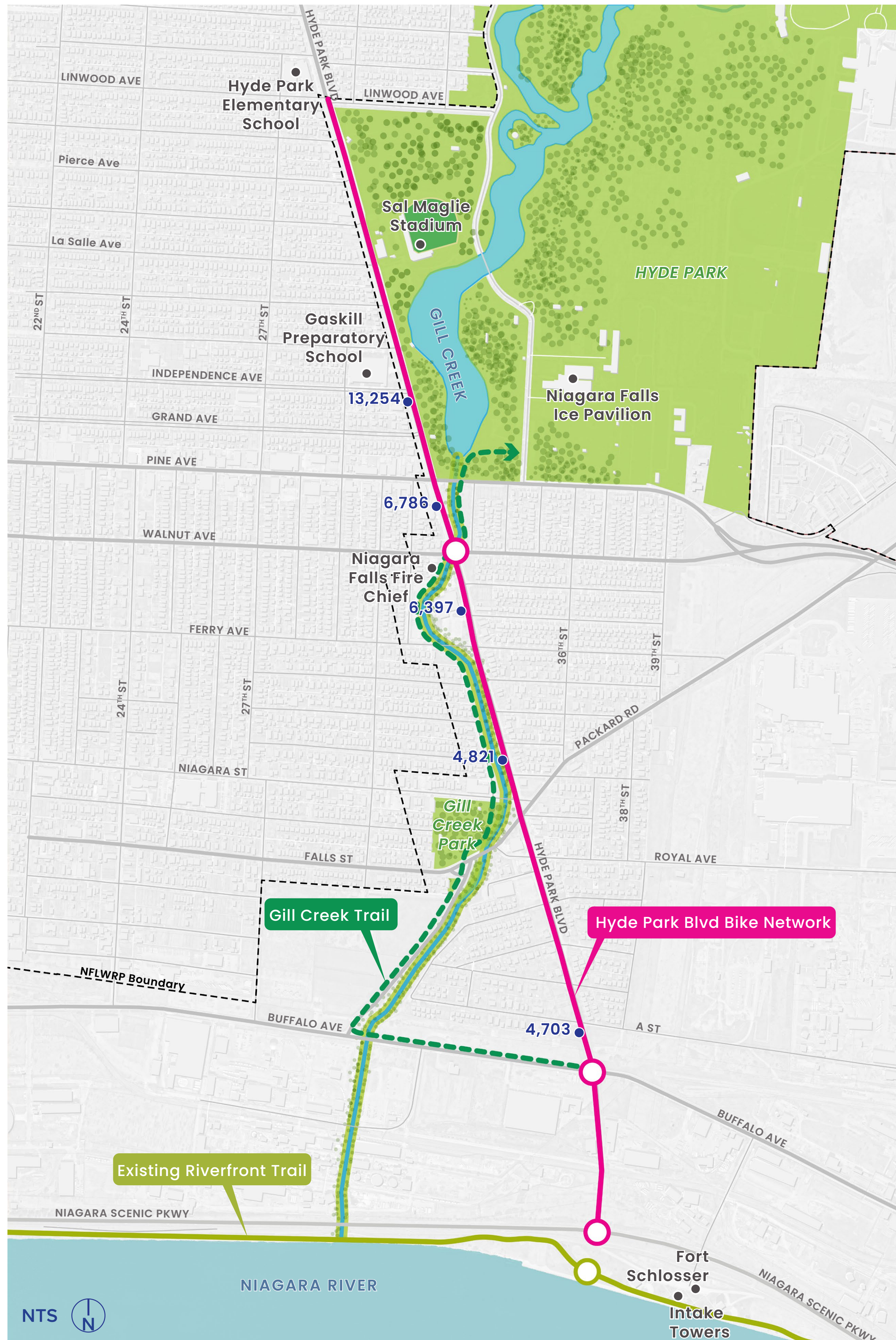
AREA 1B: SCENIC PARKWAY EAST / HYDE PARK BOULEVARD / FT. SCHLOSSER

CONCEPT DEVELOPMENT



AREA 2: HYDE PARK BLVD / GILL CREEK CORRIDOR

CONCEPT DEVELOPMENT

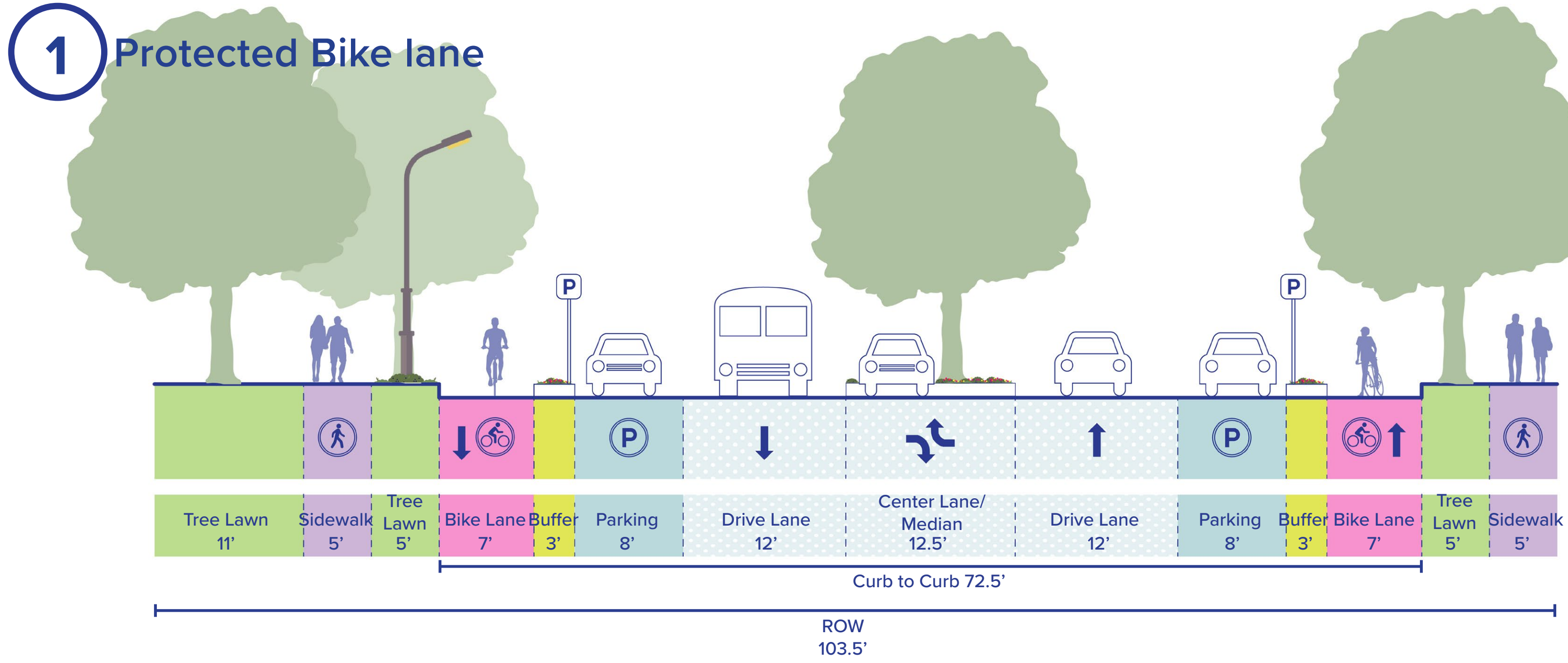


HYDE PARK BLVD - EXISTING CONDITION

AREA 2: HYDE PARK BLVD / GILL CREEK CORRIDOR

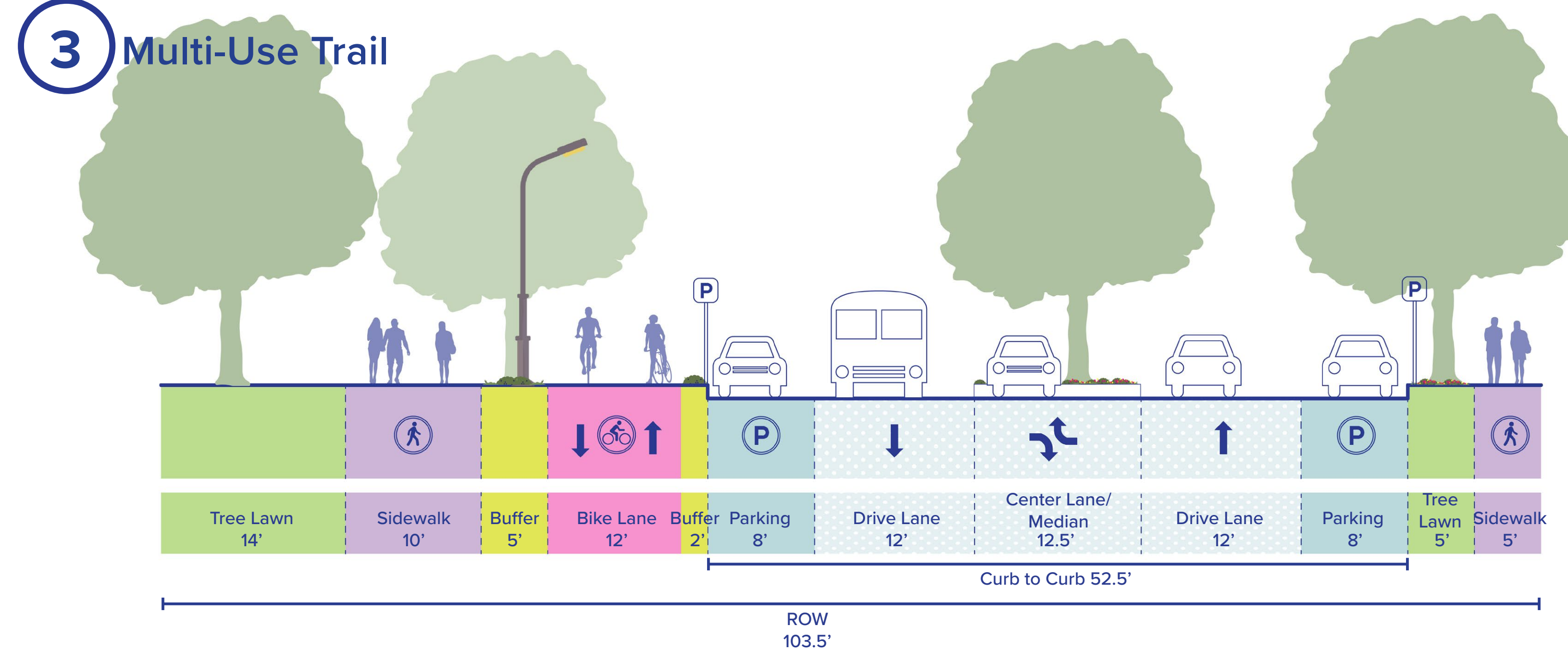
