

DRAFT

Town of Hamburg 2007 Comprehensive Plan Update



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POLICY STATEMENT

As defined in Section 272-2 of General Town Law, the Comprehensive Plan shall "serve as a basis for land use regulation, infrastructure development, public and private investment, and any plans which may detail one or more topics of a town comprehensive plan."

The ***Town of Hamburg 2010 Comprehensive Plan (1997 Master Plan Update)*** was adopted by the Hamburg Town Board on June 23, 1997, and it shall be the policy of the Town of Hamburg to reference the Comprehensive Plan for all rezonings and infrastructure projects planned by the Town and proposals from other governmental agencies. A copy of this plan will be provided to county and state agencies to assist with their plans and projects in the Hamburg area.

For each budget year, the *Implementation* section of the plan will be referenced and actions, new laws and regulations will be incorporated into the plan for the coming year.

PREFACE

This document is the 2007 Comprehensive Plan (Update) and is intended to be an update to the Town's 2010 Master Plan adopted by the Hamburg Town Board in 1983 and the 1997 Master Plan Update adopted in 1997. It is intended to be a stand alone document although additional information can be obtained from the Open Space/Recreation Plan (April 1994), Town of Hamburg Local Waterfront Revitalization Program (2008 Update), and other sources. These documents are hereby incorporated by reference, and are officially a part of this document.

The purpose of this update is to provide the Town information on the status of the community, evaluate the progress that has been made towards Hamburg's Goals and Objectives, identify problem areas, and provide new direction or methods for guiding the Town towards its chosen future.

In developing the 2007 Comprehensive Plan (Update), the Town utilized as many sources of information as possible, including local, county, state and federal documents.

In general it was found that the Town's Goals and Objectives had remained the same. Societal changes and limited means of guiding the Town have resulted in Hamburg's decision to renew its planning policies through an update to the 1997 Master Plan Update. This "update" therefore will focus on initiatives and techniques, in addition to zoning controls, that can be used to guide the Town. A strong *Implementation* section with varied options will be the resource to the Town in making new laws, planning infrastructure, and reacting to growth pressures. It will also include a schedule for implementing the Plan over a 3-5 year period, and will contain "warning signals" for when stronger options may need to be adopted.

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Section 1
Introduction

SECTION 1.0 INTRODUCTION

In 1997, the Town of Hamburg adopted the 2010 Comprehensive Plan, which was an update of the plan that was adopted by the Town Board in 1983. Since 1997, the Town has experienced continued growth and prosperity. Development that has occurred in the Town, from the 1960's through today, has been very typical of the trend of suburban expansion that is visible across the nation, which is now commonly referred to as sprawl. During the 1990's, a number of planning initiatives were developed in an effort to manage sprawl development. In response to the recommendations of the 1997 Comprehensive Plan Update, the Town of Hamburg implemented certain zoning measures to limit suburban sprawl within its boundaries. However, growth pressures continue and have necessitated the need to re-evaluate the 1997 Comprehensive Plan to ensure that it continues to effectively guide development and manage other issues in the Town. The following document is the 2007 Comprehensive Plan Update. It looks at current trends and development activity in the Town and sets forth revised goals and objectives and renewed recommendations and implementation strategies for the future.

Since the adoption of the 1997 Comprehensive Plan, the Town has worked aggressively to follow that Plan and undertake the various items outlined in the Implementation Strategy. Since adoption, many of these items have been successfully implemented, presenting the opportunity to review existing conditions in the Town and establish a new list of priorities.

In developing the 2007 Comprehensive Plan Update, the Town utilized a number of resources and called upon the expertise of a diverse Advisory Committee, who guided this effort. This update involved a review of existing conditions in the community, the identification of issues and opportunities related to these current conditions, and a re-evaluation of the goals and objectives contained in the 1997 Plan. With guidance provided by the Town Board, the Committee addressed a number of issues that were identified as being important to the future growth and sustainability of the Town. These included:

- a pro-active approach for open space protection and preservation
- revised standards for housing and subdivision development
- multi-family housing development
- commercial and industrial development patterns
- the preservation of vital and active agricultural lands and uses
- traffic and transportation needs

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- multi-use trails and connectivity, including walkability
- gateways into the community
- the waterfront
- zoning and land use for McKinley Parkway and Southwestern Blvd.
- land use compatibility and coordination with the Villages of Hamburg and Blasdell
- architectural and landscaping standards

The findings of these efforts have been assembled into the following Comprehensive Plan Update. This Update contains revised goals and objectives and corresponding recommendations and implementation strategies to provide renewed direction, and guide the Town toward its chosen future. It is also important to note that this Update does not replace the 1997 Comprehensive Plan. Portions of the 1997 Update have been incorporated into this document to give historical reference and to include those issues and items that are still relevant in this update.

Section 2

Inventory of Existing Conditions

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SECTION 2.0 INVENTORY OF EXISTING CONDITIONS

The inventory of existing conditions has been reviewed and updated based on the issues identified for study under this Comprehensive Plan Update. The reader is referred to the 1997 Comprehensive Plan for certain information, which has not changed since the adoption of that plan.

2.1 Current Trends

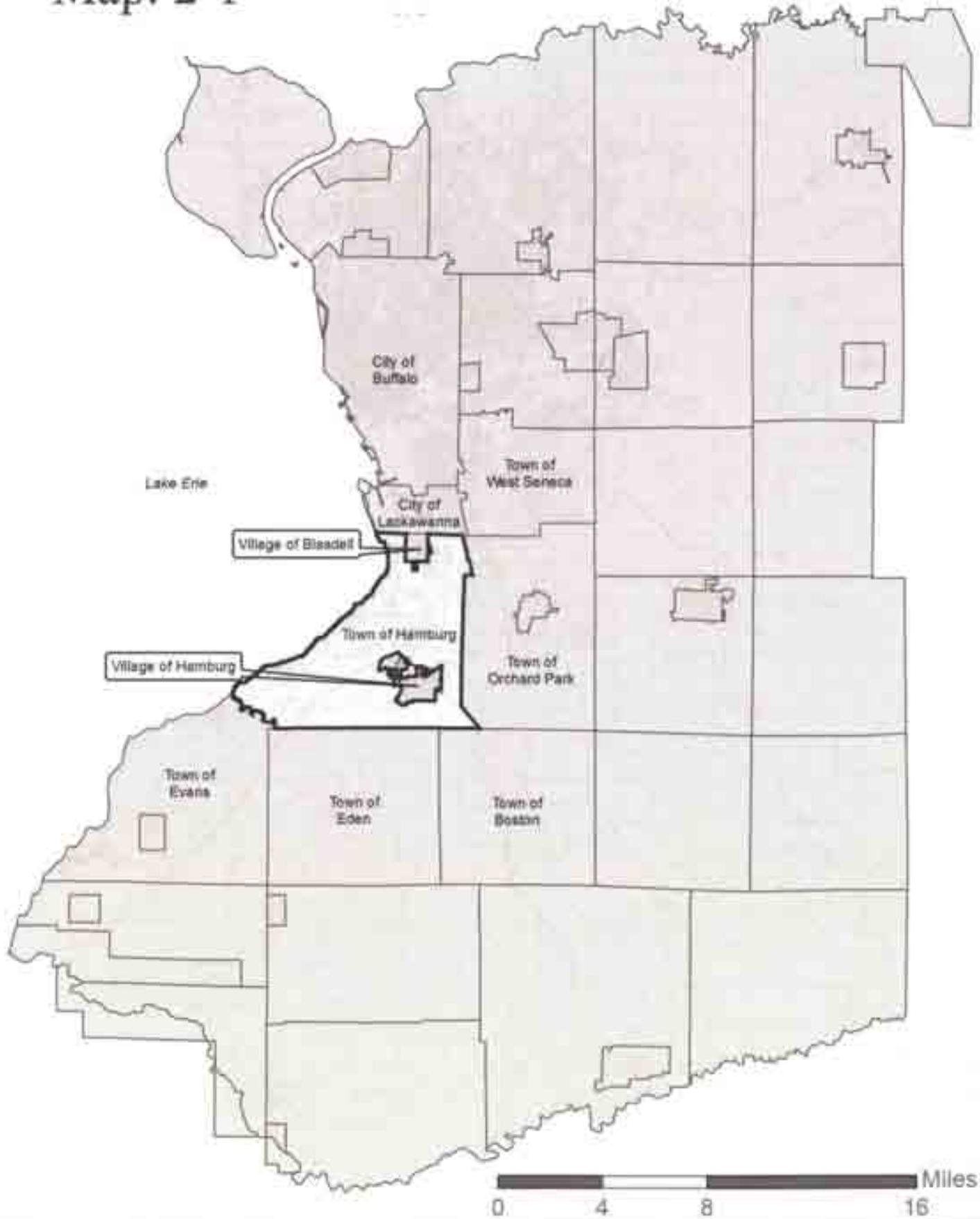
The Town of Hamburg, excluding the Villages of Hamburg and Blasdell, occupies over 41 square miles of land in south-central Erie County (Map 2-1). Over the past ten years the Town of Hamburg has continued to experience an overall change from a rural community to a suburban community. Recent growth in population, in contrast to growth projections made in the original Comprehensive Plan and other documents, has caused the need to re-evaluate and update to the 1997 Comprehensive Plan. The increase in total population and number of households has been beneficial for the Town, resulting in a marked increase in the tax revenue for both the Town and school districts. A demand in housing has created a healthy real-estate market in the area, and shows that people have a desire to live in the Town and are choosing to move in, not out. The Town over the past ten years (1997-2007) has averaged close to 200 new single family residential houses each year (see Table 2), Table 2a shows this trend from 1965-1996. However, this overall growth has had negative impacts on the Town, as well. One of the goals of the 1997 Update was to concentrate Growth in particular areas and restrict Growth in other areas. The growing population and growth in these largest areas has resulted in noticeable traffic congestion during peak driving times. It is also impacting the quality of life in other ways, as residents see the character of their community and neighborhoods change. For these and other reasons, the current trends and conditions in the Town are being assessed.

2.2 Land Use

A map depicting existing land use in the Town illustrates several general trends (Map 2-2). The central and northern portions of the Town have been more densely developed (this area includes the Villages of Hamburg and Blasdell). Much of the development in this area is comprised of single-family residential dwellings, with two-family residential and multi-family residential interspersed. This area also includes several large areas of commercial and industrial activity. The southern portion of the Town, south of the Village of Hamburg and south of Pleasant Avenue, is more rural and

Regional Context

Map: 2-1



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residential in nature with open space, parks, and undeveloped lands. This area contains remnant agricultural uses, as well.

Residential Development:

Current land use inventories have been provided by the cooperative efforts of the Town of Hamburg Planning Department, Town of Hamburg Engineering Department, Town of Hamburg Chamber of Commerce and several other local agencies. Land use data show that residential development has been occurring in the Town at a very steady pace. A synopsis of activity within the Town for the years of 1998 to 2005 is provided as follows, and shown on Map 2-3.

	1998	1999	2000	2001	2002	2003	2004	2005
Subdivisions approved	19	11	12	16	21	19	10	14
- amended	-	-	-	-	-	-	1	-
Site-Plans approved	25	28	25	14	9	16	32	11
- apartment complexes	-	-	-	-	-	2	-	-
Special-use permits	-	-	1	3	2	3	-	-
Rezoning approvals	4	3	3	5	0	3	3	1

During the last decade, residential development in the Town has primarily consisted of single-family dwelling units in major subdivisions; the development of multi-family uses has been more limited. Patio homes are a new style of single-family residential development that is becoming more popular, but this trend is slow to catch on with homebuyers, as evidenced by a backlog of patio homes that have been approved but not yet built in the Town. There are also limited areas in the Town Zoned R-3 that would allow multi-family housing units.

In June of 2003, the Town Department of Community Development conducted a housing opportunities study to analyze potential impediments to fair housing in the Town. This study notes that the Town of Hamburg is a community that has done many things properly with respect to fair housing. It has pro-actively developed affordable housing and insisted on affirmatively marketing that housing. It is one of the few communities in Western New York that has adopted, and supports, a municipal fair housing law. However, the study also found that the Town is not a very diverse community. The Town presently has five publicly-assisted housing developments, including Cambridge Square, Good Counsel Apartments, Iris Senior Housing, Claire Court and Bethel Estates, which provide a combined total of 571 rental housing units.

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According to the study, due to the suburban nature, limited diversity and relative affluence of the Town, many tools typically used by municipalities to revitalize urban neighborhoods do not have the same relevance for Hamburg as they would for other urbanized municipalities. For these same reasons, the federal Community Development Block Grant funding that is allocated to Hamburg is limited. Per capita, the Town receives considerably less funds for housing and community development than do less affluent urban areas, such as the City of Lackawanna.

Commercial Development:

Commercial development has expanded in the Town, with continued development and redevelopment of lands in the vicinity of McKinley Mall and along Southwestern Blvd., as well certain areas along South Park Avenue and Camp Road. Areas around the mall have been transitioning with new uses replacing former uses through redevelopment activity. At the same time, new buildings have been constructed during the last decade, with some yet to be occupied. Therefore, concern has been raised as to the extent of new development with respect to existing vacancy levels and the need for a greater mix and diversity of uses as part of commercial development efforts.

In 2004, the Town of Hamburg Assessor's office conducted a study showing that the overall vacancy rate for large commercial uses in the Town was about 24 percent (see Table 2-1). This study was updated in 2007 to show that the overall vacancy rate was estimated to decrease to approximately 16 percent. When the Southshore Plaza (Brierwood Plaza) is taken out, this rate is reduced to 8.9 percent. According to the Town Assessor, this rate is typical and does not demonstrate an over abundance of vacant commercial buildings. The Southshore Plaza site is proposed for redevelopment with a 205,000 square-foot Wal-Mart and 109,060 square feet of additional retail space, with no identified tenants (Table 2-2). The development of the Wal-Mart would result in the vacancy of 120,000 square feet of retail space at Seven Corners (where the existing Wal-Mart is located). When these changes are factored into the table, the resulting vacancy rate estimate is approximately 14.8 percent, which tends to be above acceptable rates, although it is lower than the overall vacancy rates estimated in 2005. However, some of the remaining large vacant or partially vacant buildings have been problematic for many years and, thus, may indicate a different type of problem that needs to be evaluated and addressed by the Town (conversion of these properties from retail to other uses).

Agricultural Land Use:

Agricultural uses in the Town of Hamburg have decreased significantly over the past years. Recently that trend has continued, with very few active farms remaining in the Town (see Map 2-2). There are

Table 2-1

RETAIL VACANCY RATE STUDY 2004

Facility	Location	Total SF	Vacant SF	% Vacant	Comments
Town Hall Plaza	South Park	271,500	219,907	81.00%	
Jubilee Plaza	South Park	100,050	54,814	54.79%	
Ames Plaza	Lake St. Blasdel	109,619	79,450	72.48%	
South Shore Plaza	Southwestern Blvd	260,580	230,874	88.60%	
McKinley Mall		827,136	206,784	25.00%	There are a number of low quality temporary tenants
Rent A Center Bldg	Mall Ring Road	9,410	3,464	36.81%	Building Shell for two years
McKinley Plaza	3760 McKinley	94,550	4,000	4.23%	
3835 McKinley		9,995	5,000	50.03%	Never Fully Occupied Since Construction 7 Years Ago
4154 McKinley		33,491	5,944	17.75%	
McKinley next to Burger King		9,672	9,672	100.00%	Building Shell for two years
		Total Vacant	819,909	square feet	
OVERALL:		3,401,239 SF With Property Class Code 450 to 455			
		819,909 SF Vacant Space In The Above Group			
		24.11% Overall Vacancy Rate			

RETAIL VACANCY RATE STUDY 2007

Facility	Location	Total SF	Vacant SF	% Vacant	Comments
Town Hall Plaza	South Park	272,562	217,167	79.68%	
Ames Plaza	Lake St. Blasdel	109,619	49,109	44.80%	
South Shore Plaza	Southwestern Blvd	260,580	260,580	100.00%	
Retail	221 Buffalo	5,040	3,500	69.44%	estimated
Retail	7 Buffalo	15,015	12,012	80.00%	estimated
McKinley Commons	4154 McKinley	43,491	16,400	37.71%	10000 SF new addition vacant
McKinley next to Burger King		9,672	9,672	100.00%	Building Shell for four years
		Total Vacant	568,440		
OVERALL:		3,458,681 SF With Property Class Code 450 to 455			
		568,440 SF Vacant Space In The Above Group			
		16.44% Overall Vacancy Rate			
					307,860 SF Vacant w/o Southshore Plaza
					8.90% Overall Vacancy Rate

Criteria: Long term above normal vacancy

Table 2-2

RETAIL VACANCY RATE STUDY 2004

Facility	Location	Total SF	Vacant SF	% Vacant	Comments
Town Hall Plaza	South Park	271,500	219,907	81.00%	
Jubilee Plaza	South Park	100,050	54,814	54.79%	
Ames Plaza	Lake St. Blasdel	109,619	79,450	72.48%	
South Shore Plaza	Southwestern Blvd	260,580	230,874	88.60%	
McKinley Mall		827,136	206,784	25.00%	There are a number of low quality temporary tenants
Rent A Center Bldg	Mall Ring Road	9,410	3,464	36.81%	Building Shell for two years
McKinley Plaza	3760 McKinley	94,550	4,000	4.23%	
3835 McKinley		9,995	5,000	50.03%	Never Fully Occupied Since Construction 7 Years Ago
4154 McKinley		33,491	5,944	17.75%	
McKinley next to Burger King		9,672	9,672	100.00%	Building Shell for two years
OVERALL:			819,909 square feet		
		3,401,239 SF With Property Class Code 450 to 455			
		819,909 SF Vacant Space In The Above Group			
		24.11% Overall Vacancy Rate			