CONCEPT DEVELOPMENT

HYDE PARK BLVD - PROPOSED CONCEPT 1



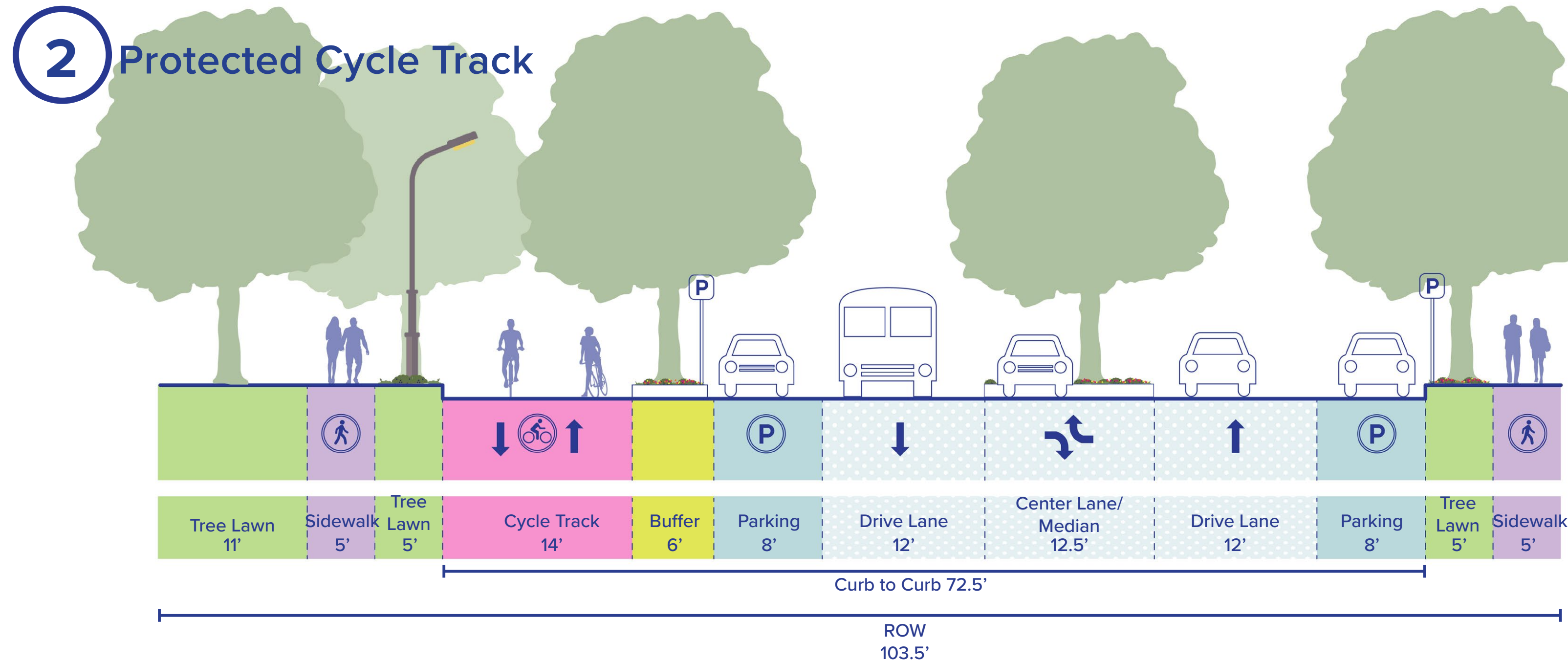
This option would replace one lane of traffic in each direction with a protected bike lane on each side of the street to create a safe bike facility throughout the corridor. Curbs would remain in current position which helps alleviate cost implications.

HYDE PARK BLVD - PROPOSED CONCEPT 3



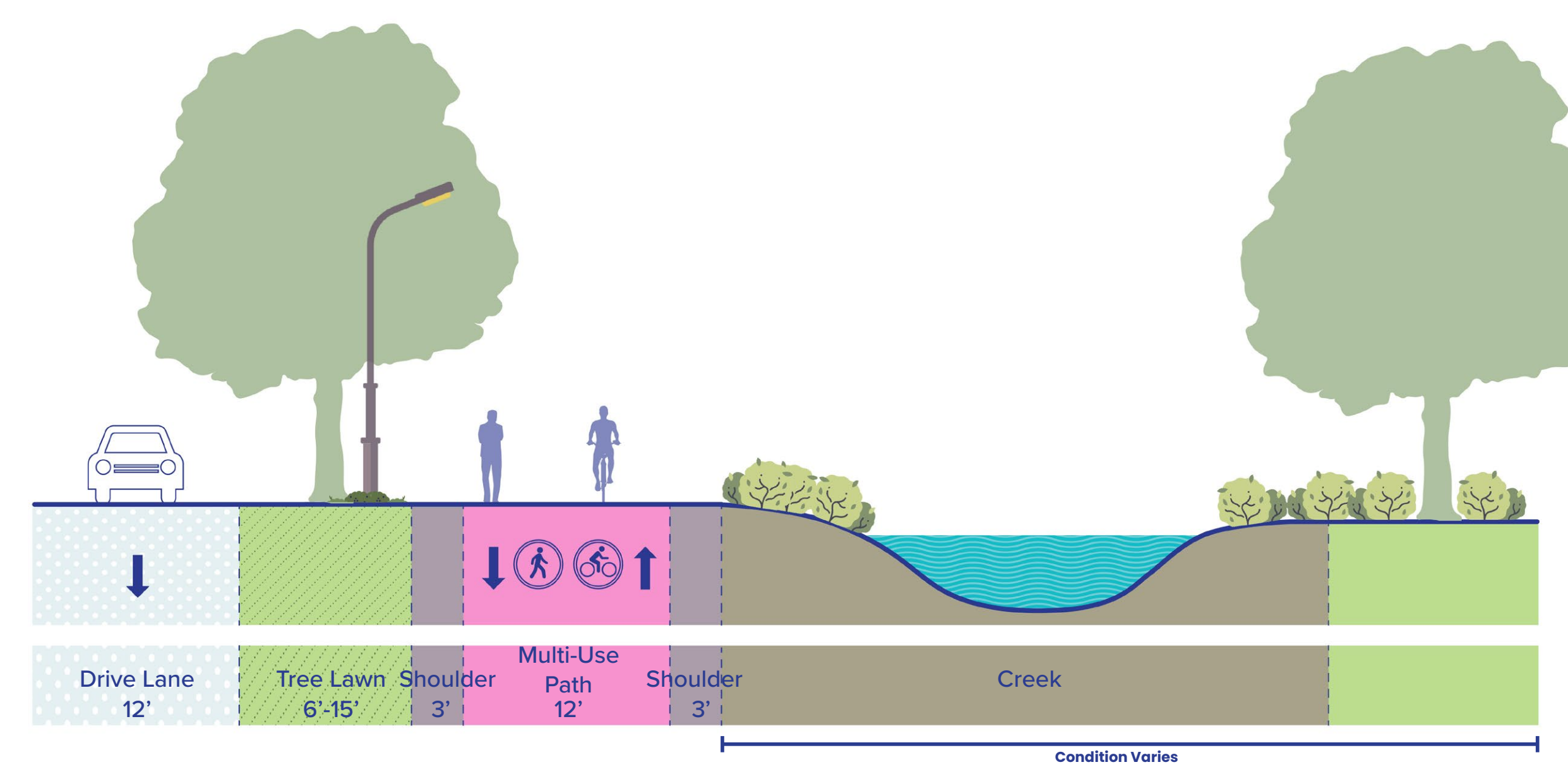
This option would replace one lane of traffic in each direction with a two way bike facility elevated on sidewalk level. This would require shifting curbs on one side of the street which could have considerable cost implications.

HYDE PARK BLVD - PROPOSED CONCEPT 2



This option would replace one lane of traffic in each direction with a two-way protected cycle track on one side of the street. This facility would provide a safe bicycle route along the street and by keeping it on one side of the street, it would minimize potential conflicts with residential driveways and other curb cuts. Curbs would remain in current position which helps alleviate cost implications.