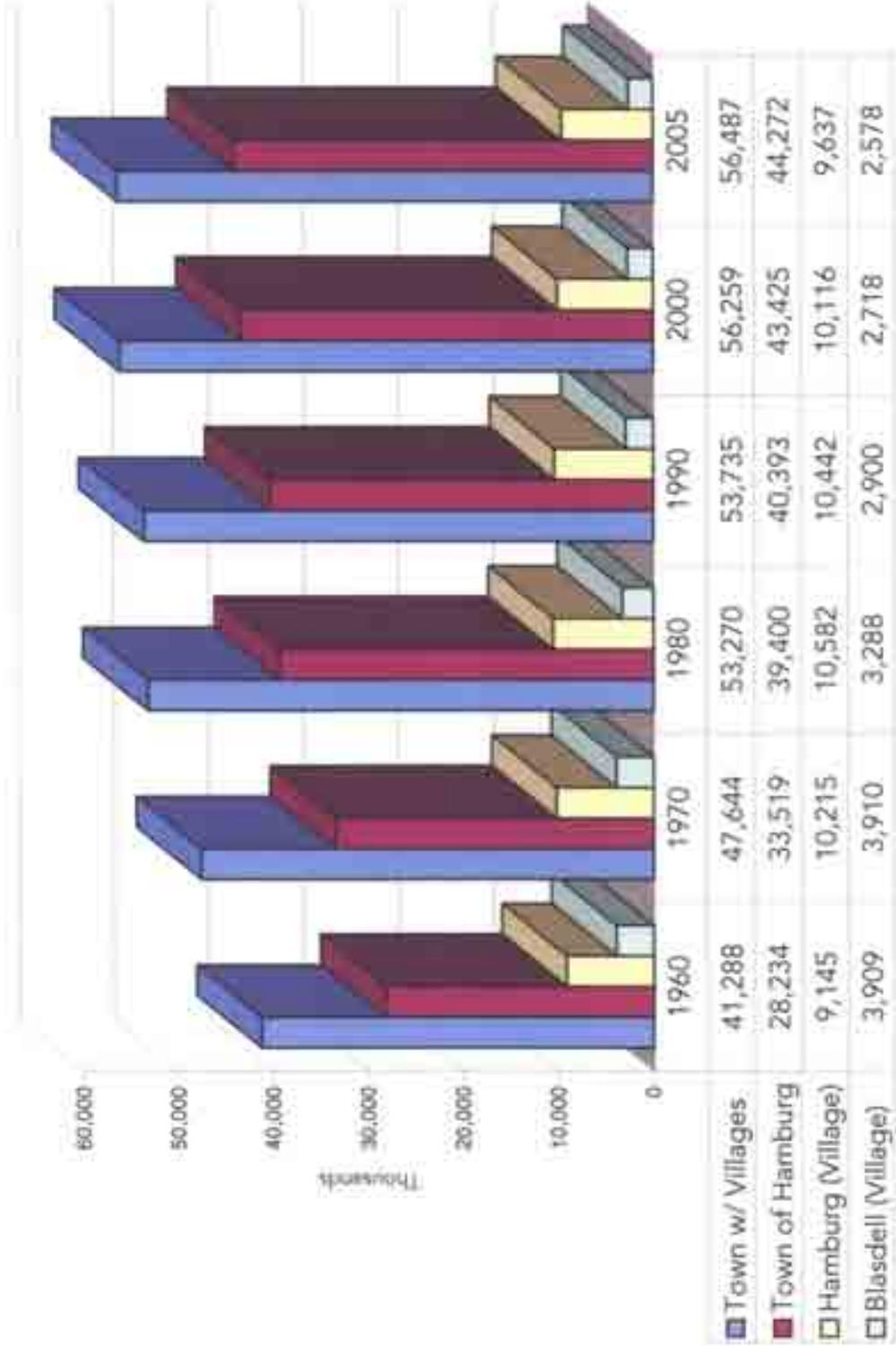
REVISED RETAIL VACANCY RATE STUDY 2007 - Estimated

Facility	Location	Total SF	Vacant SF	% Vacant	Comments
Town Hall Plaza	South Park	272,562	190793	70.00%	estimated
Ames Plaza	Lake St. Blasdel	109,619	49,109	44.80%	
South Shore Plaza *	Southwestern Blvd	314,060	109,060	34.73%	
Retail	221 Buffalo	5,040	3,500	69.44%	estimated
Retail	7 Buffalo	15,015	12,012	80.00%	estimated
McKinley Commons	4154 McKinley	43,491	16,400	37.71%	10000 SF new addition vacant
McKinley next to Burger King		9,672	9,672	100.00%	Building Shell for four years
Wal-Mart	Seven Corners	120,000	120,000	100.00%	
OVERALL:			510,546		
		3,458,681 SF With Property Class Code 450 to 455			
		510,546 SF Vacant Space In The Above Group			
		14.76% Overall Vacancy Rate			

Criteria: Long term above normal vacancy * The 109,060 s.f. of vacancy may not all be filled with retail uses, which affects the overall rate

Table 2-3

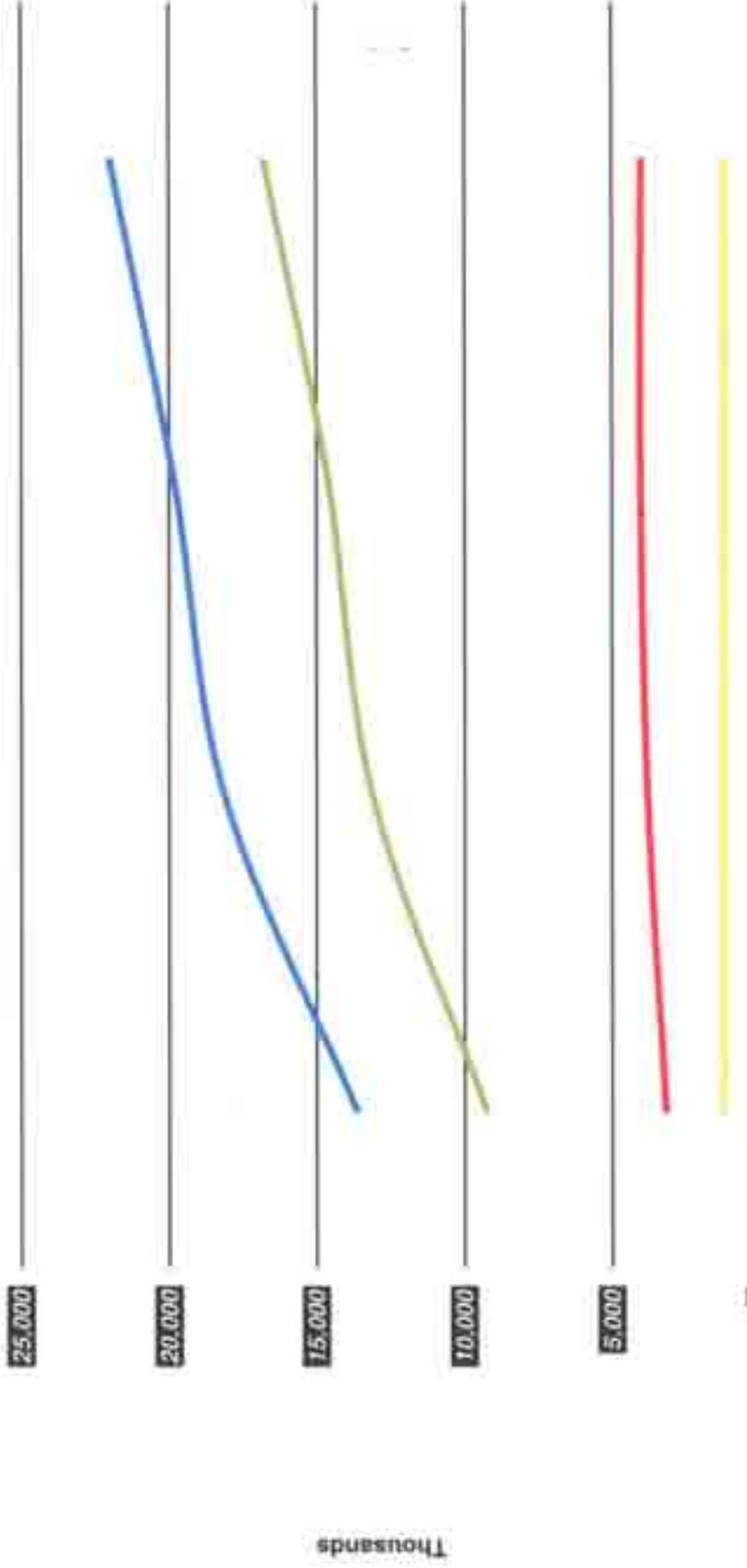
Town Population Change 1960 - 2005



Thousands

Table 2-4

Total Households 1970 - 2000



	1970	1980	1990	2000
Town w/ Villages	13,642	16,126	19,847	21,999
Town of Hamburg	9,249	13,103	14,628	16,788
Hamburg (Village)	3,183	3,798	4,035	4,010
Blasdell (Village)	1,210	1,225	1,184	1,201

Table 2-5

New Dwellings Being Built 2000 - 2006

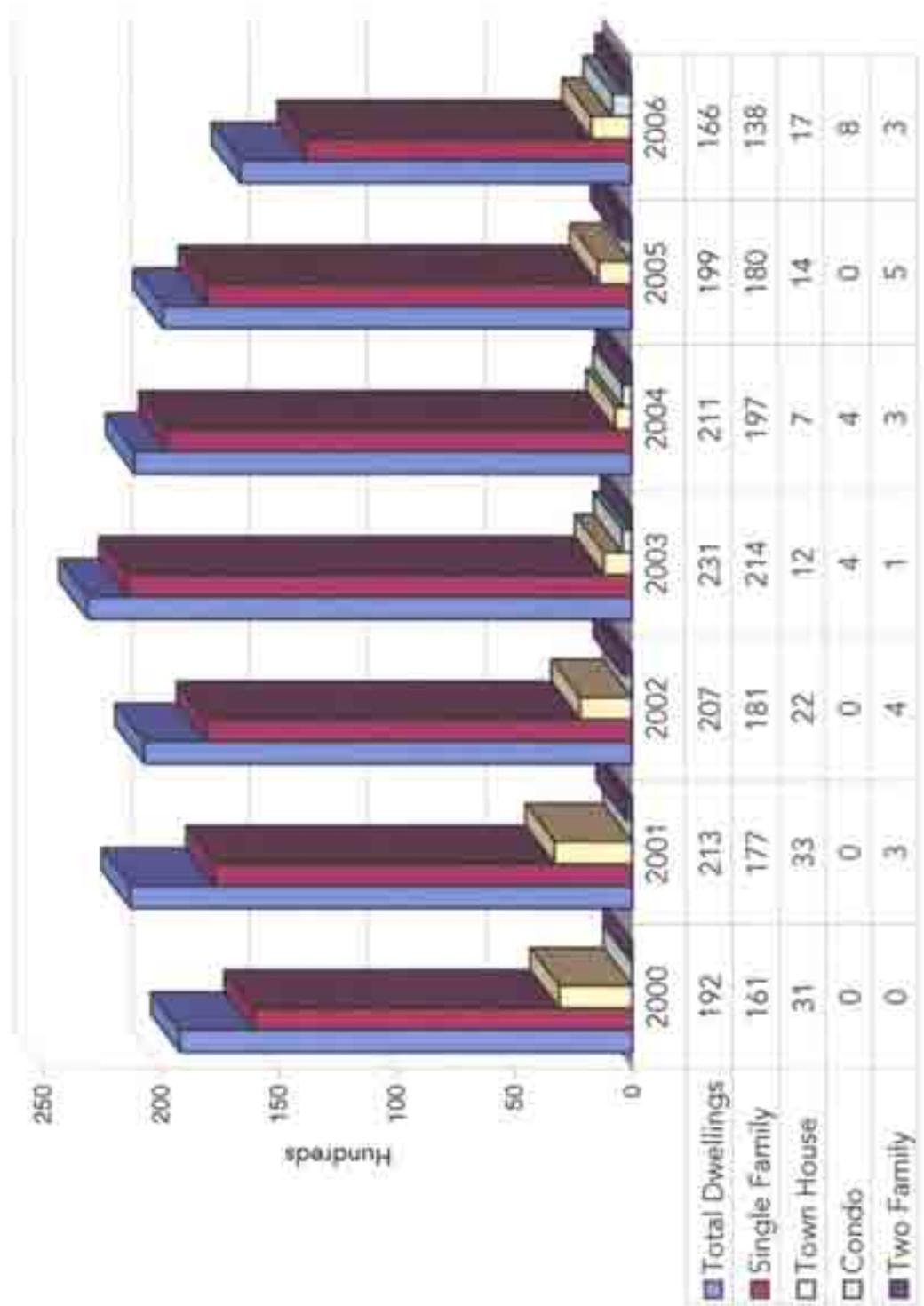
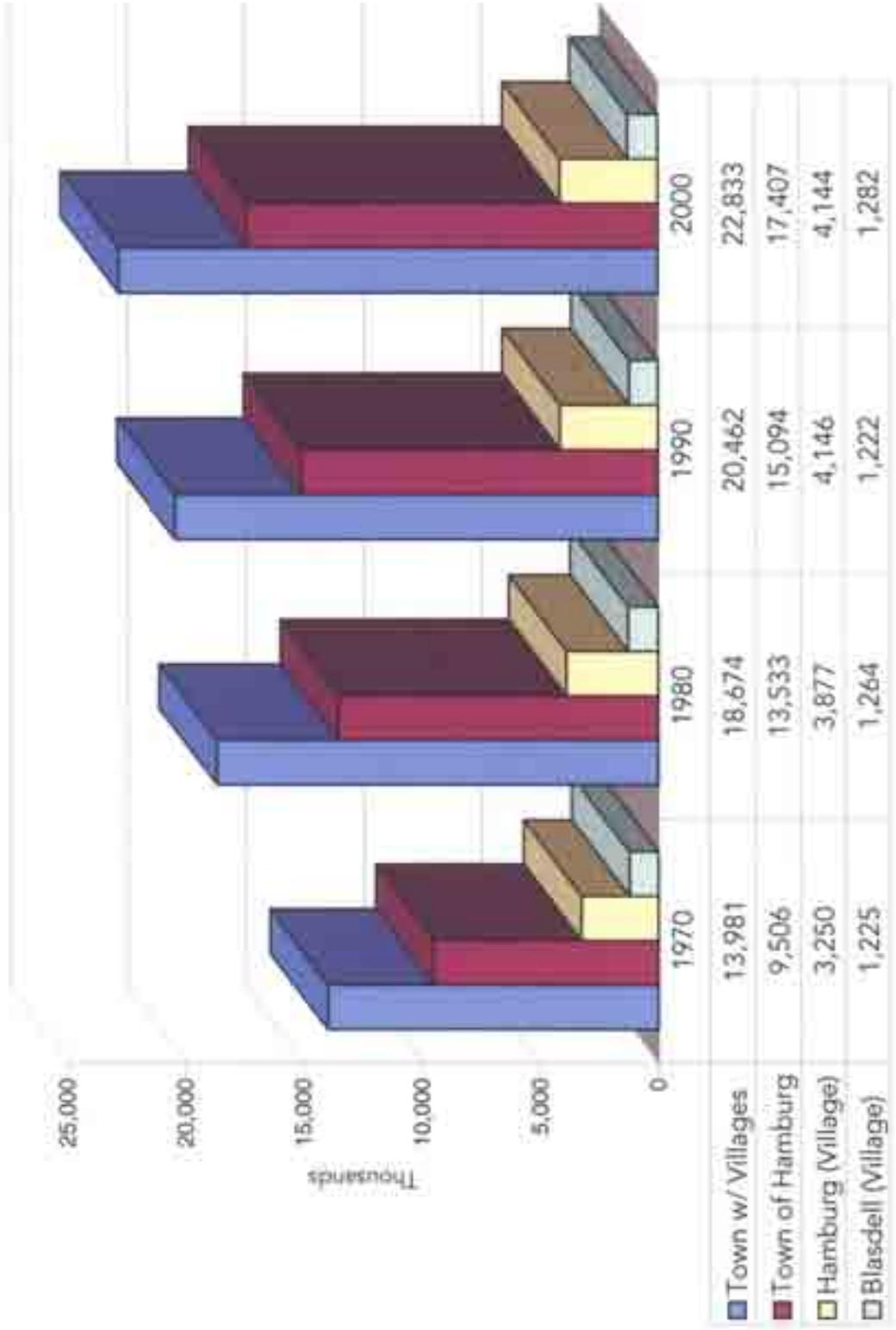
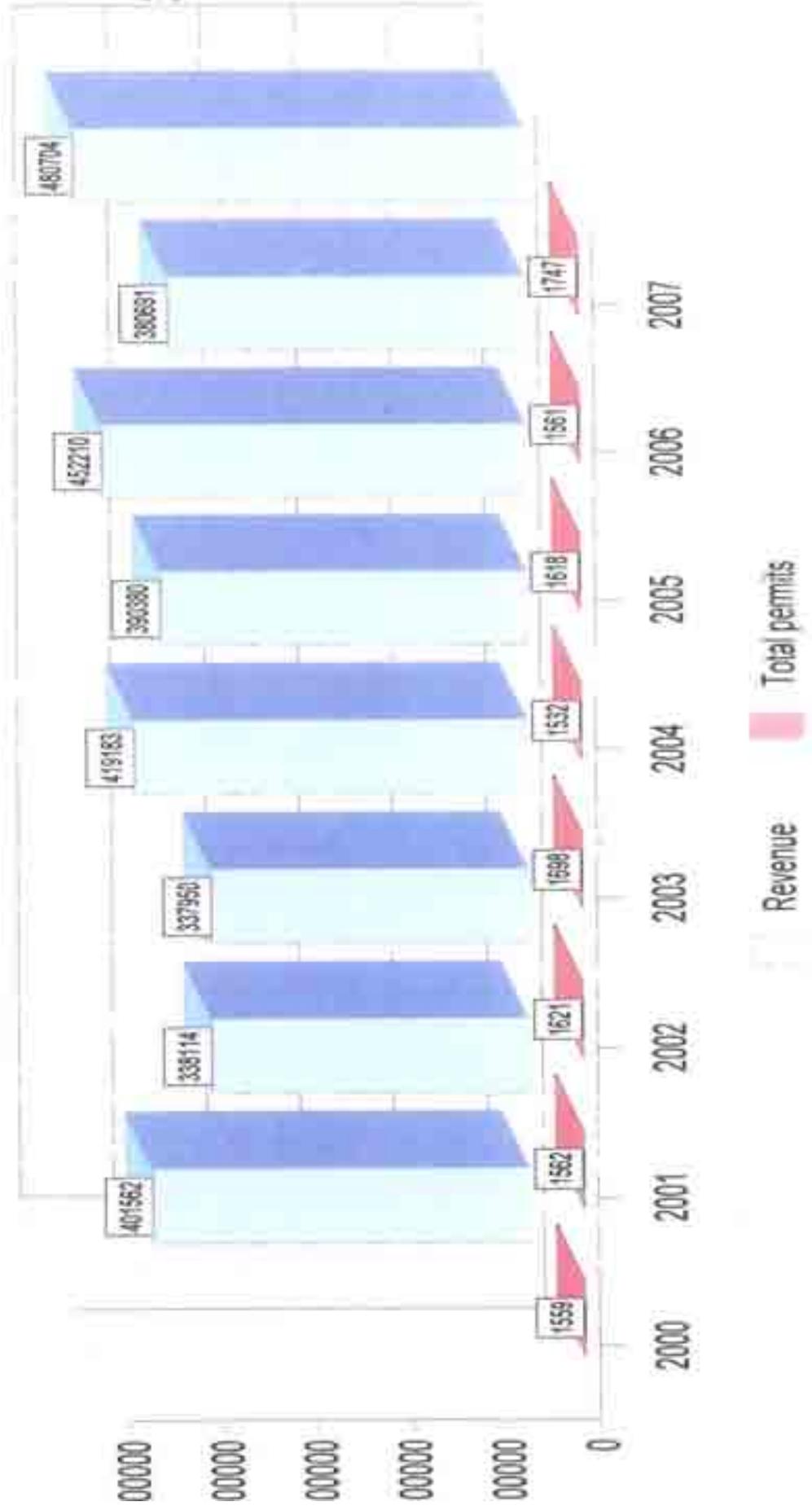