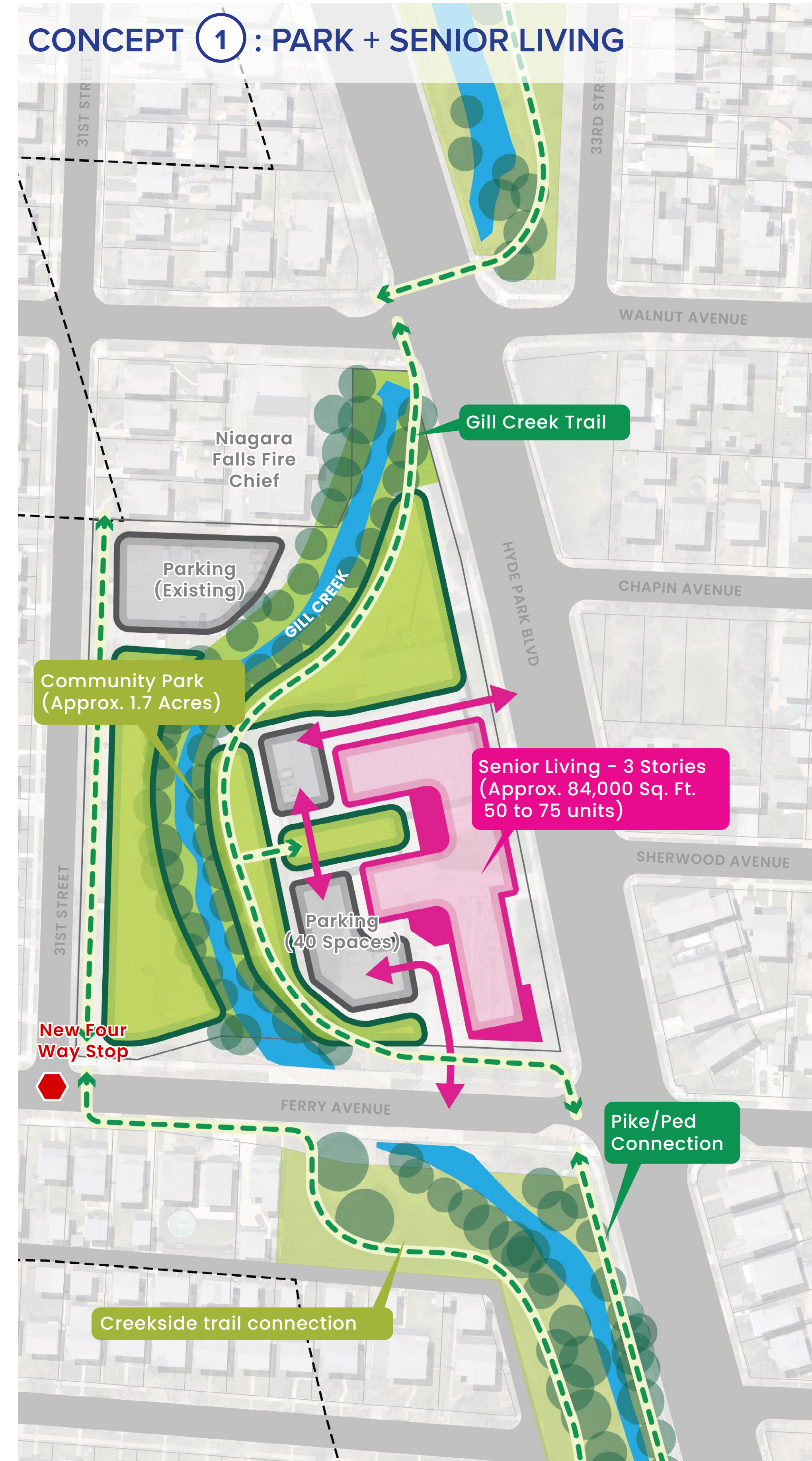
GILL CREEK - PROPOSED CONCEPT



The conditions of Gill Creek change throughout its path through the city, however this proposed trail plan would standardize a 12 foot multi-use (pedestrians and bicyclist) path on one side of the creek.

AREA 3: COMMUNITY CENTER (FORMER POLICE STATION)

CONCEPT DEVELOPMENT



Concerns were expressed by the public about this building and site.

Requests were made for any new use or positive activity to be brought to the site as it is in a key location along Hyde Park Blvd and adjacent to neighborhoods.

Existing vacant police building on Hyde Park Avenue

Regulatory Floodway
1% Annual Chance Flood Hazard

NTS



84,000 Sq. Senior Living Facility (3 Stories)
40 Parking Spaces (excludes fire station)

This concept explores developing a Senior Living facility on the site that could provide between 50 and 75 units.

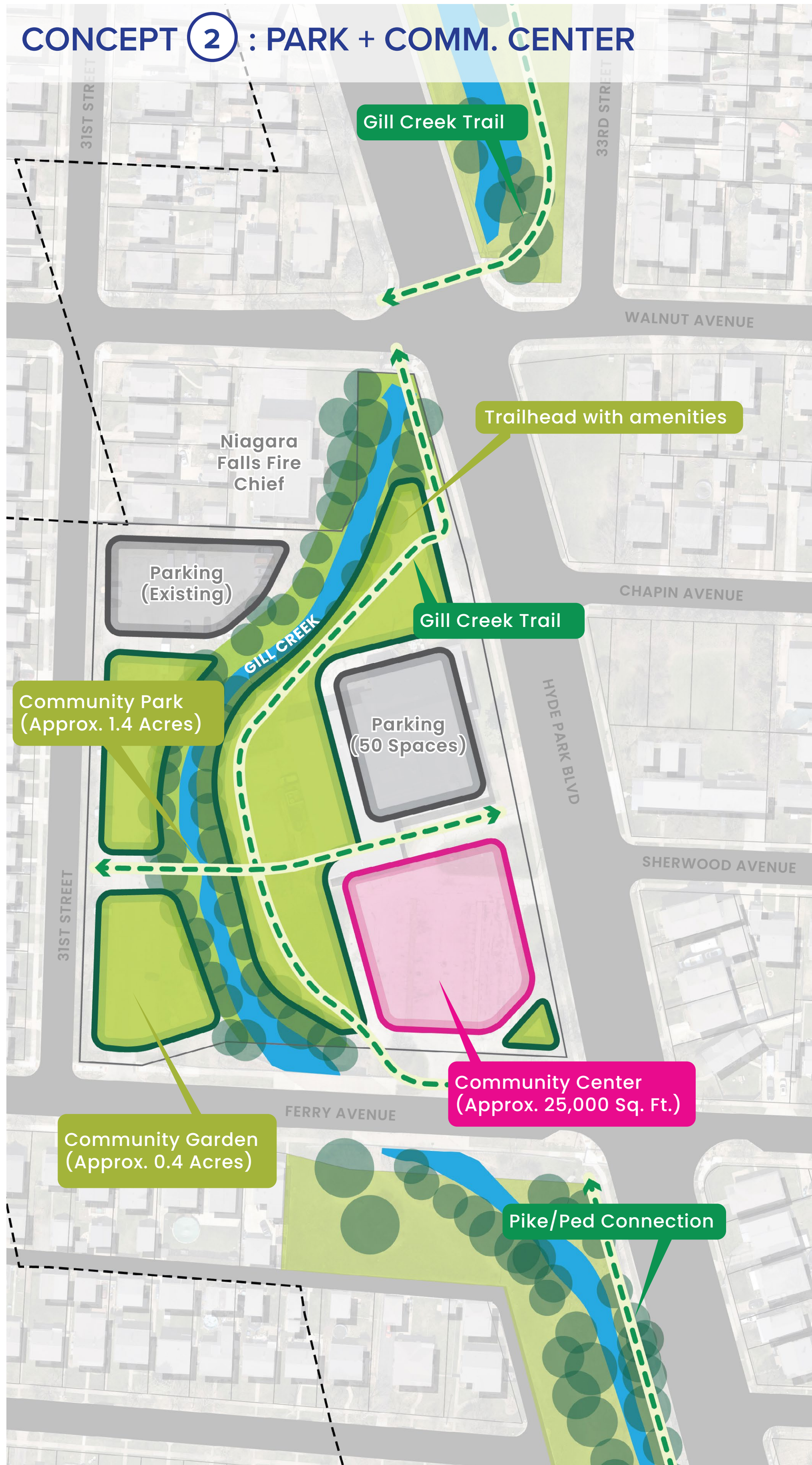
The rest of the site would become green space with the Gill Creek Trail running through it.