Table 2-6

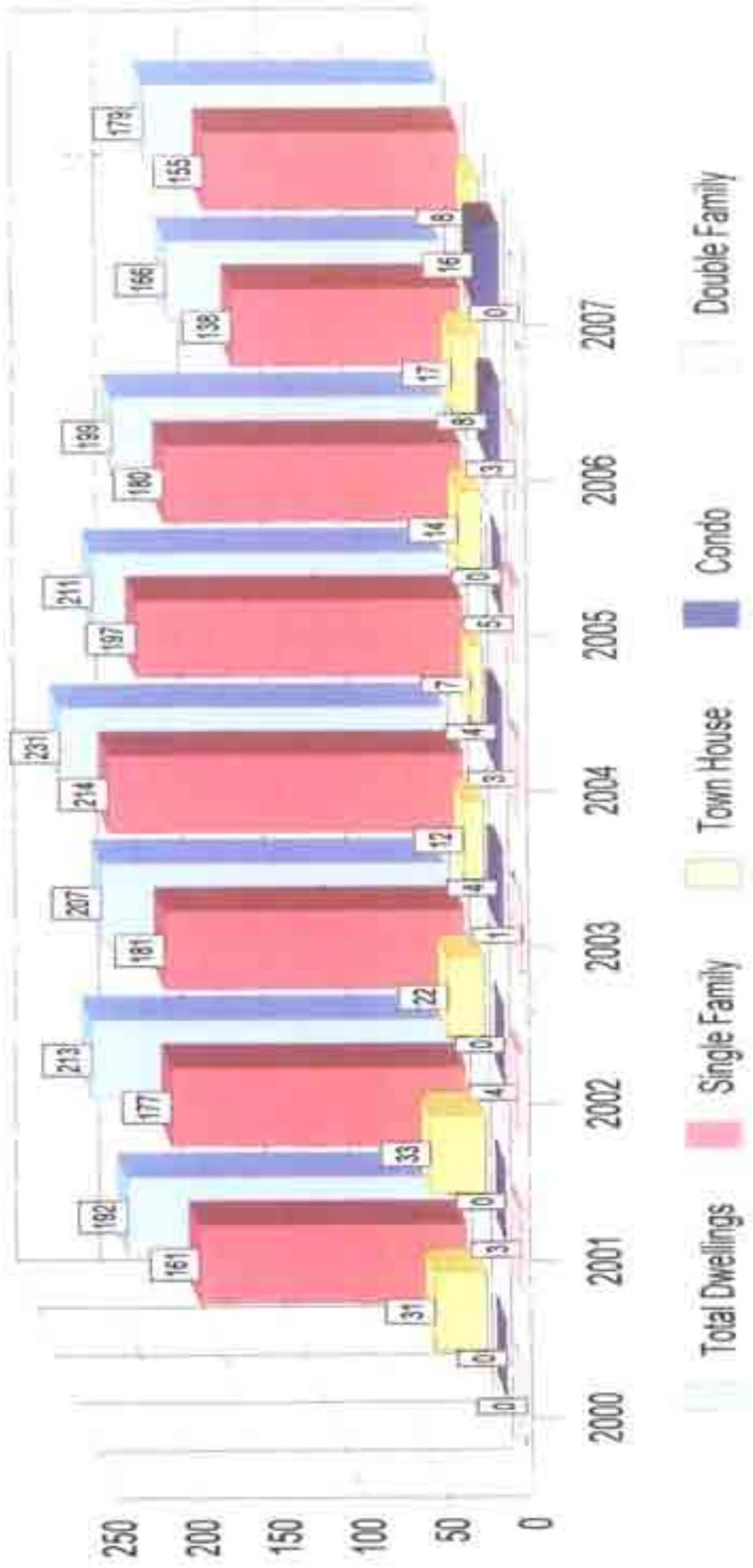
Town Wide Housing Units



REVENUE & TOTAL PERMITS 2000 - 2007



TOTAL DWELLINGS 2000-2007



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also a number of agricultural uses, such as nurseries, that are a vital part of the local economy. The south-central area of Town contains the largest areas of passive/fallow agricultural and vacant land.

The Town of Hamburg has seven areas designated as agricultural districts, all of which are located in the south eastern portion of the Town (Map 2-4). These districts were noted as of 2001. Total acreage in these districts is approximately 10,450 acres. Soils contained within the agricultural districts include Alton, Blasdell, Darien, Farnham, Middlebury, Niagara, Palmyra, Phelps, Rhinebeck, and Teel. All of these nearly level to gently sloping soils are designated as prime farmland soils, which have the best physical and chemical characteristics for the production of crops. These soils are generally found in the area immediately east of the Village of Hamburg, although other occurrences of these soils exist in the Town. Other soils in the agricultural districts can support hay type crops or pasturage for farm animals. The importance of prime farmland soils is that once they are developed for other uses, they typically cannot be recovered, jeopardizing future opportunities for farming. Much of this remaining acreage has not been developed, but it is also not actively farmed at this time.

Parks and Recreation:

The Town's park system includes State, County and Town parklands (Map 2-5). In addition to these parks, the Town has established a number of passive recreation areas and conservation areas. Many of the local schools provide recreational facilities for various sporting events and programs. There have been some improvements to parks and recreational amenities in the Town, including the final development of Woodlawn Beach State Park, fishing access on Eighteen-Mile Creek (Hobuck Flats), development of the Seaway Trail Visitor's Center and continued improvements to the Nike Base property. Many of these were identified in the Town's Open Space and Recreation Plan, which was prepared in 1994. The Town also worked with the State for the acquisition and designation of 56 +/- acre Hampton Woods property as a conservation area. This area is linked with the Town-owned Hampton Brook Woods property through a five-acre parcel that is jointly owned by the Town and the State. The private lands at the end of Basswood Drive have also been developed to provide for fishing access to Eighteen-Mile Creek. Additional fishing access has also been developed at the Hoebuck Flats area, along the creek.

In accordance with that Open Space and Recreation Plan (see Maps 6 and 7 from the 1997 Plan which are the implementation maps for this plan), the Town has made efforts to create a connected system of trails, including requesting that lands be set aside as part of subdivision developments. The Town is also working to extend the multi-use trail system that extends from Woodlawn Beach through the Hoover Beach area. Ultimately, the Town would like to see this trail system extend along

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the Route 5/Lake Shore Road corridor, to connect with the City of Buffalo and proposed Town of Evans trails systems. Other proposed trail connections would connect the Villages with the waterfront.

2.3 Zoning

Since the adoption of the 1997 Comprehensive Plan, the Town of Hamburg has amended portions of the zoning code, primarily in response to the recommendations in that plan (Map 2-6). Since that time, a number of zoning overlay districts were adopted to better manage growth and development, including: Lakeview in an effort to preserve the rural character of the area; southeastern Hamburg, to protect important scenic vistas and other sensitive resources; southcentral Hamburg to incorporate rural design techniques and protect viable farmland; South Park Avenue, to manage highway access and improve walkability; Camp Road, to highlight local business opportunities, buffer adjacent residential development and improve aesthetics; and Route 5, to improve aesthetics and control highway access (Map 2-7). A full listing of the zoning amendments that were undertaken as part of the implementation process for the 1997 Plan is contained in Appendix 1.

The Town adopted a Parks and Recreation zoning classification and has recommended areas for each usage (Map 2-8). This new district identifies the location of existing recreational amenities and provides an additional layer of protection to ensure that these resources are preserved for future use and enjoyment.

2.4 Demographic and Socio-Economic Characteristics

Population and Housing Characteristics:

In 1960, the Town's population, excluding the two villages, was 28,234 persons (with Villages included it was 41,288 persons). Suburban expansion was a trend that was quickly spreading across the country as people had means to move away from the cities. This trend continues in the Town today, as evidenced by the residential and commercial development throughout the northern and central portion of the community. By 1990, the Town's population had grown to 40,393 persons (Table 2-2). The 1997 Comprehensive Plan indicated that population growth had slowed during the 1980's and 1990's, and projected a 2010 population of 44,992 persons. Other agencies forecasted that by 2020 the Town's population would reach 46,000 persons. As of 2000, the population was at 43,425 persons, with population reports in 2005 of 44,272 persons, which is in line with previous projections. Approximately 20 percent of the population is over the age of 60 years old. Although

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overall population growth in the Town has slowed, it remains steady. As can be seen in the following paragraph, the number of households has increased, but because of the reduced number of people per household, the population hasn't increased proportionally to the households.

Between 1970 and 1990, the total number of households in the Town increased from 9,249 households to 14,628 (Table 2-3). By 2000, the total households in the Town reached 16,788. The overall increase in total households has been driven, in part, by new housing that has been built, but also by changing household trends as household composition, or the way that a household is defined, has changed and family size has declined. In 2000, the total number of housing units increased to 17,407, from 15,094 housing units in 1990 (Table 2-4), with approximately 25 percent of these units being owner-occupied. At the same time, the average number of persons per household has remained unchanged since 1990, at a level of 2.7 persons per household.

On a regional scale, the Town has fared better than the County. The population for Erie County was 1,064,688 persons in 1960; by 1990, the County population had dropped to 968,532 persons. The population for Erie County, as of 2000, was 950,265 persons, with a continued decrease estimated in 2005 of 930,703 persons. At present (2007 estimates of approximately 921,000 persons), the decline in the County's population appears to be declining, with no significant projections for upward trends. What has been happening since 1980 is that residents have been relocating internally within the County, with shifts in population from the City to the suburbs, including the Town of Hamburg.

Labor and Employment Characteristics:

In the past years, commercial and industrial/manufacturing were the major sources of employment for residents in the Town, providing the economic base. Both locally and regionally since the 1980's, there has been a decline in heavy industrial employment and an increase in service occupations. The 2002 U.S. Economic Census offers information pertaining to the economy and job base. For 2002, there were a total of 30 manufacturing establishments in the area, with a combined total of 5,032 employees. For wholesale trades there were 39 establishments, employing a combined total of 374 persons. Within the Town in 2002, 164 retail trade establishments existed and employed a total of 3,533 persons. A total of 20 motor vehicle/parts dealers existed and employed another 581 persons. Clothing and accessories stores included 38 establishments that employed a total of 472 persons. This snapshot of the local Hamburg economy shows an increasingly diversified job base.

The Town has a well-educated workforce (with over 87 percent high school graduates and about 37 percent that have achieved higher education. In 2000, the unemployment rate in the Town was 4.4

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percent. The Ford Stamping Plant in Woodlawn remains the Town's largest employer, followed by the Frontier Central and Hamburg Central school districts.

School Enrollment Characteristics:

There are four public school districts that service residents in the Town of Hamburg. All schools provide education for grades kindergarten through 12; West Seneca and Hamburg School Districts provide pre-kindergarten services, as well. As reported by the School Districts, existing educational facilities are adequate and projected to be adequate for all future district needs. Hamburg Central School District is the only district that is presently undertaking renovations or repairs.

The Frontier School District is located in Hamburg and provides education for 5,462 students in grades K through 12. Orchard Park Central School District, which services the eastern portion of the Town, provides services to 5,441 students in grades K through 12. The West Seneca Central School District services north and eastern portions of the Town, serving 7,619 students in grades pre-kindergarten through 12. The Hamburg Central School District is located in Hamburg and serves grade pre-kindergarten through 12. The district has 3,980 students.

SCHOOL DISTRICT	NUMBER OF STUDENTS
Frontier	5,462
Hamburg	3,980
Orchard Park	5,441
West Seneca	7,619

2.5 Infrastructure/Utilities

Almost the entire Town has public water; there are a few small pockets of unserved areas. However, there are still areas within the Town that are not serviced by public sewers. Most notably is the Lakeview area, where residents have expressed a strong desire to prohibit the potential for sewer extensions in the future (limiting growth). The south central part of Hamburg does not have any sewers and the 1997 Comprehensive Plan recommended that this remain as an unsewered area.

As noted in the 1997 Plan, development pressures have resulted in an expansion of the area being serviced by public water and sewer systems. In most instances this was accomplished through the extension of sewer or water lines or the creation of new districts in association with new development, where costs were paid for by private developers. The County has also made some improvements,

Town of Hamburg 2007 Comprehensive Plan Update

including installing sewer along South Park Avenue, in the vicinity of Big Tree Road, and in an effort to address ongoing inflow and infiltration problems in other areas of the Town.

As of January 2008, all of the sewer districts in the Town will be turned over to Erie County, with the exception of the Commissioner Districts. Before this turnover occurs, the Town is responsible for repairing a number of deficient areas, such as Rogers Roads, Steelton, Bayview, etc. Under County control, potential locations for sewer extensions will be determined based on the recommendations of the Erie-Niagara Regional Framework (ENRF) and this Comprehensive Plan Update. The ENRF identifies specific Planning Policy Areas, with much of the Town of Hamburg falling within the "Developed Area" designation, and the south central portion of the Town designated as "Developing Area". From a public service standpoint, this means that development of vacant and underutilized sites that have existing sewer and water service will be favored over areas where infrastructure extensions are required; economic resources will be invested and re-invested to channel growth to areas with existing sewer and water service rather than spent on the creation of new infrastructure.

2.6 Environmental Character

Since the adoption of the Comprehensive Plan in 1997, the environmental characteristics of Town have not significantly changed. The Open Space/Recreation Plan, completed in 1994, has provided for recognition and preservation of environmentally sensitive areas. There has also been an effort to develop and enhance the accessibility of the natural environment. Recreational development has occurred in several different ways including trails, parks, and conservation areas. Development that has occurred since 1997 has reduced some areas of woodland habitat, however, State-protected areas of wetlands (Map 2-4) and other regulated habitat areas and creek corridors have not been significantly impacted.

In addition to wetland constraints, the Town contains a number of floodplains and floodways, which are regulated by the Federal Emergency Management Agency (FEMA). Floodways are the more turbulent flood channels, which are prohibited from developments. Floodplains (typically delineated as 100 and 500-year areas) are the flatter fringes of creek corridors that experience occasional flooding, depending on the extent and severity of rainfall events.