NTS

AREA 3: COMMUNITY CENTER (FORMER POLICE STATION)

CONCEPT DEVELOPMENT

CONCEPT ② : PARK + COMM. CENTER



Potential Center Program:
 Conference/gathering hall,
 commercial kitchen, art
 room, activities/game room,
 classroom space, health/
 wellness gym facility



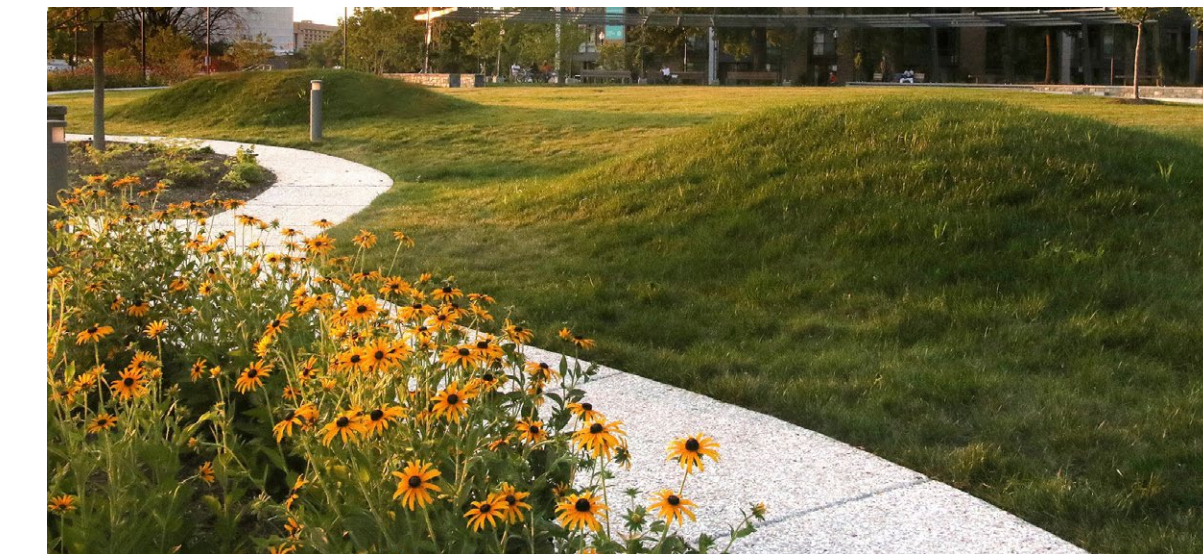
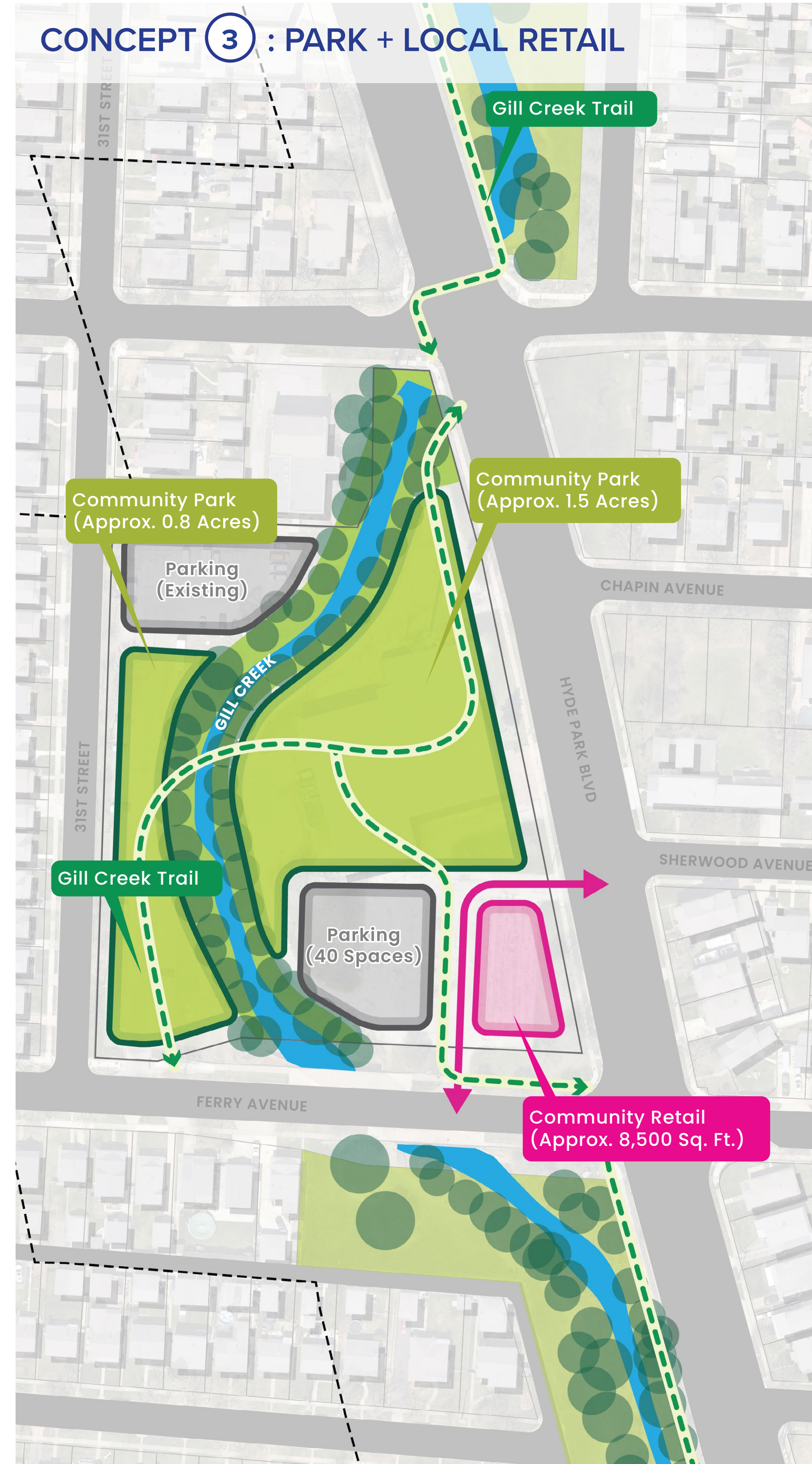
25,000 Sq. Foot Community Center
50 Parking Spaces (excludes fire station)

This concept explores developing a Community Center facility on the site. The program could vary as other similar uses are present nearby.

The rest of the site would become green space with the Gill Creek Trail running through it.



CONCEPT ③ : PARK + LOCAL RETAIL



8,500 Sq. Foot Local Grocery
40 Parking Spaces (excludes fire station)

This final alternative preserves most of the site as green space with the trail running through it.

A small portion of this site is then developed as a small retail use to add to the commercial uses along the corridor and nearby neighborhoods who could have added walkability because of this kind of use.

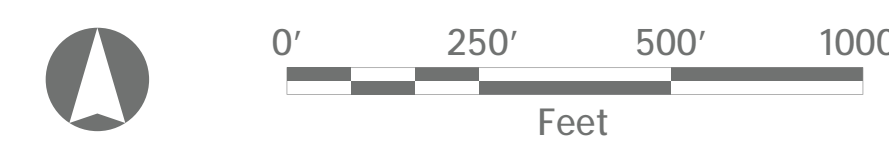




City of Niagara Falls LWRP - LaSalle Expressway

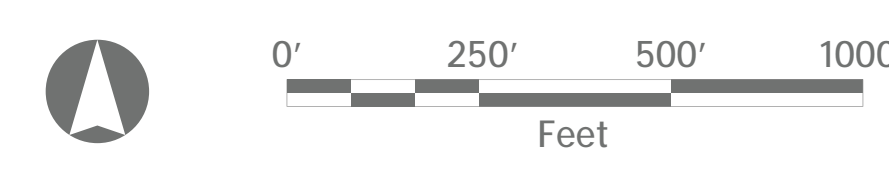
Existing Conditions

January 2025





City of Niagara Falls LWRP - Scenic Parkway
Existing Conditions
January 2025





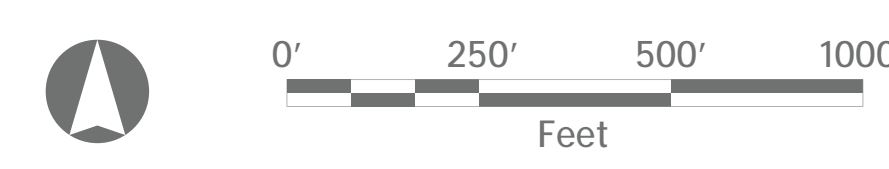
City of Niagara Falls LWRP - LaSalle Expressway

Preferred Concept: Main Street with Infill

January 2025



City of Niagara Falls LWRP - Scenic Parkway
Preferred Concept: Two Way - North Alignment
January 2025



Theme 4 Reconnect LaSalle



Theme 4

Reconnect LaSalle

Primary Objectives of this theme:

- Improve access throughout LaSalle that has been negatively impacted by the expressway.
- Better connect neighborhoods to the riverfront and Buffalo Avenue.
- Create a network of greenspaces and accessible waterways.

Project Descriptions

4.1 Redesign of LaSalle Expressway from I-190 to Williams Rd: This project would redesign the LaSalle Expressway from I-190 to Williams Rd, likely converting the highway from a high-speed thoroughfare that divides the community into a neighborhood-scaled street. The street redesign would remain a primary east-west corridor through the city, but a reduced physical footprint would enable more frequent and safer connections between north and south neighborhoods as well as to Buffalo Avenue. Additionally, the reduced expressway footprint would create opportunities for community pocket parks and a connected bike trail system through LaSalle.

4.2 LaSalle Bike Path: This project, in coordination with project 4.1, would create a dedicated bike path along the LaSalle Expressway corridor and support a connected neighborhood bike network for all ages and abilities. Currently, bike riders traveling through LaSalle are advised to ride along Buffalo Avenue which can be at times narrow and uncomfortable for some riders.

4.3 Expanded Trail Network with Community Access Points: This project, in coordination with project 4.1, would expand the trail network into adjacent neighborhoods and to community parks and other destinations.

4.4 Pedestrian & Bike Access to Grand Island Bridge: This project would establish clear signage and directions for connecting the bike network of LaSalle to the Grand Island Bridge and the Scenic Parkway bike network.

4.5 Community Parks and Open Spaces: This project, in coordination with project 4.1, would leverage additional land opened up by the redesign of the LaSalle Expressway to create small community parks and open spaces. These community parks could support a range of programming, including gardens and landscape, play areas, public art, or just seating areas for relaxation.

4.6 Children's Park with Water Features: This project would create a children's play area such as a splash pad or similar water feature near the riverfront.

4.7 Connection to Existing Bike Trails: This project would build upon project 4.2, and would coordinate the integration of the new bike trail system with the existing bike trails that east of Buffalo Avenue. This is a key priority to establishing a well connected network.

4.8 Cayuga Creek Improvements and Access: This project would develop a plan for the Cayuga Creek to improve visibility, reduce overgrown vegetation, explore feasibility of a creek-adjacent trail path, and to identify and improve water access points for small watercraft.

Theme 1

Reclaim the Riverfront



Theme 1

Reclaim the Riverfront

Primary Objectives of this theme:

- Improve access to and activity along the Upper Niagara riverfront.
- Better connect neighborhoods to the riverfront.
- Build on the successes of the Robert Moses Parkway removal project to create a vibrant, continuous green riverfront.

Project Descriptions:

1.1 Redesign of Niagara Scenic Parkway from John Daly BLVD to I-190: A redesign of the Parkway in this portion of the city would condense the parkway and open up additional riverfront land for additional public amenities and features. These improvements could include trails, picnic areas, play features, public art, observation areas, fishing locations, and other public gathering spaces and destinations.

1.2 Trail Hub: A trail hub is major access point and destination along the larger trail system that can serve as a resting area and welcome space for all trail system users. Trail hubs may include restroom facilities, picnic shelters, seating areas, repair stations for bicycles, food and beverage offerings, and information about the trail system, riverfront and nearby community destinations.

1.3 Public Pier: A public pier would offer opportunities for new viewpoints of the Upper Niagara River as well as fishing locations and seating areas.

1.4 Beach Park: A beach park could create a new unique amenity and feature for the riverfront. This beach could be supported with public seating features and possibly water features for users of the park.

1.5 Children's Park with Water Features: In conjunction with other improvements, a play area for children with water features, such as a splash pad, would help create more family friendly destinations on the riverfront.

1.6 Trail Hub: See 1.2 description above.

1.7 Connect Hyde Park Blvd to Niagara Scenic Parkway: This project is the same as Theme 3's project 3.2. This project would create a critical roadway connection from the redesigned Scenic Parkway to the Hyde Park Blvd corridor, to better connect the adjacent neighborhoods to the riverfront.

1.8 Increase Trail Access into Neighborhoods & Hyde Park: In conjunction with 1.7, a goal of these projects would be to create key trail connections for pedestrians and bicyclists to the Hyde Park Blvd corridor and nearby neighborhoods.

1.9 Public Art along Niagara Scenic Parkway: Throughout the redesigned Scenic Parkway, additional open space would allow for the implementation of a public art program to pay homage to local history of the community, river, and falls.

1.10 Connect Portage Rd to Niagara Scenic Parkway: Similar to project 1.7, this project would create a critical roadway connection from the redesigned Scenic Parkway to the Portage Road corridor, to better connect the adjacent neighborhoods to the riverfront.

Theme 3

Establish a Central Community Corridor

Primary Objectives of this theme:

- Create connections from neighborhoods in this portion of the city to Hyde Park and the upper Niagara River.
- Establish new and improved community centers for activity.
- Further community goals of more complete pedestrian and bicycle connectivity in the city.

Project Descriptions

3.1 Hyde Park Blvd Pedestrian Bike Improvements: This project establishes the Hyde Park Blvd corridor as a primary mobility corridor from adjacent neighborhoods to Hyde Park and the Upper Niagara Riverfront. This project would examine Hyde Park Boulevard and develop possible improvements to enhance the experience of pedestrians and bicyclists on the corridor.