The inventoried areas of special flood hazard are illustrated on Flood Insurance Rate Maps, which were completed for the Town in 1980 and revised in 1994. As shown on Map 2-4, these features are located primarily along the major creek corridors in the Town. One area of concern is Woodlawn,

Town of Hamburg 2007 Comprehensive Plan Update

where a significant area of the hamlet has been designated as floodplain. This has an impact on the ability of property owners in this area to redevelop their homes and businesses. The Town should consider requesting that FEMA re-evaluate this area in an effort to reduce the floodplain designation.

2.7 Traffic and Transportation

The regional multi-modal transportation plan currently used for the Town of Hamburg and surrounding region is the 2025 Long Range Transportation Plan for Erie and Niagara Counties, published in January 2001 by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC). The GBNRTC is the interagency transportation planning group which establishes policies and programs for the Niagara Frontier. In 1975, the GBNRTC was designated by New York State to be responsible for transportation planning in Erie and Niagara Counties. Metropolitan Planning Organizations (MPOs), such as the GBNRTC, operate within a unique structure based on the principle of collaborative planning. Funding for the GBNRTC is provided by both the Federal Highway Administration and the Federal Transit Administration.

Traffic:

Traffic in the Town of Hamburg has become an increasing concern for residents. Traffic issues are directly related to social issues and residential and commercial development trends in the Town and region. In addition to the construction of more residences every year, families are buying more cars. Combined, these factors lead to increased volume on the roadways. One element of the traffic conditions in the Town has been development in the south and eastern portions of the Town. This development adds vehicles to the roads. Although much of this traffic utilizes Lake Shore Road (NYS Route 5) and Southwestern Blvd. (Route 20), and the NYS Thruway (Interstate 90) for commuting and travel, local traffic is increasingly entering onto roads to shop at commercial centers and do other business in the Town. Local traffic is generated from schools, points of employment and residential subdivisions (Map 2-9). The Town has also seen problems in the centrally - developed part of the community as, in accordance with the Comprehensive Plan, growth has been directed to that area and away from the southern portions of the Town.

Traffic data is continually collected for the Town by two separate agencies. The GBNRTC collects traffic volume data for selected roadways throughout the region every year and uses that data for detailed studies and future planning initiatives. The New York State Department of Transportation collects data on all State-owned and maintained roadways and the NYS Thruway. Volume,

Town of Hamburg 2007 Comprehensive Plan Update

classification and speed are recorded for these roadways. The GBNRTC and DOT then use this data to determine and develop future projects for State and local highways.

The data collected by both these agencies can be utilized by the Town to evaluate areas of concern for residents. These areas are likely not regional or state scaled, but local in nature. Typically, traffic review and management is handled by these agencies. The Town, however, has a Traffic Review Board that evaluates the potential traffic impacts of proposed developments within the Town and provides additional input on traffic matters. With traffic issues growing in correlation with residential housing, the Town will need to begin to focus more resources on traffic concerns.

Public Transportation:

Currently the Niagara Frontier Transportation Authority (NFTA) offers eight public transportation service along most major routes in the Town of Hamburg, including three express routes. These include:

- Bus Route No. 14 B,C, - Abbott Road
- Bus Route No. 36 A,B,M – Hamburg
- Bus Route 42 – Lackawanna
- Bus Route 72 A,B,C – Express to Orchard Park
- Bus Route 74 B,C, - Express to Boston
- Bus Route 76 – Express to Lotus Bay
- Bus Route 102B – Bailey Avenue
- Bus Route 106 – South Suburban

The NFTA also provides services for disabled riders. Fare reductions are provided during all hours of operation to qualifying persons with disabilities, persons presenting a medicare card and persons 65 years of age or older.

2000 Census data indicate that only 0.5 percent of Hamburg residents utilize public transportation to get to work. While the Metro Bus service is more extensive in the northern portion of the Town, neither the Town nor the Hamburg Chamber of Commerce consider the limitation on public transportation in southern Hamburg to be a significant barrier to the hiring needs of Town employers or those seeking employment within the Town.

Maps



Town of Hamburg

Land Use Map

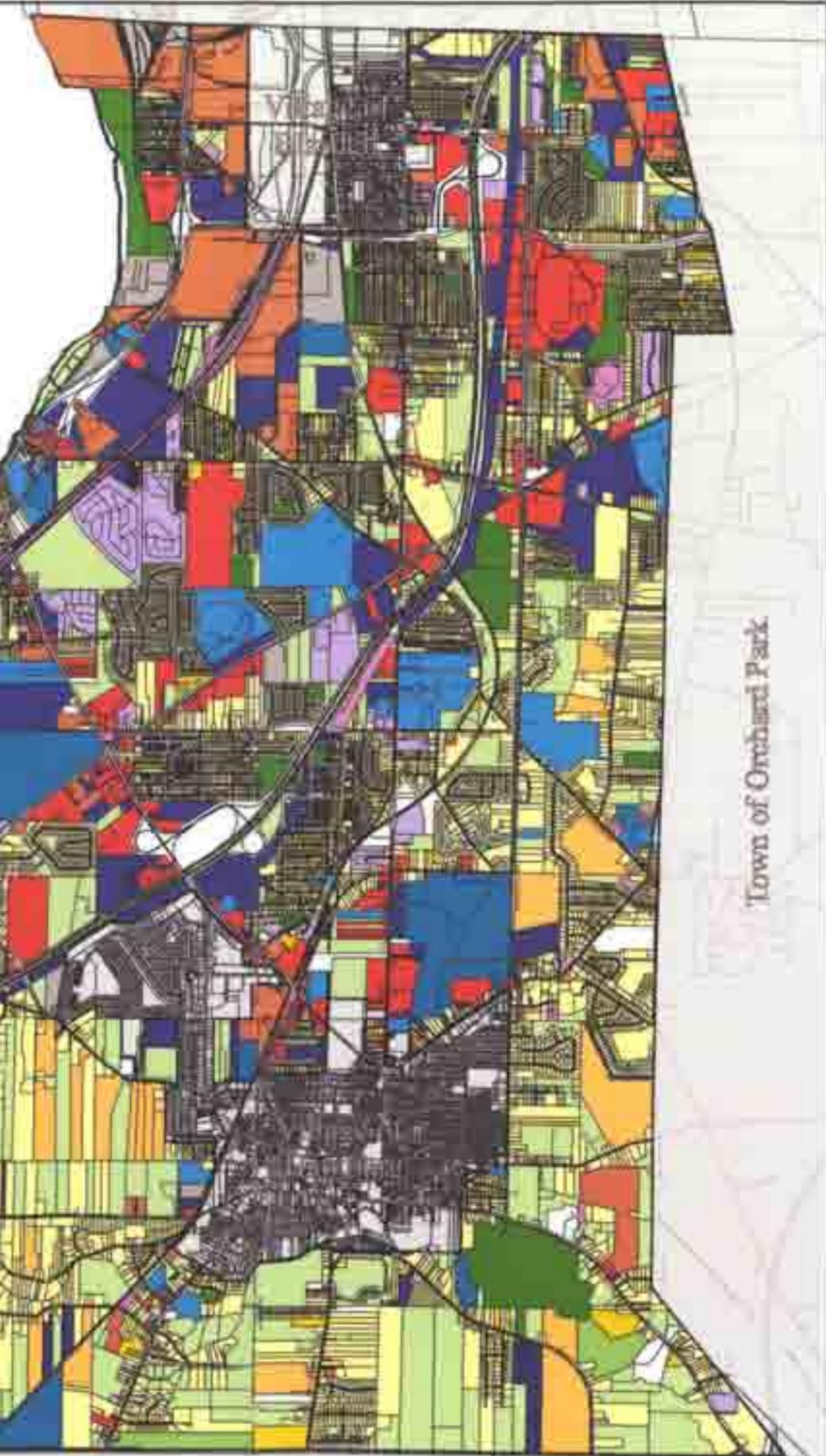
Map: 2-2

Legend

- | | | |
|---------------------------|--------------------------|---------------|
| Commercial | Agricultural | Roads |
| Industrial | Undeveloped/OpenSpace | Railroad |
| Mining and Quarrying | Recreation/Entertainment | Interstate 90 |
| Government/Public | Parks | Town Boundary |
| Rural Residential | Utilities/Infrastructure | |
| Single Family Residential | Vacant | |
| 2 Family Residence | Missing Data | |
| Multiple Residential | | |



Town of Evans



Town of Orchard Park



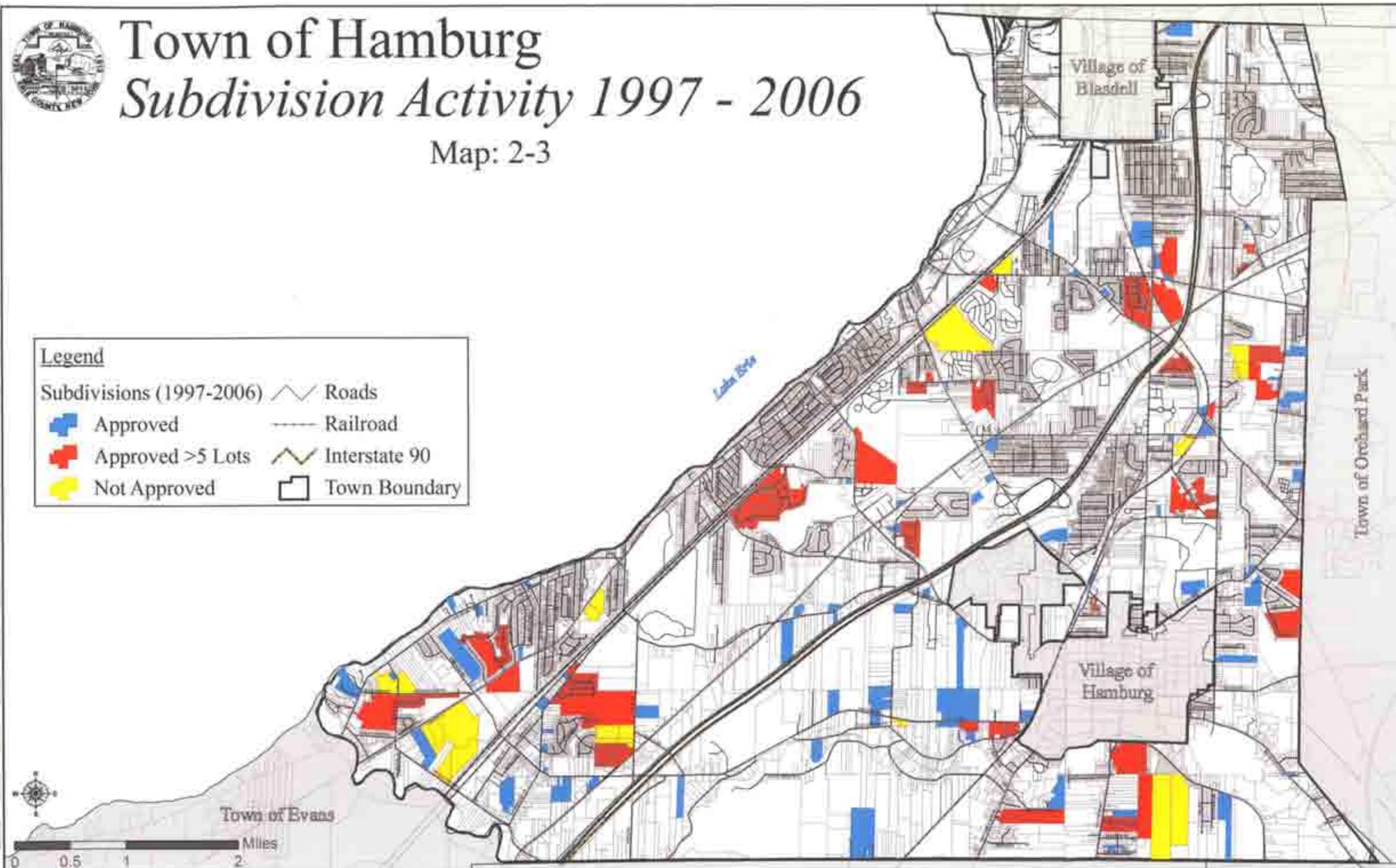
Town of Hamburg

Subdivision Activity 1997 - 2006

Map: 2-3

Legend

- | | |
|--------------------------|---------------|
| Subdivisions (1997-2006) | Roads |
| Approved | Railroad |
| Approved >5 Lots | Interstate 90 |
| Not Approved | Town Boundary |



Town of Evans





Town of Hamburg

Environmental Constraints

Map: 2-4

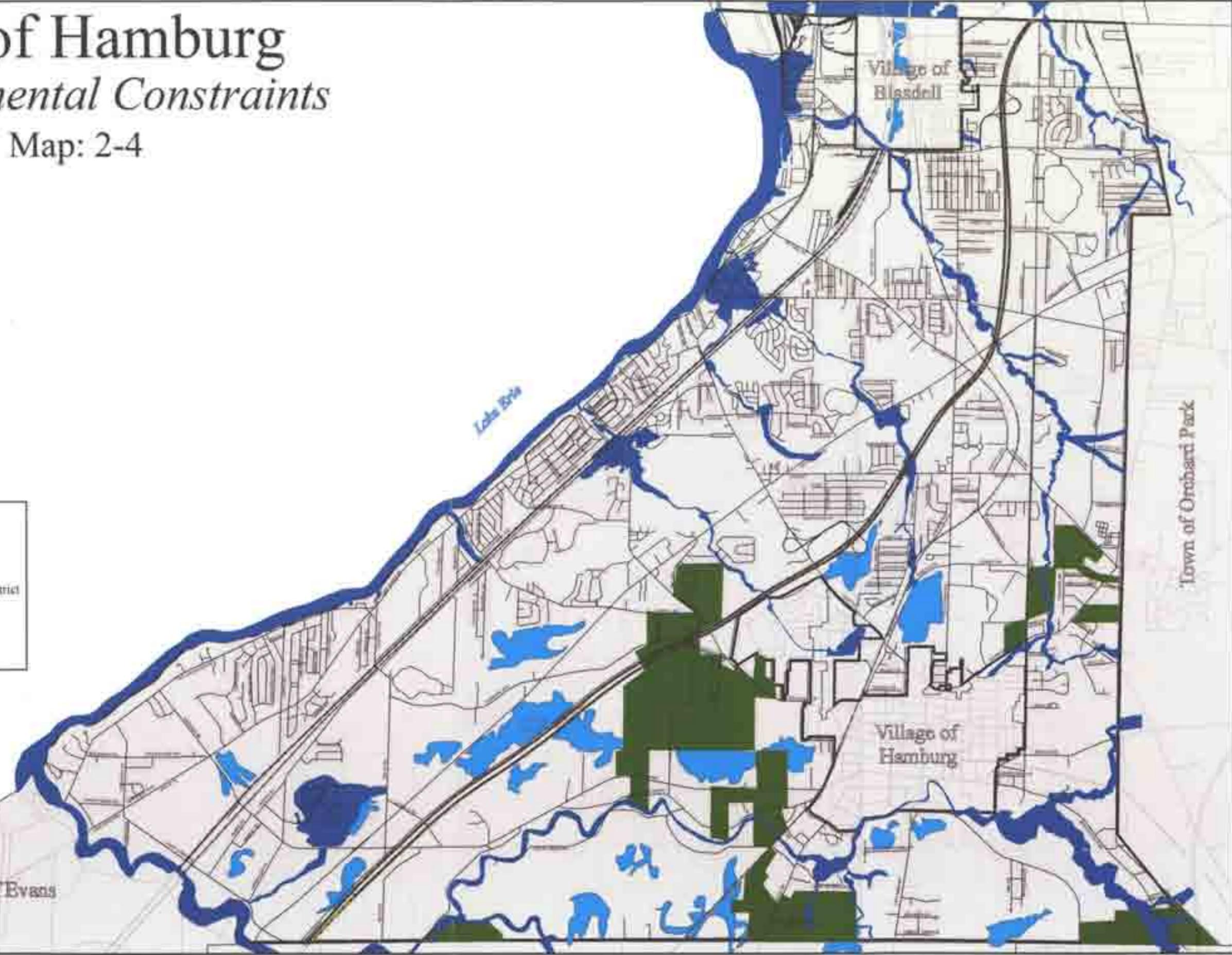
Legend

	Roads		Wetlands
	Interstate 90		Agricultural District
	Railroad		Floodplains
	Parcels		



Town of Evans

0 0.45 0.9 1.8 Miles





Town of Hamburg

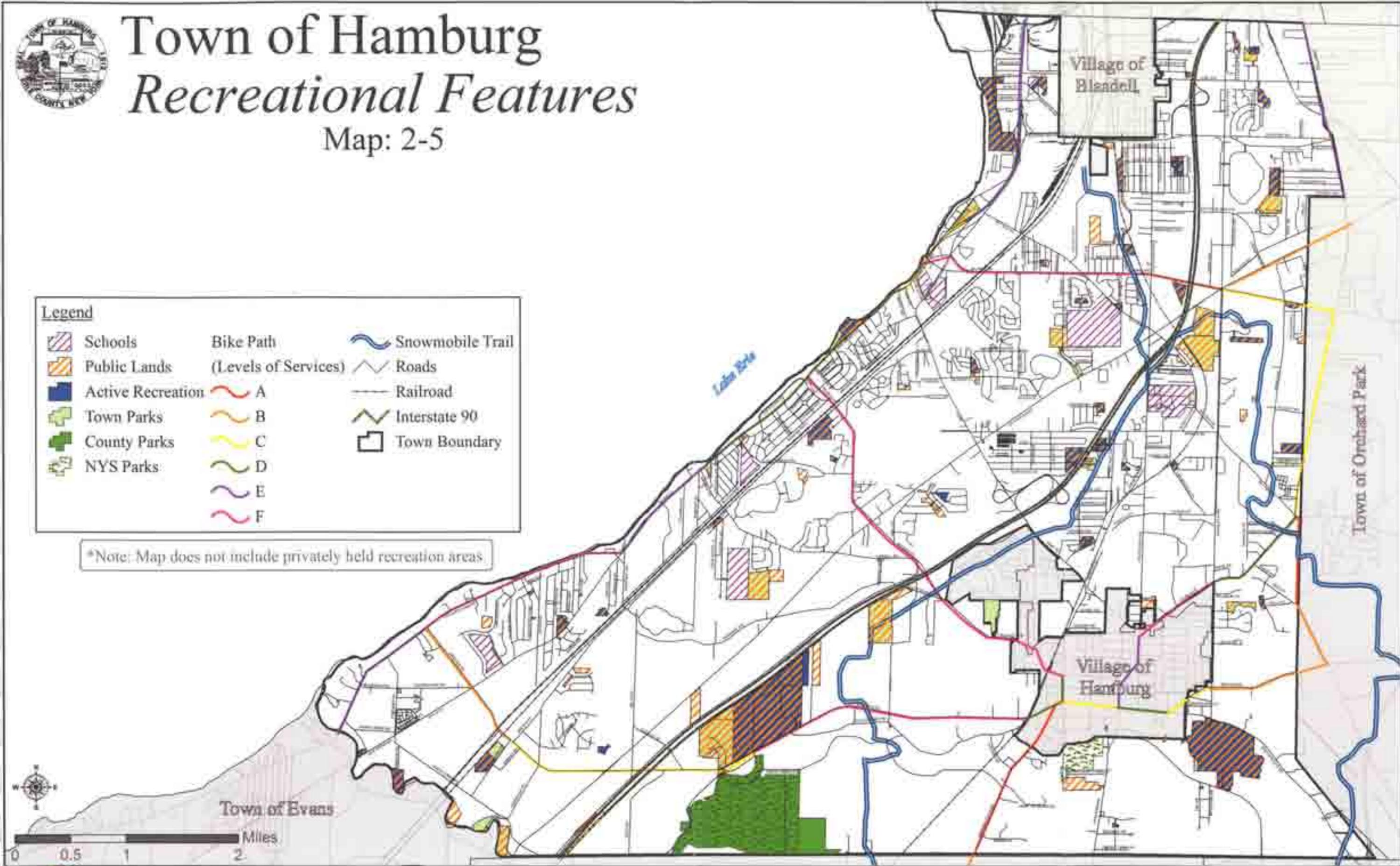
Recreational Features

Map: 2-5

Legend

Schools	Bike Path	Snowmobile Trail
Public Lands	(Levels of Services)	Roads
Active Recreation	A	Railroad
Town Parks	B	Interstate 90
County Parks	C	Town Boundary
NYS Parks	D	
	E	
	F	

*Note: Map does not include privately held recreation areas.



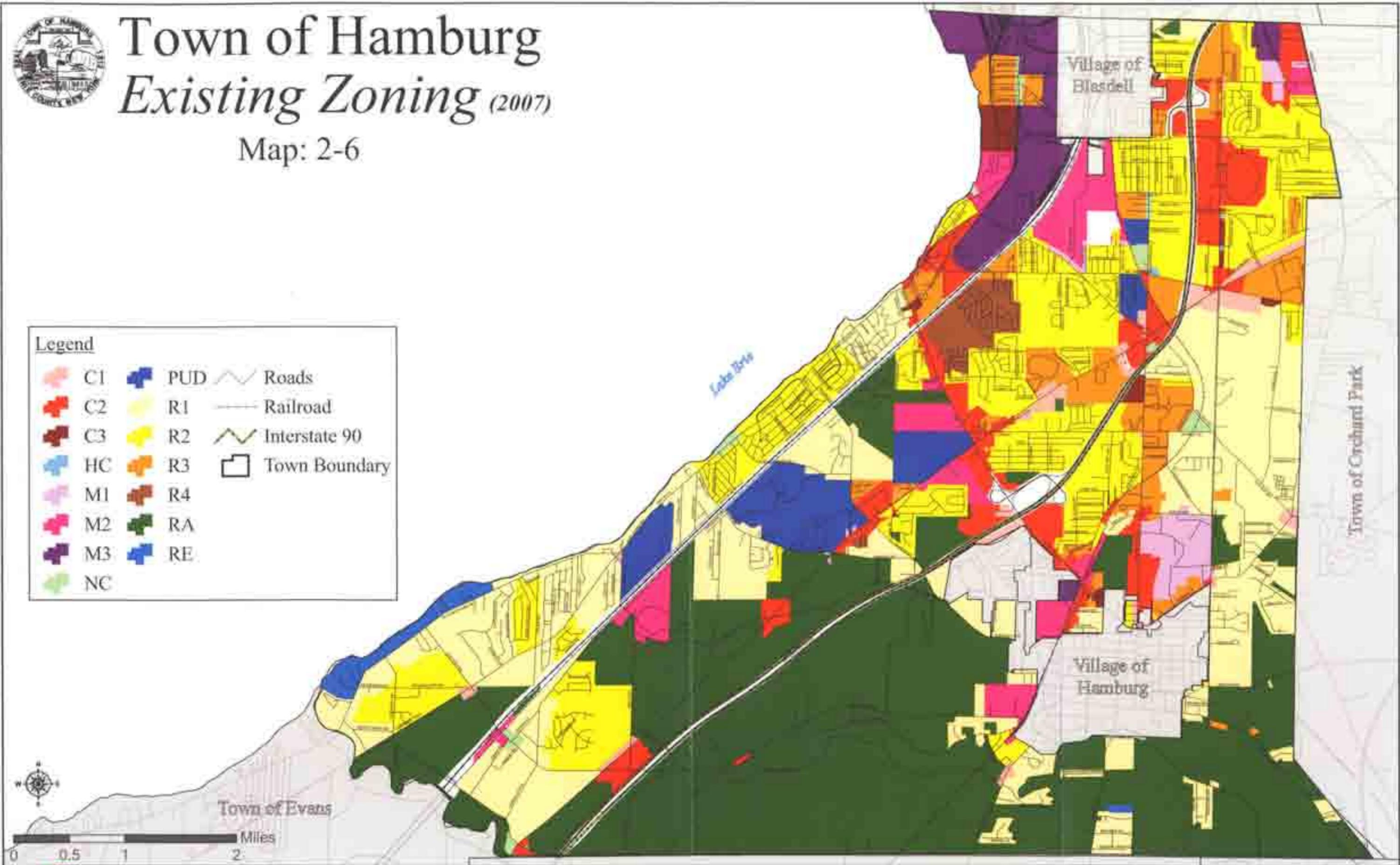


Town of Hamburg

Existing Zoning (2007)

Map: 2-6

Legend					
	C1		PUD		Roads
	C2		R1		Railroad
	C3		R2		Interstate 90
	HC		R3		Town Boundary
	M1		R4		
	M2		RA		
	M3		RE		
	NC				





Town of Hamburg

Overlay Districts

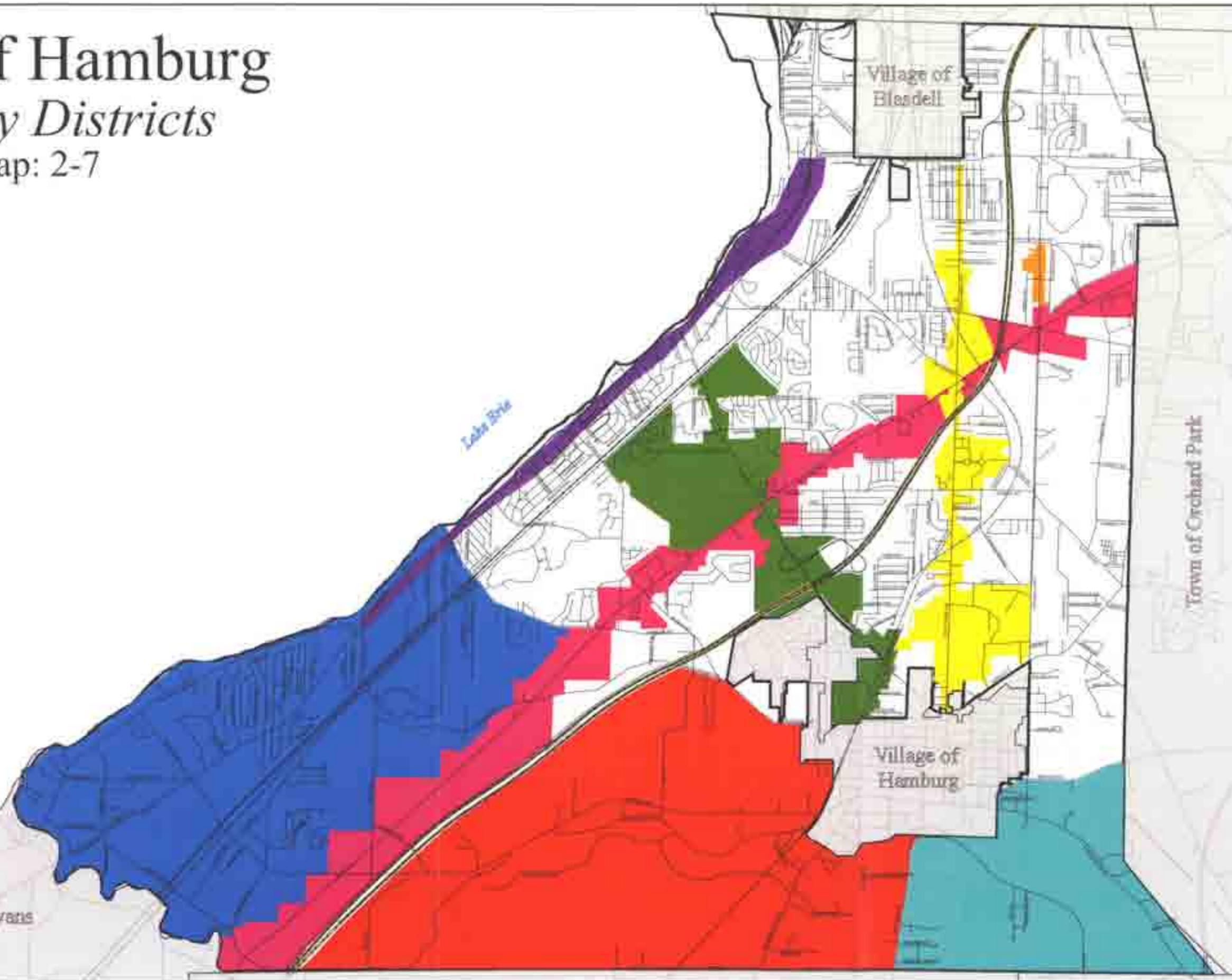
Map: 2-7

Legend

 Camp Road	 Roads
 Lakeview	 Railroad
 McKinley	 Interstate 90
 Route 5	 Town Boundary
 South Park	
 South Central	
 Southeastern	
 Southwestern	



Town of Evans





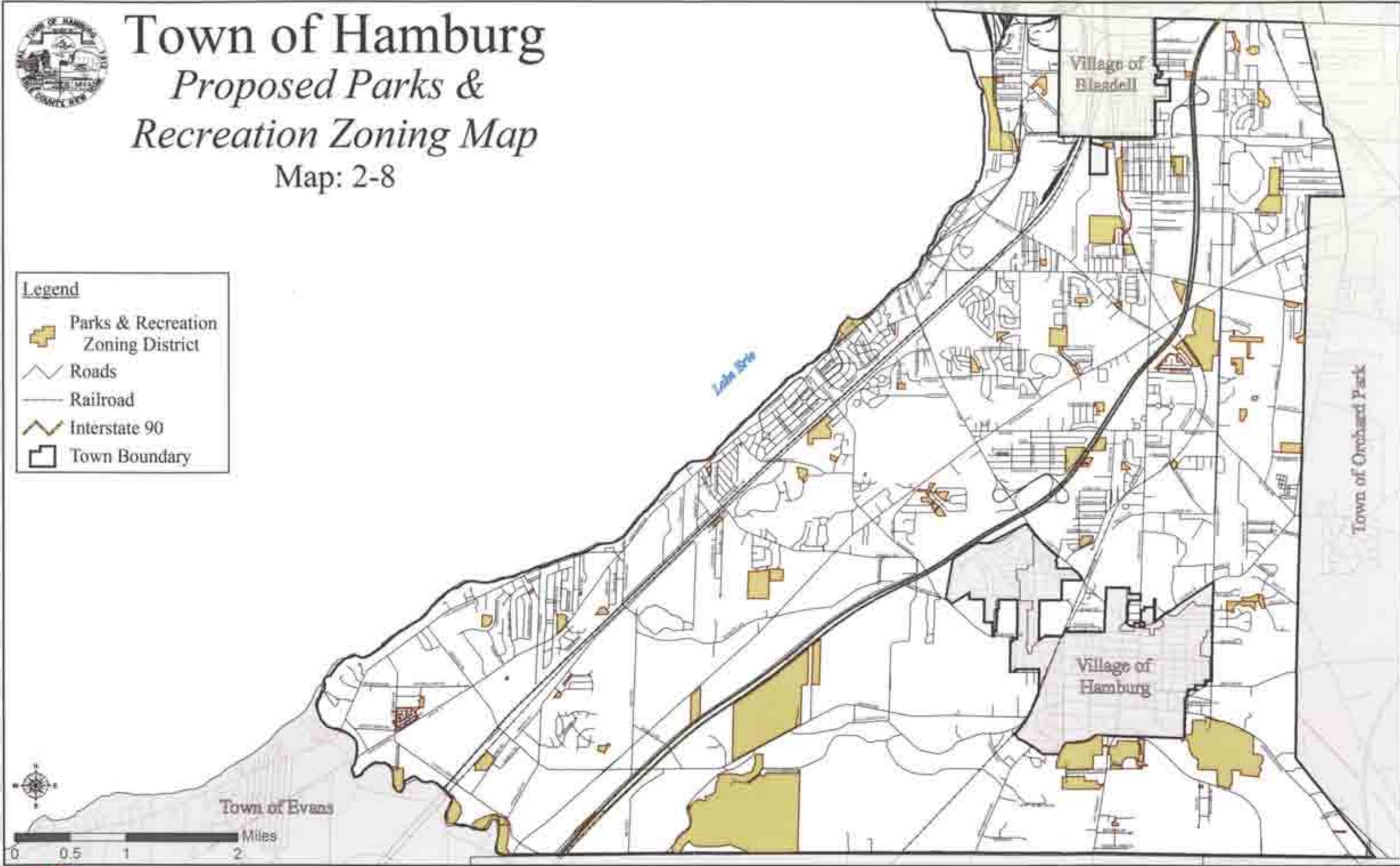
Town of Hamburg

Proposed Parks & Recreation Zoning Map

Map: 2-8

Legend

-  Parks & Recreation Zoning District
-  Roads
-  Railroad
-  Interstate 90
-  Town Boundary