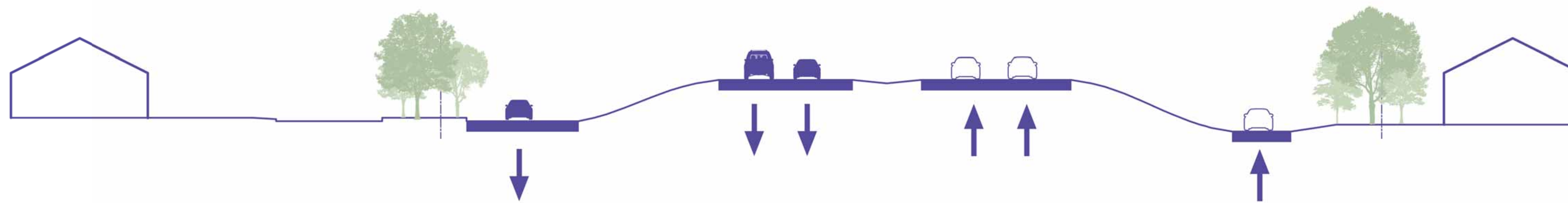
3.2 Connection to Niagara Scenic Parkway: This is the same project as Theme 1's project 1.7. This project would create a critical roadway connection from the redesigned Scenic Parkway to the Hyde Park Blvd corridor, to better connect the adjacent neighborhoods to the riverfront.

3.3 Increased Visibility of Gill Creek: This project would improve the visibility, access, and quality of Gill Creek for the community, and would include trimming overgrown vegetation along the creek. In coordination with other projects in theme 3, this project may include trails, creek access, and additional signage to increase awareness.

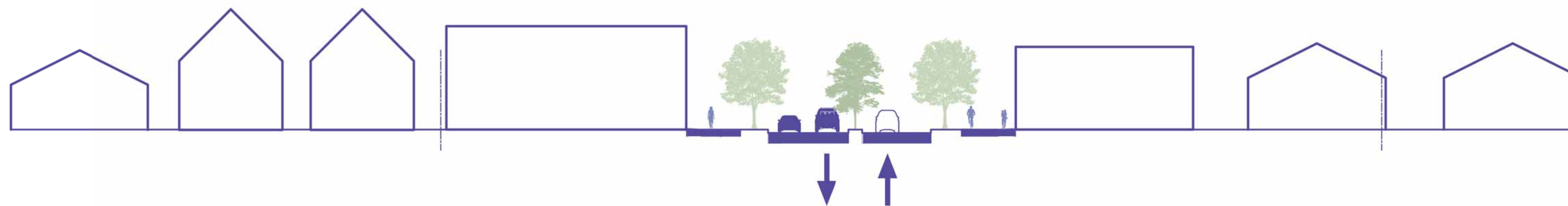
3.4 Gill Creek Park Improvements: This project would identify investments in Gill Creek Park such as improved amenities and programming. Investments in smaller neighborhood parks like Gill Creek Park is key to improving daily quality of life for nearby residents.

3.5 Police Station Site Conversion to Community Use: Members of the community have asked for a new community center space to be created. The former police station site along Hyde Park Blvd is publicly-owned, located on a key corridor, and adjacent to several neighborhoods. This project would explore how to reposition the site towards community uses that may include a community center facility, outdoor event spaces, and programming for all ages of the community.

3.6 Trail Connections to Hyde Park: This project would include pedestrian and bicycle access improvements from Hyde Park Blvd into Hyde Park and its trail/path system. Connections into Hyde Park should be direct and easy to navigate to create a fully connected trail system for nearby residents.



EXISTING SECTION



CONCEPTUAL SECTION - MAIN STREET WITH INFILL

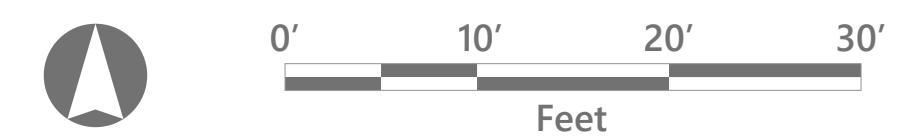
City of Niagara Falls LWRP - LaSalle Expressway

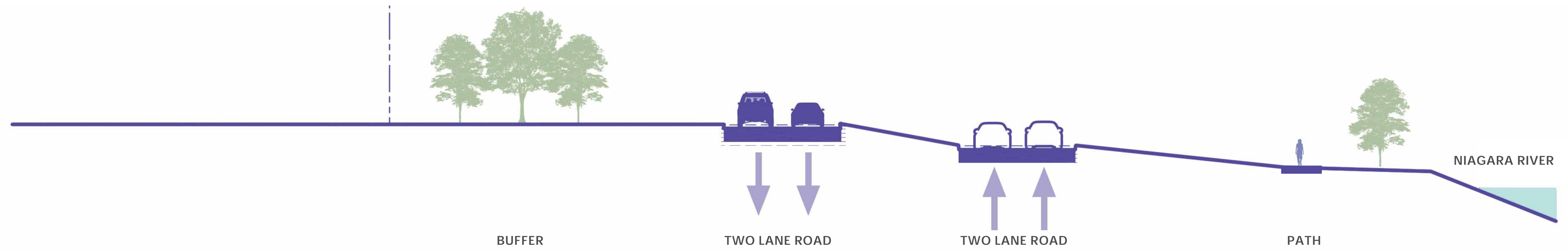
Concept Development - Sections

January 2025

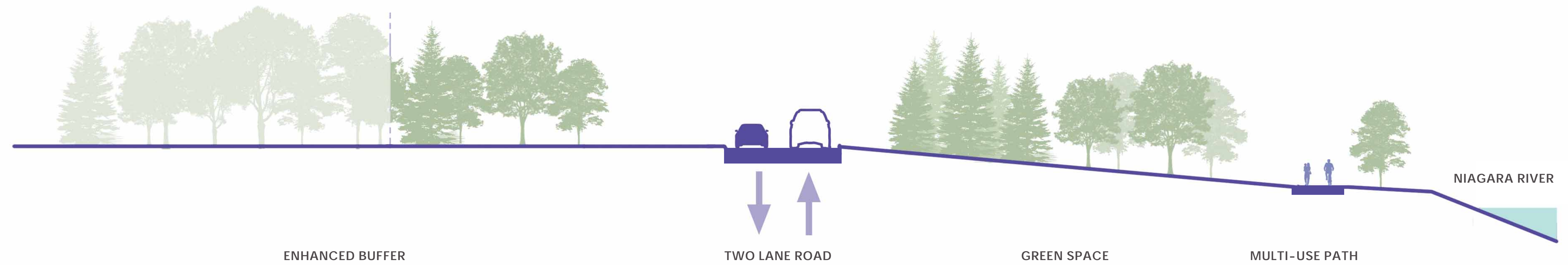


City of Niagara Falls LWRP - LaSalle Expressway
Preferred Concept: Main Street with Infill Enlargement
December 2024





EXISTING SECTION

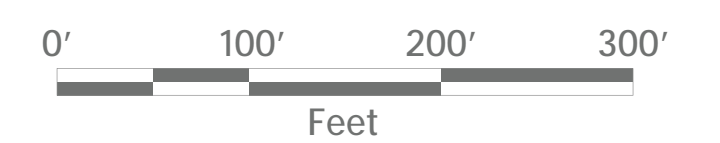


CONCEPTUAL SECTION - NORTH ALIGNMENT, TWO WAY





City of Niagara Falls LWRP - Scenic Parkway
 Preferred Concept: Enlargement A Proposed Condition
 January 2025





MAP 1 NIAGARA FALLS WRA

KEY:

WRA

CITY BOUNDARY

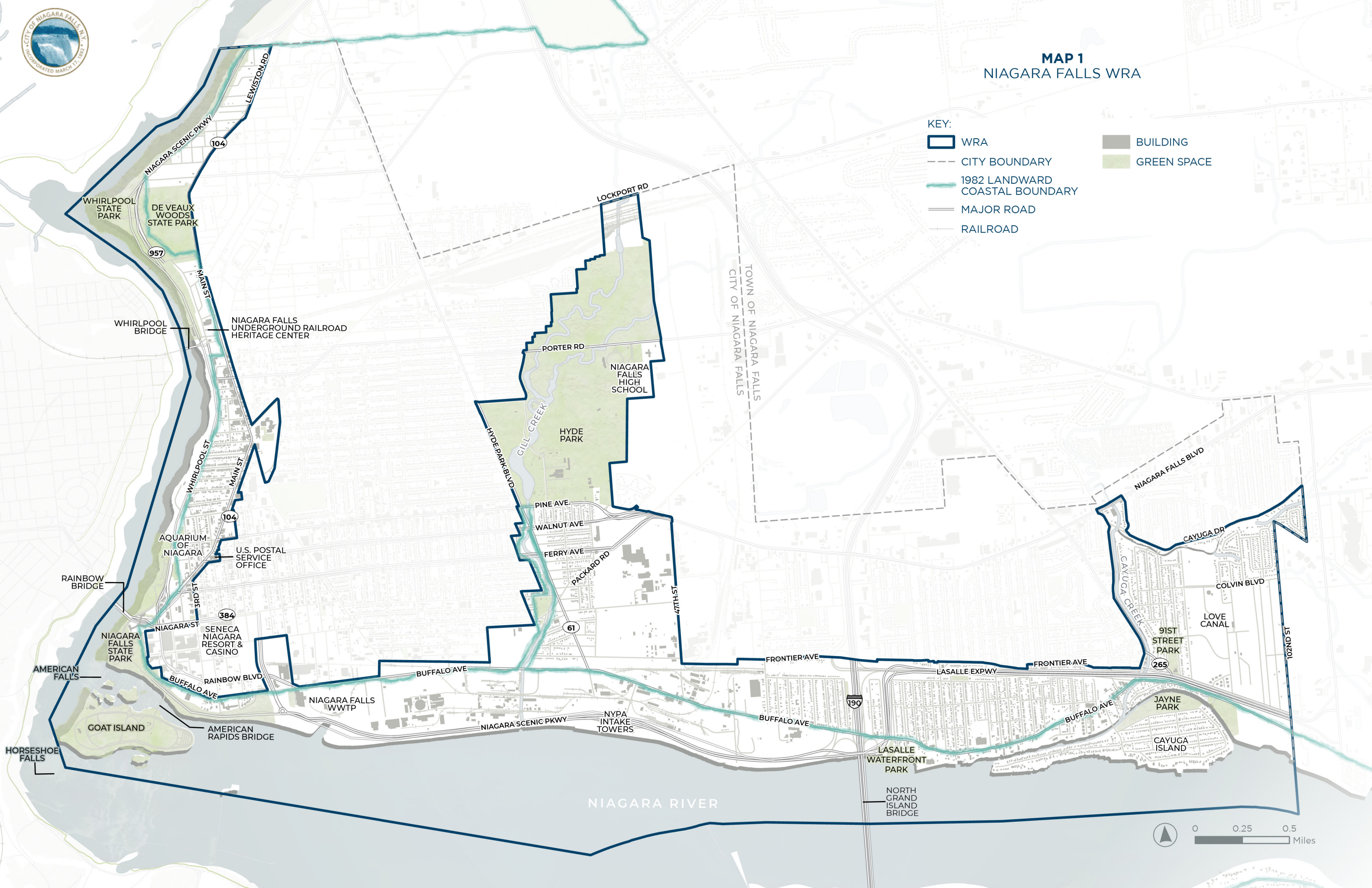
1982 LANDWARD
COASTAL BOUNDARY

MAJOR ROAD

RAILROAD

BUILDING

GREEN SPACE





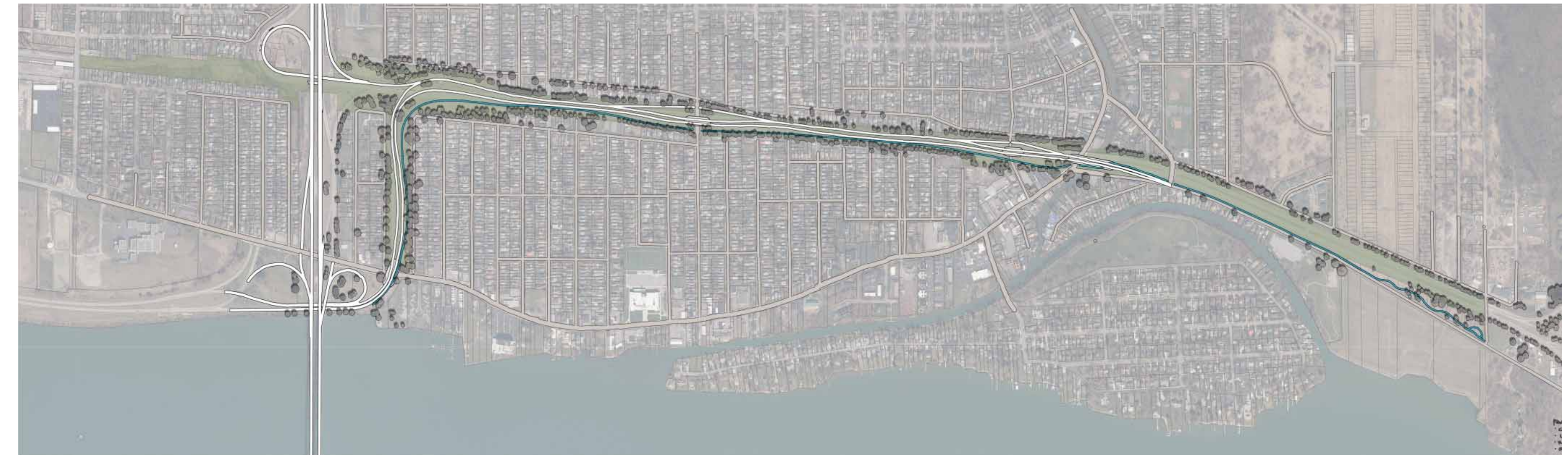
BOULEVARD WITH GREEN SPACE



MAIN STREET WITH RESIDENTIAL & MIXED-USE INFILL



GRID WITH RESIDENTIAL INFILL



PARKWAY WITH RECREATION



INITIAL ANALYSIS



INDUSTRIAL ARTS



RECONNECT



RECREATION



GREEN SPACE



PROS AND CONS ANALYSIS



TWO WAY - NORTH ALIGNMENT



OPEN SPACES AND REFORESTATION



TWO WAY - CURVILINEAR & DIVERGENT



WATERFRONT RESIDENTIAL



ONE WAY - CURVILINEAR



PARKWAY



GREEN SPACE



BOULEVARD



INFILL



CONNECTIONS



SANBORN MAP