Town of Hamburg Transportation Elements

Map: 2-9

Legend

Bike Rte Level of Service

- A
- B
- C
- D
- E
- F

GBNRTC AADT 2006

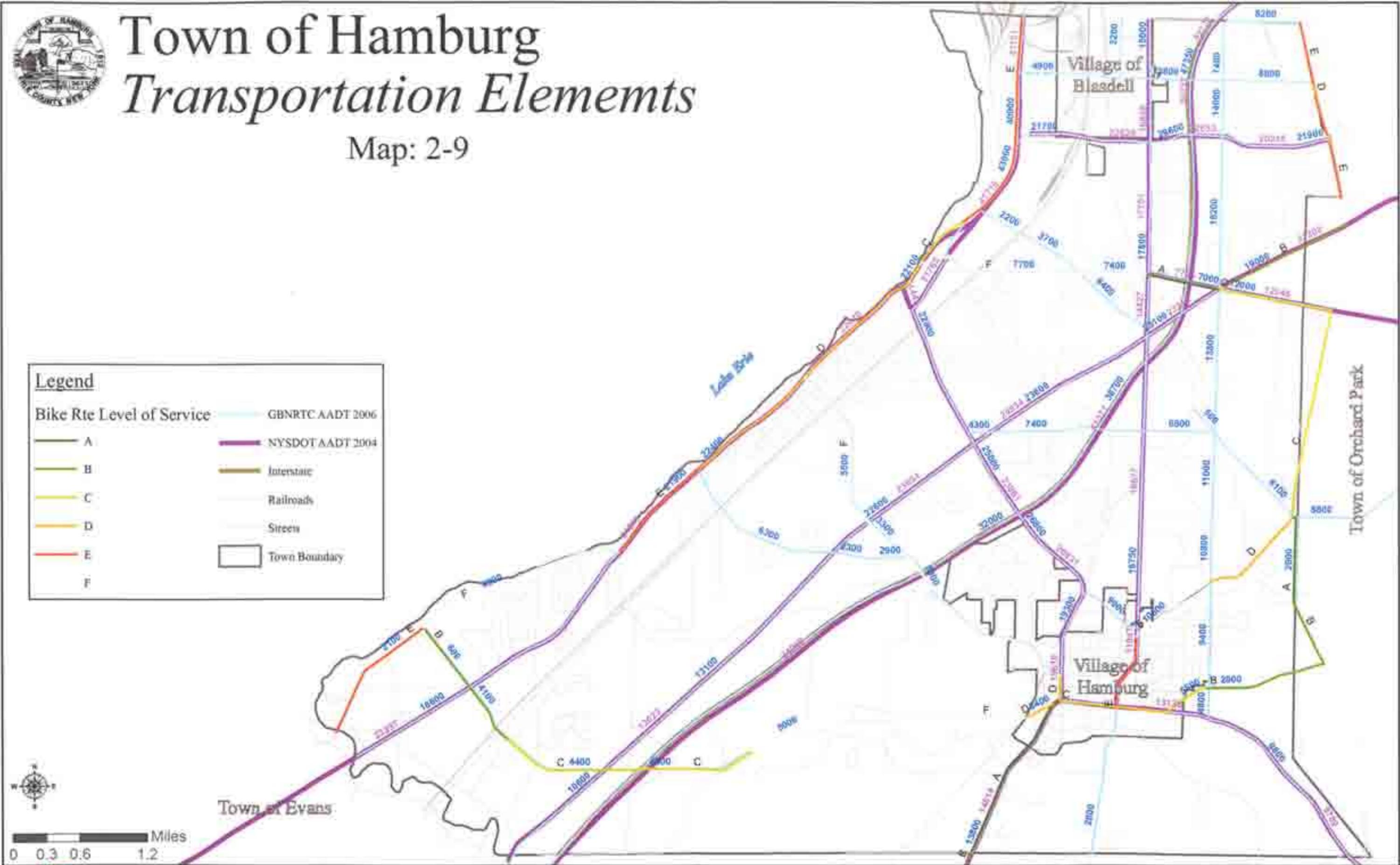
NYSDOT AADT 2004

Interstate

Railroads

Sireen

Town Boundary



Miles
0 0.3 0.6 1.2



Town of Hamburg

Generalized Future Land Use

Map: 2-10

Legend

Generalized Future Land Use

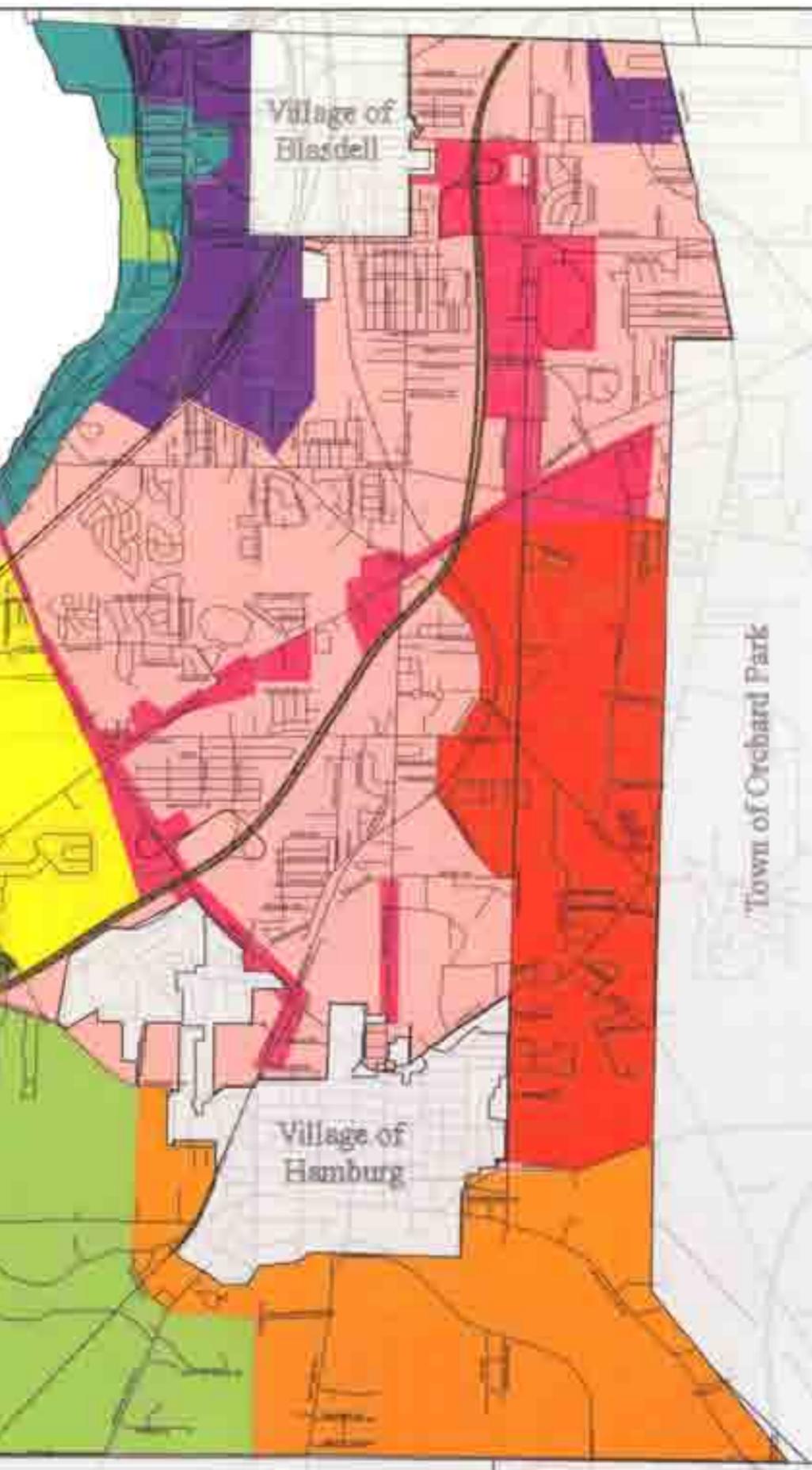
- Planned Mixed Uses (Residential, Recreation, Business, Offices)
- Rural Residential (Preservation / Conservation / Agricultural)
- Rural/Semi-Rural Residential
- Residential (Single-Family)
- Residential (High Density / Mixed)
- Business (Regional/Local)
- Business & Industry
- Village Transition Area
- Waterfront Redevelopment Area

- Roads
- Railroad
- Interstate 90
- Town Boundary

Note: This map cannot be used independently from the plan. It is not a future zoning map.



Town of Evans



Town of Orchard Park

Village of Hamburg



Town of Hamburg

Potential Gateway Development Locations

Map: 2-11

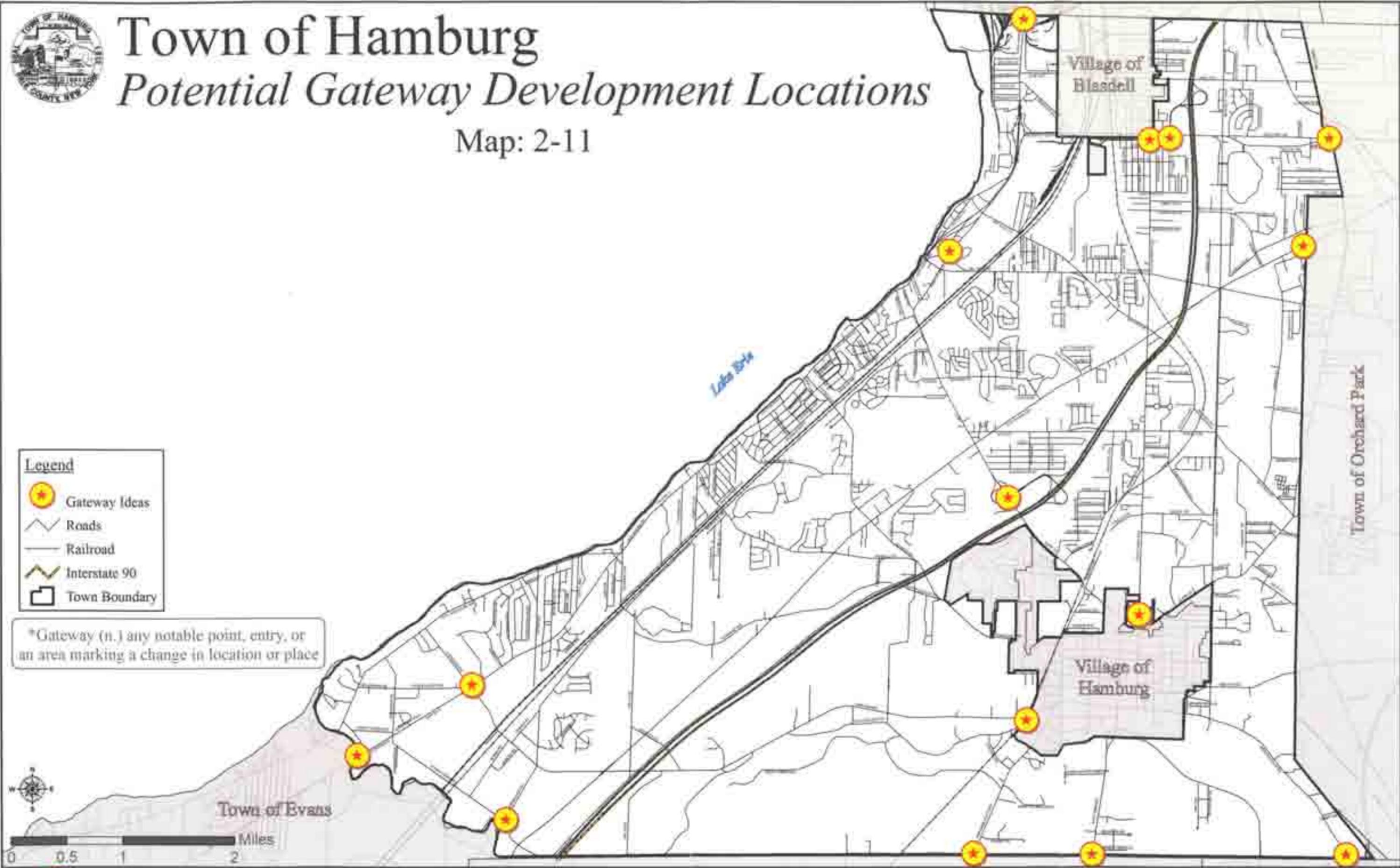
Legend

- Gateway Ideas
- Roads
- Railroad
- Interstate 90
- Town Boundary

*Gateway (n.) any notable point, entry, or an area marking a change in location or place



0 0.5 1 2 Miles



Section 3

Goals and Objectives

SECTION 3.0 GOALS AND OBJECTIVES

Several goals and objectives were established in the 2010 Comprehensive Plan, adopted in June of 1997. These goals and objectives were re-evaluated as part of this update and modified to reflect current trends and vision for the community. It is important to note that these revisions reflect the consistent planning direction taken by the Town for the past 20 years.

The update of the 2010 Comprehensive Plan is guided by a set of definitive issues and concerns identified by the Town Board. The following revised goals and objectives are the basis for the update of the Comprehensive Plan.

1. Excellent open space lands and conservation areas exist in the Town of Hamburg that should be preserved and protected.
 - Preserve existing open space, recreational resources and conservation areas through proactive and reactive methodologies
 - Identify important areas in the Town for open space protection and preservation to maintain community character
 - Identify major natural resources (woodlands, wildlife habitats, beach areas, etc.) and provide protection from encroachment by future development
 - Develop in a manner that creates a connected open space system throughout the Town
 - Continue to reference, update and utilize the Open Space/Recreation Plan as a guide for future preservation and conservation
 - Encourage the continuation of existing, viable agricultural uses

2. Encourage balanced growth to provide for a diverse living environment for people in the Town, at all income and age levels, that builds upon past development and creates a safe environment for the future.
 - Protect existing residential neighborhoods from encroachment by incompatible uses and provide adequate buffering of these areas from future development
 - Accommodate a variety of residential housing types in the community
 - Identify appropriate areas for prime commercial uses that serve local residential, community-wide and regional needs
 - Consolidate areas of commercial development for safety and convenience
 - Retain commercial business through adaptive re-use of existing commercial areas
 - Maintain existing industrial development to accommodate Town needs as well as adaptive re-use and expansion of existing industrial sites

- Coordinate planning policies and techniques between legislative and community boards (i.e., Erie County, Town Planning Board, Town Board, Conservation Advisory Board, Traffic Safety Advisory Board, Shoreline Revitalization Committee, Recreation Advisory Board and Zoning Board of Appeals)
 - Evaluate future development patterns along some of the Town's major transportation corridors, including Southwestern Blvd., McKinley Pkwy., South Park Avenue, Camp Road, and Route 5
 - Target the Woodlawn area for community revitalization efforts
 - Coordinate growth and development issues with the Villages of Hamburg and Blasdell
3. Promote the efficient utilization of public facilities and services through the management of future growth and development.
- Encourage in-filling of vacant, developable properties by directing future growth onto lands with adequate public services
 - Encourage the reuse of existing structures to reduce the needs for infrastructure upgrades
 - Encourage development in areas with utilities (especially water and sewer)
 - Ensure the availability of public sewer and water services in problem areas to address public health and safety concerns
 - Discourage the extension of public utility extensions into prime open space and environmentally restricted areas to maintain the character and quality of these areas
4. Protect the natural resources of the Town by respecting the development limitations of environmentally sensitive areas and preserving their integrity.
- Protect stream and creek corridors and floodplains from encroachment as natural drainage channels for stormwater and create and maintain corridors for wildlife
 - Restrict development in designated wetlands in accordance with State and Federal requirements
 - Identify poor soil and drainage characteristics that would limit the type and intensity of future development
 - Promote public education for non-point source pollution and septic system maintenance to protect surface and groundwater quality
5. Strive to improve and create an integrated transportation system to provide for the movement of residents, workers, visitors and goods in a safe and efficient manner
- Promote the adequate design of the road system to ensure efficient access to developed areas and adequate movement of traffic

- Encourage the expansion of public transportation to adequately serve the Town's needs
 - Support the retention of rail rights-of-way for the movement of goods and passengers
 - Evaluate the future development of land in accordance with the availability of adequate access and consistent with the objectives of the transportation system
 - Coordinate multi-modal (auto, transit, pedestrian, bicycle, rail) transportation sources and future plans between Town, County, and State agencies
 - Support and encourage access management along developed highways to improve traffic flow and protect public safety
 - Develop multi-use trail connections, where feasible, to create a Town-wide trailway system that connects with other communities
 - Encourage traffic calming, where appropriate
 - Promote and maintain walkability in developed hamlets, near Villages, in the vicinity of schools, and in and around areas of greater commercial and retail activity.
6. Protect, maintain and improve the aesthetic character of the various neighborhoods and communities in the Town.
- Improve the character and appearance of major points of entry into the Town (gateways)
 - Encourage a higher standard of development through better site design
 - Ensure that new development is in keeping with the character of the surrounding area
 - Improve the visual quality of residential areas, business districts and commercial development
 - Manage growth and development along the Town's waterfront in accordance with the Hamburg Local Waterfront Revitalization Plan (LWRP)

Public Input

The preparation of the 2007 Comprehensive Plan Update included public participation, which is a critical element of the planning process. A number of different measures were utilized to solicit input, including public information meetings, comment forms for written comments, a public opinion survey and press releases. In addition, the entire process was closely overseen by an Advisory Committee, made up of representatives from various aspects of the Hamburg community, who met on a regular basis to provide guidance and insight into the planning process and to ensure that the concerns of Town Board were being effectively addressed.

- Public Information Meetings – During the course of this process, three public information meetings were held. These kick-off meetings were held in November 2006, February 2007 and May 2007 to introduce the public to the consultants, the Advisory Committee and the

project (meeting minutes are contained in Appendix 2). A brief overview of the project, the reasoning behind it, and an understanding of how it would be developed was provided. This was followed by an open discussion of the important issues and opportunities identified by the Town Board. These meetings were designed to gather public comments. An important goal of these meetings was to solicit as much public input as possible—about what residents liked about their communities, where they had concerns, and what they saw as key opportunities for improving their quality of life.

- **Written Comments** – At each of the public information meetings, comments forms were provided to gather written comments from meeting attendees. This was in addition to the comments that were voiced at these meetings and provided as an option for those who are not comfortable speaking in public. A number of comments were received and were factored into the findings and recommendations outlined in the Plan Update.
- **Public Opinion Surveys** – At each of the public information meetings, those in attendance were provided a public opinion survey questionnaire to complete. The results of this survey, which are provided in the Appendix 2, were utilized to further sharpen the Goals and Objectives.
- **Comprehensive Plan Advisory Committee** – The Advisory Committee was a very important aspect of this project. This Committee typically met on a monthly basis and provided a valuable source of input for the Plan Update. These community volunteers assisted in the review of each issue identified by the Town Board and provided their input on each subject area. They helped to advertise and facilitate the public meetings. They also served as important liaisons between the communities, the Town and the consultants, and provided invaluable substantive comments, feedback and revisions to the plan.

Maps

Section 4

Findings and Recommendations

SECTION 4.0 FINDINGS AND RECOMMENDATIONS

The following recommendations have been developed based upon the findings of the analysis of existing conditions, input from the Advisory Committee and Town Board, and comments offered by the local residents and stakeholders at public meetings. These recommendations have been organized around the goals and objectives. Land Use recommendations have also been illustrated on Map 2-10 - - Generalized Future Land Use. This section supplements and in some cases supercedes the Conclusions and Recommendations sections of the 1997 Master Plan Update. These sections are included in the Appendix to this document, so that they can be referred to in Implementing the Plan. Where there is a conflict between the 1997 Update Sections and the 2007 Update, the 2007 Update shall prevail.

- 1. Excellent open space lands and conservation areas exist in the Town of Hamburg that should be preserved and protected; and the natural resources of the Town should be protected by respecting the development limitations of environmentally sensitive areas and preserving their integrity***

It is recognized that the Town possesses some significant areas of open space and a number of public park facilities that offer great benefit to the community. Preserving existing areas of open space, such as protected areas of woodlands, through pro-active and reactive measures, is important to the long-term conservation of these areas. In identifying and undertaking efforts to preserve areas of open space, the development of an interconnected system is important. Benefits to flora and fauna are greater when areas are connected and corridors are developed to prevent the isolation of wildlife species. In many cases, the protection and ultimate survival of certain species relies on the preservation of more extensive area of their habitat, which is not always fully understood when development decisions are undertaken. Therefore, it is important to strive to not only preserve important habitat areas, but connect them with other conservation lands.

The Town's Open Space and Recreation Plan, which was developed in 1994, should be updated to reflect current issues and concerns of the Town. The areas previously identified for preservation should be reviewed and new areas of concern added to the Plan. This Plan should continue to be used as a reference and guide for open space preservation and recreation actions.

The Town's efforts to develop the multi-use trail system should be reinforced to ensure that this is recognized as a priority element of the overall recreation plan for the community. This

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includes connecting existing trails, establishing new trails and making efforts to establish trail segments as new lands are being developed, particularly in the vicinity of, and along, creek corridors (as identified in the Open Space and Recreation Plan).

The Town should evaluate various options for preserving open space, both on its own and through development actions. The establishment of vegetated buffers, conservation easements, preserved area of habitat through conservation subdivision design (clustering) and effective deed restrictions are all means of protecting open space. The Town should also evaluate the feasibility of instituting a Preservation of Development Rights program, similar to that established in the Town of Clarence and other areas.

Active agricultural lands and uses are also important to preserving the aesthetic quality, as well as economic viability, of the Town. A number of vital agricultural pursuits remain in the Town that should be preserved and promoted. Consideration should be given to where such uses should be encouraged to exist and continue and how to ensure that the encroachment of other less-compatible uses does not adversely impact the continued existence of important agricultural uses. There are still large areas protected by the County and State as agricultural districts, many of which contain prime farming soils. Once these soils are lost to other development and uses, they are difficult to reclaim. Protective zoning actions should be considered for agricultural uses.

General Recommendations:

- Create a connected system of open space area and parkland throughout the Town to benefit wildlife and enhance the quality of life.
- Update the Town's Open Space and Recreation Plan and ensure that this document is used as a guiding reference for development actions and other actions in the Town.
- Continue efforts to create a connected system of multi-use trails in the Town.
- Preserve open space through conservation subdivision design (clustering), particularly in the Lakeview, South-Central and Southeastern sections of the Town. In addition to this, the Town should consider purchasing conservation easements or permanently purchasing certain open-space lands.
- Take actions to promote and preserve viable agricultural uses and lands in the Town to support farming and other agricultural pursuits as a part of the local economy.

2. ***Encourage balanced growth to provide for a diverse living environment for people of all income levels, that builds upon past development and creates a safe environment for the future***

Residential Development:

The Town needs more affordable housing options. There is a concern that the present regulations discourage the ability to construct moderate cost housing. For the past several years, the market trend has been to construct single-family detached homes. Options, such as more multi-family housing, smaller (affordable) homes, and the revitalization of existing housing stock should be evaluated. Housing in the Town should accommodate all incomes and age groups. The Town needs to explore ways to encourage the development of moderate cost housing, such as through density incentives or other innovative tools.

Residential subdivision development that occurs in the Town should be interconnected to create neighborhoods, rather than segmented through the construction of cul-de-sacs. Design improvements should also be considered that soften the look of new subdivision development as a means of maintaining the character of the surrounding areas. Using roadway setbacks standards that require lots to be kept a certain distance from main road, with the retention of natural vegetation and addition of landscaping is one way to achieve this. The use of appropriate buffering between commercial uses is also necessary. Integrating areas of natural open space throughout subdivisions is also helpful to improve the look of these areas, as well as to create natural corridors for wildlife (a way of developing a connected system of open space). This also improves the market value of the homes.

There are areas along South Park Avenue, northern McKinley Parkway, Lake Shore Road in Athols Springs, and Southwestern Blvd. (southwest of South Park) that are zoned R-3 for multi-family residential development, with some R-4 lands located north of Camp Road, along the rail corridor. Most of these areas are fully developed, except the R-4 area of Camp Road. Therefore, the need for additional areas of R-3 zoning should be considered, but such development/zoning must be located where denser residential development makes sense. Therefore, central areas in the Town, around the Villages, near McKinley Mall, and along South Park Avenue should be considered for additional multi-family residential use. The town must also consider the need for redevelopment to accommodate this use. (For example, the Town Hall Plaza site may be suitable for a mixed use development including multi-family housing).

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With respect to the Lakeview and South Central areas of the Town, the goals and recommendations outlined in the 1997 Comprehensive Plan still apply. The Lakeview area (which is generally bounded by Lake Erie, an area just southwest of Amsdell Road, the Thruway and Eighteen-Mile Creek – see Map 2-10) has become a high demand area for residential development. Some parts of this area are without public sewers and there is poor, but adequate, transportation access. The Lakeview area should be developed, over time, in a manner that is conducive to the existing rural character of the area, which is like no other area in the Town. Residents in this area continue to support maintaining the rural nature of the area and avoiding typical suburban sprawl. Zoning changes should not be allowed in this area, and commercial activity should be limited to neighborhood business uses in the hamlet. Lakeview should continue to grow at a moderate pace, with an emphasis on conservation subdivision (cluster development), and with the use of rural development guidelines, to enhance the residential character of the area. Lakeview could, however, benefit from the creation of design standards to further strengthen the character of the area and ensure that any new commercial and residential uses are in keeping with the existing character and quality of life.

The South Central area (which is generally bounded by the Thruway, Pleasant Avenue, Gowanda State Road and the Village of Hamburg) remains rural in nature and is also limited by the non-availability of sewers and reduced transportation access. There are a number of environmental constraints in this area that further restrict development. This area also contains vestiges of agricultural use. The Open Space and Recreation Plan should be closely referenced for development actions in this area and public sewer extensions should be closely scrutinized, if allowed at all. Rural development guidelines should also be followed in an effort to preserve the unique character of this area.

The Southeastern area of the Town, south and east of the Village of Hamburg, is a mix of rural and residential land. Much of this area has public sewer and water, making it more conducive for development, but there are environmental constraints that create some limitations. Open space preservation and visual character are important in this area and should be considered when development is proposed. The proximity to the Village is also an important consideration because good planning dictates that denser development should be located closer to developed hamlets and areas with public services. As previously noted, the areas close to the Villages should be considered as potential areas for potential R-3 zoning for multi-family residential development. For development that is situated away from the Village, and closer to the adjoining Towns of Orchard Park and Eden, consideration must be given to the vision of each of those communities to keep their respective areas rural.

Town of Hamburg 2007 Comprehensive Plan Update

Therefore, the Town should plan development in this vicinity that is compatible in nature, so there is consistent cross-border planning.

Another area of the Town that should be properly planned for is the eastern section, which lies between McKinley Parkway and the Town of Orchard Park. This area has a rural suburban character, has public sewer and water, and is basically developed with lower density residential uses, with some minor commercial establishments. The rural character of this area should be maintained as development continues, with higher standards for subdivision design. Connectivity is also important (avoid extensive cul-de-sac development). Commercial strip development, should be discouraged.

Commercial Development:

Commercial and retail development in the Town is primarily located in the Athol Springs area; along McKinley Parkway in the vicinity of Milestrip, (down to Southwestern Blvd. - Seven Corners); South Park Avenue at Southwestern Blvd. and north of the Village of Hamburg; Southwestern Blvd. at Rogers Road, Pleasant Avenue and Lakeview Road; and along most of the Camp Road corridor. Based on trends in existing development, the vacancy rate data and input received from the public and Town officials, commercial development should not be extensively expanded into new areas of the Town. Existing areas of commercial activity have sufficient vacancies and potential for expansion and redevelopment. The existing commercial lands in the Town are good areas for this activity and should be the focal points for continued use, improvement and revitalization. There is no demonstrated need at this point in time to rezone large areas of new land for commercial use.

Small areas in these major retail corridors should be considered for some Zoning changes. Southwestern Boulevard between Camp and South Park currently includes commercial zoning and development at either ends and has included some recent rezonings. Consideration should be given to expanding the commercial zone on the south side of Southwestern Boulevard between the existing C-1 Zoned Areas towards Sowles Road and the Apartment Complex near South Park. The McKinley Parkway area between the mall and Seven Corners should be re-evaluated for commercial zoning boundaries and types.

On South Park Ave, near Hilbert College, there are a few single family residential homes that should be considered for low scale commercial or mixed uses to better fit into this area. The area of McKinley Parkway from the McKinley Mall area south to Seven Corners has been an area of concern over the last two decades. It is a busy highway with large

Town of Hamburg 2007 Comprehensive Plan Update

commercial uses at its ends, smaller commercial uses and residential uses in the middle, a large vacant area on the east side, and residential homes behind the frontage lands. In an effort to achieve proper development in this area, the 1997 Comprehensive Plan suggested that the existing residentially and C-3 Zoned areas be rezoned to a new lower scale Commercial Zoning District. The Town in attempting to implement the Plan created a new Zoning District named HC (Hamburg Commercial), and attempted to rezone some of these lands to this District. This attempt was met with resistance and ultimately did not achieve the desired results.

The Town of Hamburg acknowledges the fact that this is a busy commercial corridor and as such should be Zoned Commercially. It also recognizes that this corridor, if developed wrong, could create traffic problems, aesthetic issues and other impacts to the surrounding residential areas.

Based on a report generated for the Town Board in May of 2008, and the evaluation of options, the following was determined as the best solution for this area:

1. An expanded area of regional commercial designation should be shown on the Comprehensive Plan Vision Map. This area (see Map 2-10).
2. The Town will accommodate rezoning in this area on an individual basis.
 - a. For properties presently fronting McKinley Parkway; depending on the size and nature of the site, the lands can be rezoned to C-1 or C-2.
 - b. For these properties that presently front Allendale parkway or Burke Parkway, no rezonings will take place until large areas can be consolidated
3. No commercial access to Allendale or Burke Parkway will be allowed (no driveways).
4. Development that incorporates the consolidated properties along Allendale or Burke Parkway will require a landscaped berm and buffer area to these streets to ensure screening of these uses from the residential development on these streets.
5. Development that abuts residentially zoned properties or uses will require proper screening and buffering to these sites.
6. Access management principals must be utilized for development along McKinley in this area. Driveways should be minimized (will require shared access), and cross access connections and agreements gotten.

The focus should be on revitalizing existing commercial areas and adaptive reuse of existing commercial structures. Adaptive reuse and reinvesting in existing facilities is an effective way to limit the need for zoning more land commercial and allowing commercial uses to sprawl

Town of Hamburg 2007 Comprehensive Plan Update

out further into neighboring communities. -Commercial development regulations should also be revised to be more flexible to allow more mixed use activity. This is particularly important in areas near the Villages (One example being the Town Hall Plaza).

The more intense commercial activity should remain concentrated in the central and northern portions of the Town; aside from strengthening the Lakeview hamlet business district, no expansion of commercial uses should occur in the Lakeview or southern portions of the Town (south of the Village). Commercial development in the Town also needs further diversification to include medical parks and other types of uses beyond retail to provide greater benefit to residents. Areas in the vicinity of commercial uses should be developed with residential and other supporting uses that can benefit from and be connected to commercial activity. In addition, consideration must be given to potential impacts to the business districts of the Villages, as commercial areas in the Town expand. Commercial expansion in the areas of the Town that adjoin the Villages should not be undertaken at the expense of economic revitalization in those areas.

Neighborhood Revitalization

There are a few areas in the Town where additional effort is required to revitalize existing commercial lands. One area is the Town Hall Plaza on South Park Avenue. This area was once a thriving retail facility, but over the past decade the primary tenants have vacated the site and new tenants have not been found. It is apparent that this site is no longer conducive for viable retail use. Therefore, new direction should be sought for this area. It may be more effective as a mixed use development with a different variety of uses that provide more benefit to the surrounding community, such as small professional offices and personal service uses, possibly mixed with residential. More flexibility in the zoning may be required to achieve this objective.

Another area that needs attention is the Woodlawn hamlet, where older businesses border stable, but older, residential uses. This area is a prominent part of the Town and a gateway into the community, and should be a major focal point for revitalization. In addition to economic development, the aesthetic quality of the area needs a boost through design standards aimed at improving the long-term prosperity of the neighborhood. The zoning in the Woodlawn area is a mix of C-1 and Neighborhood Business along Route 5, and R-3 surrounding Route 5.

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Revitalization is also important for a number of older residential neighborhoods in the Town, where seasonal housing and older, early suburban development is deteriorating. Actions must be taken to ensure that housing in these areas, which include Lakeview Terrace, Rosedale, Woodlawn and Lake/Abbott Roads, among others, is suitable for habitation, meets current building code requirements and, where necessary, is revitalized to improve the quality and vitality of these areas. Coordination with the Town Community Development office is recommended to evaluate the potential for funding assistance for these efforts.

Industrial

The Town has a solid industrial base. Many long standing industrial uses operate in the northwestern area of the Town, although there are pockets of M-1 and M-2 industrial development in other areas. This area, which includes the Ford Plant and the Ravenwood Industrial Park, is well serviced by transportation, including rail. This is the area of the Town where industrial expansion should continue.

Waterfront

The Town of Hamburg enjoys an approximate nine-mile stretch of shoreline along Lake Erie. The waterfront adds a positive aspect to the quality of life in the Town.

While much of the waterfront area is developed with private residences, there are a few important areas for public use, including the Town Beach, Woodlawn State Park and the Seaway Trail Visitor's Center, which all provide access to the shoreline. The Town should evaluate opportunities for providing public access to the Lake. This site is proposed for redevelopment as the Lake Erie Overlook, and would provide opportunities for scenic viewing and passive recreation, as well as shoreline access. Whether developed publicly or privately, the property should provide a component of public access to the lake, for passive use and scenic viewing.

The Town has an adopted Local Waterfront Revitalization Program, which guides the use and development of the waterfront. This Plan is currently being updated under the guidance of the Town's Shoreline Revitalization Committee. One of the things that are being analyzed as part of this effort is appropriate zoning for certain waterfront lands that are currently underutilized in the northern portion of the Town. These include the former Bethlehem Steel property and parts of the Hoover Beach area, which are presently zoned for industrial use. These lands provide opportunities for better and higher use that could provide greater benefit

to the community. Under consideration is the creation of a marine commercial zoning designation or a district that would permit a mix of commercial and residential uses.

General Recommendations:

- Promote the development/redevelopment of affordable housing, particularly in older development communities in the Town.
- Determine appropriateness of areas for additional R-3 zoning (is more needed).
- Maintain existing zoning and patterns of development in Lakeview.
- Revitalize existing areas of commercial development.
- Coordinate with the Community Development Department to address the revitalization of older residential housing
- Develop appropriate strategies for economic development and revitalization in Woodlawn hamlet and for the Town Hall Plaza.
- The updated LWRP should be appended to the Comprehensive Plan.
- Determine appropriate zoning for the northern portion of the waterfront.

3. *Promote efficient utilization of public facilities and services through the management of future growth*

Future growth of any kind in the Town of Hamburg should occur in areas that have the infrastructure to support it, including public sewer and water. There are certain areas of the Town, including parts of Lakeview and the South-Central area, that do not have public sewers and this should not change unless public health and safety issues deem it necessary. At present, public sewer service along Southwestern Blvd. ends at Amsdell Road, and should not be extended south, beyond this point, or easterly along Amsdell into the Agricultural District areas.

The area where Erie County Community College is located is ideal for long-term multi-family residential or office park development (or both). This area has excellent access to local roadways and public sewer service. It is strongly recommended that in the future, should the community college be closed and/or its activities relocated, these lands should be redeveloped with these types of uses (although this statement should not be interpreted as an endorsement for closing the Community College at this location).

General Recommendations:

- Encourage the reuse of existing structures and redevelopment of older residential neighborhoods as an efficient means of utilizing public services.
- Limit sewer extensions in the Lakeview and South Central areas of the Town.

4. *Strive to improve an integrated transportation system to provide for the movement of residents, workers, visitors and goods in a safe and efficient manner*

The transportation system places major emphasis on vehicular travel, which is understandable in consideration of current development patterns and the volume of cars and trucks that move through the Town. However, more needs to be done to diversify travel in the Town and address the needs of other modes of transportation, as well as those who may not have cars or cannot drive. The Town presently has eight bus routes that provide public transportation service, three of which provide express bus service to communities beyond the Town. Although the public transit system has increased its service to the Town in the past ten years, more needs to be done to assist those who utilize this service. In addition, efforts need to be taken to make it easier for seniors to travel between the villages or from the villages to public facilities within the Town. The Chamber of Commerce is working on a plan to institute a trolley service for this purpose. The Town should work with the Chamber to support this effort.

The New York State Thruway traverses the Town, with exits at Milestrip Road and Camp Road. There is also a toll barrier at Ridge Road in West Seneca, just north of the Town boundary. To improve the general circulation of vehicles through the Town, aid in relieving congestion on NYS State Route 5 and allowing for more general ease of travel, it is recommended that the Town continue to support the removal of the toll barrier. In addition, the Thruway exit at Camp Road should be redesigned and reconstructed as an at-grade intersection, eliminating the bridge overpass. This would also free up land in this vicinity for potential private development. In general, this action would significantly improve traffic safety and efficiency in this area.

Multi-use trails are another issue of importance for making the Town's transportation system more multi-modal. Great efforts have been made thus far to develop a trail system along the lake shore, with trail connections either completed or in development stages in the Hoover Beach area. These efforts need to be continued to get a complete trail extension along Route 5 and Old Lakeshore Road so that bicyclists and others can travel from the City of Buffalo, through Lackawanna, and on to the Town of Evans. The support and emphasis that

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has been put on this issue should not wane, so as to achieve the full segment of the Erie Lake Shore trail through the Town of Hamburg. Furthermore, plans should be developed for spur connections to the villages and other prominent locations in the Town. We must make the town connected internally by more than just streets for automobiles.

Pedestrian safety is another issue that requires more attention as the Town continues to develop. There are places for sidewalks, just as there are places where sidewalks should not go. It is clear that in areas where more dense residential and commercial development has occurred and is occurring sidewalks are necessary to enable residents to move between areas and uses without having to get in their cars. The trend is to make communities more walkable and in order to do this we need sidewalks or other pathways to enable pedestrian movement. This can be linked to the need and desire for trails, as pedestrian mobility does not just have to be accomplished with sidewalks. The overall idea is to provide a safe and alternative means for residents to move throughout their communities and neighborhoods. Sidewalks are not recommended for development that occurs in the more rural areas of the Town as a way of helping to preserve the rural character of these areas.

Access Management

One of the most important objectives of access management is reducing the potential for vehicular conflicts, particularly along the most heavily traveled roads. The best methods for achieving a reduction in conflicts are by reducing the number of conflict points and separating through traffic from local traffic. Land use development and transportation can be brought into balance, and conflicts can be reduced, through appropriate limitations on the number of driveways (curb cuts) along roadways, by requiring cross connections between developed properties, and through the enforcement of driveway separation and corner clearance standards.

At present, access management is applied within the various zoning overlay districts in the Town, but to improve traffic and pedestrian safety, it should be required on a town-wide basis. Traffic safety should be enforced across the board to ensure that all commercial and residentially developed areas provide safe and convenient site access.

General Recommendations:

- Work with the NYSDOT to redesign the Thruway exit at Camp Road to allow for at-grade access.
- Continue efforts to have the toll barrier removed at Ridge Road, along the Thruway.

Town of Hamburg 2007 Comprehensive Plan Update

- Develop access management standards to be applied on a Town-wide basis.
- Improve the ability of residents and visitors to move around within the Town, and between the villages, through the development of a trolley system.
- Make Hamburg more walkable and connect neighborhoods and communities with each other and with adjacent land uses, including schools and commercial development.
- Continue efforts to develop a connected system of multi-use trails in the Town.
- Work with the NYSDOT to develop overall access management plans for Southwestern, Camp Road, South Park Avenue and Route 5.

5. *Strive to protect, maintain and improve the aesthetic character of the various neighborhoods and communities in the Town*

In discussions with the Town and the public, it has been determined that the appearance of commercial development in the Town, particularly in areas close the Villages, could be improved. Many communities around the State and nation are now finding that “progress” does not have to degrade the visual quality of the surrounding area. We no longer have to accept standard franchise design at face value; more and more companies and developers are providing alternative designs that are more in keeping with the character of the surrounding community. In addition, site design can be improved through other measures, such as better landscaping (including buffers between residential and commercial uses), better and less intrusive signage, human scale and less intensive lighting, better parking and drive-thru layouts, and improved architectural features. This can be accomplished through revisions to the zoning code to include more detailed standards that require improved site design. Signage, in particular, is an area where emphasis is needed. Consideration must be given to controlling the number, style and size of commercial signage in an effort to alleviate visual blight and better organize public viewsheds.

Gateways

The Town of Hamburg shares borders with the City of Lackawanna, the Villages of Hamburg and Blasdell, and the Towns of West Seneca, Orchard Park, Eden and Evans. All of these borders include entrances to the Hamburg community, some of which are more prominent than others. These “gateways” are locations where residents and visitors are introduced to the Hamburg community, offering impressions (sometimes first impressions) and visual statements about the character and quality of the Town (Map 2-11). Many of these gateways do not provide the positive image that should be provided as a welcome to people entering into the community.

There are a number of locations that were identified as prominent points of entry into the Town, including Woodlawn, the Thruway at Milestrip and Camp Roads, Lakeshore Road at the Evans border, Milestrip and Abbott Roads, the Hamburg side of Route 219, etc. Many of these have been targeted as locations where aesthetic changes should be made to enhance and improve visual quality. This can be done through a variety of ways, from the installation of basic signage and landscaping to more significant “statements of welcome”, such as public artwork (murals, sculptures, etc.) and other features that highlight the uniqueness of the area you are entering. The Town should develop plans for these areas to institute improvements.

General Recommendations:

- Adopt design standards to improve the aesthetic quality of development.
- Develop gateway designs for the various entry points into the Town to provide a more aesthetically pleasing “welcome” to travelers.

Section 5
Implementation

Town of Hamburg 2007 Comprehensive Plan Update

SECTION 5.0 IMPLEMENTATION

This section of the 2007 Comprehensive Plan Update outlines the implementation strategy for the Town. In an effort to keep the Comprehensive Plan an active document, the items contained in this section should be put into action. Therefore, it is strongly recommended that the first action taken by the Town is to refer these implementation actions to the Town's existing Code Review Committee, the Comprehensive Plan Advisory Committee or a newly formed group. This committee should meet, at a minimum, on a quarterly basis to monitor implementation actions and make sure that the document is being put to use, evaluate the results of actions, and re-prioritize implementation actions, as required.

For issues, comments and other data that are generated throughout the implementation process, the Town Planning Department will act as a clearinghouse for the Comprehensive Plan Update. All such information will be analyzed and filed for presentation to the Comprehensive Plan Implementation Committee. As noted above, this Committee, in conjunction with the Planning Department, should meet at least quarterly to review and prioritize implementation steps to be undertaken. The recommendations of the Committee would be sent to the Town Board for authorization. Once authorized, the Planning Department, with assistance from other Town departments, committees and boards, as required, will proceed with the action. The Town Board will act on legislation or other actions, as needed, to achieve the item being implemented.

Each year, when the Town is developing their annual budget, the Town Board, based on input from the Implementation Committee, will set aside funding for Comprehensive Plan implementation. Recommended implementation items should be reviewed as part of the Town's annual budget process.

Priority Actions:

- Continue the work of the Comprehensive Plan Advisory Committee (as noted above).
- Entertain rezoning requests in accordance with the *Goals and Objectives* of this Plan.
- Review the existing zoning in Woodlawn and revise this zoning to provide flexibility to help stimulate economic activity.
- Update the Town's Open Space and Recreation Plan.

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- Adopt town-wide design standards to improve the aesthetic quality of the commercial and residential districts in the Town, which address signage, architectural design, parking, landscaping, site design and lighting.
- Address the need for access management regulations that cover all areas of the Town to improve vehicular and pedestrian safety, particularly for Southwestern Blvd., Camp Road, Route 5, South Park Avenue and McKinley Pkwy.
- Add sidewalks in the vicinity of McKinley Mall, from the mall to seven corners, to improve walkability in this area, as well as pedestrian safety.
- Develop a plan to connect segmented sidewalks in more densely developed areas and ensure safe connection of these areas to main roadways for pedestrians, and also to provide a means of connectivity between neighborhoods.
- Review and evaluate the need for more R-3 zoning districts and identify appropriate areas for this use.
- Work with the Chamber of Commerce to identify locations and develop plans for gateways at prominent entry points into the Town.
- Continue efforts to develop a connected multi-use trail system in the Town and complete the connection along Route 5, between the City of Lackawanna and the Town of Evans.
- Work with the Chamber of Commerce to develop a trolley system to provide a means of transport between the Villages and public facilities within the Town.
- Reconstruct the Thruway exit at Camp Road to provide at-grade access. This would open up more lands for commercial development in this regional commercial area.
- Continue efforts to remove the toll barrier on the Thruway.
- Continue with the Implementation items from 1995 Comprehensive Plan that still apply today:
 - Do not expand sewers in the south central portion of the Town (Referred to also as the “developing areas” in the County’s “Framework for Regional Growth”).

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- Coordinate sewer improvement activities with Erie County.
 - Continue implementation of Access Management principals in the Town.
 - Improve and expand upon the Town's Landscape standards.
 - Continue to improve the Town's Architectural Standards for Commercial Development.
 - Establish incentives for redeveloping abandoned or vacant properties.
 - Produce Transportation improvement plans for targeted areas in the Town. Utilize the assistance of the NYSDOT, County of Erie and the GBNRTC.
 - Consider a Corridor Management Plan for the NYS Route 5 Corridor.
- Work with Erie County representatives to help implement aspects of the "Framework for Regional Growth":
 - Continue to work on reinvigorating the Route 5 / Erie Lakefront Growth Corridor. This area includes Lackawanna, the Village of Blasdell and the Businesses and Industries in the northern Route 5 area. Work with the County and HIDA to continue to market existing available properties and the proposed Lake Erie Industrial Park.
 - Recognize and promote the Village of Hamburg as a regionally significant Rural Center.
 - Explore creative re-use scenarios for the larger vacant commercial properties in the Town.
 - Work with the County and surrounding communities in researching intermunicipal agreements that increase cost savings in the delivery of public services.
 - Continue conservation efforts in the Eighteen Mile Creek Corridor.
 - Identify regionally significant projects to work with the County on achieving.

5.1 Annual Review:

The Comprehensive Plan Advisory Committee, with the assistance of the Planning Department, should conduct an annual review of the 2007 Comprehensive Plan to ensure that the plan remains a dynamic and useful document and to judge the yearly accomplishments in implementing and enforcing the goals and objectives of the Plan (see Appendix 1 for an overview of the annual implementation actions for the 1997 Comprehensive Plan). This annual review should include some or all of the following.

- Review all major site plan and subdivision approvals issued during the previous year in conjunction with the recommendations of the Comprehensive Plan to determine where this activity has occurred, if it has occurred consistent with the recommendations of the Comprehensive Plan. These planning approvals should be assessed with regard to their overall

Town of Hamburg 2007 Comprehensive Plan Update

impact on the general land use trends in the Town.

- Review all major rezoning decisions approved during the previous year in conjunction with the Comprehensive Plan to determine if these actions were consistent with the recommendations of the plan and the overall impact of the rezoning decisions on the general land use trends in the Town.
- The priority listings of implementation items specified in the Comprehensive Plan should be reviewed to determine which items were accomplished and which ones should be undertaken in the coming years. The Committee should also determine if there are any new actions that should be added to this list.
- Any comments from Town and Village Boards, departments and committees, and public input gathered during the previous year will be evaluated in conjunction with the information ascertained from the reviews outlined above. This information should be utilized to assist with the development of an action plan for Comprehensive Plan implementation activities in the coming year.
- The Committee should prepare a statement outlining the accomplishments of the past year, including a listing of all major site plan, subdivision and rezoning approvals, and a list of implementation achievements, as specified in the Comprehensive Plan. This information, along with the action plan for the continuing implementation of the 2007 Comprehensive Plan, should be presented to the Town Board for their review and approval.

By utilizing this strategy on a yearly basis, the Town will be continually re-evaluate the 2007 Comprehensive Plan, helping to keep the implementation process on-going and making minor adjustments to the implementation plan, as needed. The information generated from this process will be incorporated into the Planning Department files after formal acceptance by the Town Board.

After no more than ten years (or sooner if deemed necessary), the 2007 Comprehensive Plan Update should be more extensively reviewed (using these annual reports) and updated, as necessary, through a formal adoption process (including draft changes, public hearings and SEQR review).



Press Release

Contact: Andrew C. Reilly
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areilly@wd-ae.com

PUBLIC INFORMATION MEETING ANNOUNCEMENT

A public information meeting to discuss the Town of Hamburg Comprehensive Plan Update is scheduled for -

Tuesday, November 14, 2006 - 7:00 P.M at the Woodlawn Gateway Center Auditorium.

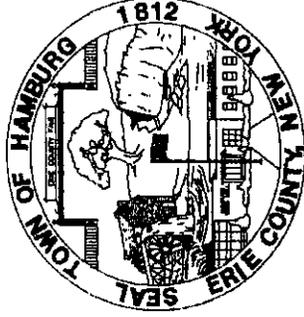
The Town of Hamburg completed a Comprehensive Plan in 1996. Since that time the Town has grown and the plan no longer adequately addresses the changing conditions. To commence this effort and ensure that the public is represented in this process, an informational meeting is being held to provide local residents and stakeholders the opportunity to come out and express their views on land use and zoning, growth and development, recreational needs, economic vitality, community services, and other quality of life issues and concern.

The Town has hired Wendel Duchscherer ("when-dle do-sharer"), a Buffalo-based architecture, engineering and planning firm to assist in preparing the update to the plan. Representatives will conduct this meeting, providing a brief presentation and moderating open discussion. Doors will open at 6:30PM, with the formal meeting starting at 7:00PM.

###

HELP US PLAN FOR YOUR FUTURE

**PUBLIC INFORMATION MEETING
FOR THE
HAMBURG COMPREHENSIVE PLAN UPDATE
TUESDAY, NOVEMBER 14, 7:00PM
WOODLAWN GATEWAY CENTER AUDITORIUM**



**TO DISCUSS THE GOALS THAT WILL GUIDE THE
FUTURE GROWTH OF YOUR COMMUNITY**

**Economic Development
Quality of Life
Traffic**

**Community Character
Open Space
Recreation**

**Water & Sewer Services
Pedestrian Safety
Education**

HELP US PLAN FOR YOUR FUTURE

**PUBLIC INFORMATION
MEETING**

**FOR THE
TOWN OF HAMBURG
COMPREHENSIVE PLAN UPDATE**



**MONDAY, MAY 10, 2007 - 7:00PM
LAKEVIEW FIRE HALL**

**COME AND OFFER YOUR THOUGHTS ON THE GOALS THAT WILL GUIDE
THE FUTURE GROWTH OF THE LAKEVIEW COMMUNITY**

Community Character
Pedestrian Safety

Quality of Life
Recreation

Open Space
Traffic

MEMORANDUM

TO: Comprehensive Plan Update Advisory Committee

FROM: Drew Reilly / Wendy Salvati – Wendel Duchscherer

DATE: 11/21/06

SUBJECT: Comments from Public Information Meeting – November 14, 2006

WD PROJECT NO. 300806CPUP

A Public Information Meeting was held on November 14, 2006 at the Woodlawn Gateway Center Auditorium to discuss the purpose and intent for updating the Hamburg Comprehensive Plan and to gather public input. The following is a list of comments that were offered and discussed at this meeting:

- The maps do not reflect anything happening in the Woodlawn area of the Town; This area needs to be revitalized and also should be rezoned to help create a tax base – need more housing and businesses. The Woodlawn Community Revitalization Committee should be contacted for their input. Also, does the GBNRTC have a plan for a boulevard treatment through the Route 5 Woodlawn corridor?
- What percent of the land is zoned commercial in the town? Do we need more?
- Hamburg used to be a quiet area with less congestion, cleaner air, and greenspace. Want to see the community character and open space preserved, particularly in the southern part of the Town (where it still exists). We lose it chunk by chunk over time – can't commercial development be clustered? It seems that the Town is becoming a giant marketplace (commercial development seems to be taking over), which takes away from its character.
- Clustering of commercial should be utilized to preserve existing rural residential character
- Is the existing zoning near residential areas taken into account when people buy homes? Commercial areas next to residential areas lower property values for the residences.
- Zoning should be changed overall, not on a parcel by parcel basis.
- More businesses are needed in the area for residents to obtain items needed daily with out being required to drive to other locations. We need business development in the area of Lake Ave, McKinley Parkway and Southwestern Blvd.
- Existing commercial areas are vacant, why can't they be re-developed?
- Majority of people came to the Town for the greenspace and farms, not over built housing and commercial areas. We need to preserve greenspace.

- Has the Town ever done a pro forma to estimate the operating costs of doing business for the next 10 to 20 years? How do we keep taxes balanced if we don't keep growing? How can we pay our taxes in the future without growth?
- What services does the Town need? Future needs projections should be developed to see the service changes that will occur with the changing population demographics (demand for senior services is increasing and declining for youth services).
- Can't existing commercial parcels be reused rather than always building new? Can you force developers to reuse existing or maintain their properties better?
- In relation to Goals & Objectives item #3: there are prominent commercial empty spots; use them to make Hamburg unique; develop a vision that is not box development; Town need to be creative with laws to promote a sense of place. The Town lacks a "sense of place." We need codes to dictate better quality development.
- There is Orchard Park envy in Town that they always get the better "stuff".
- Village is taking a new shape and trying to be attractive through developer buy-in (they have an active Economic Development Committee).
- Little specialty stores can't compete with large chain stores (reference to classic Hamburg shopping). Local residents also need to support local businesses.
- Demographics affect the type of commercial development that is attracted to the area.
- Retailers will give you better building designs if the Town asks for it. They have alternate plans, you just have to ask for them.
- Town is working with Villages to attract things to the area and whole team, not as individual units.
- Where are the pressures coming from to rezone? (residents or developers) Residents are receiving contingent offers for their land hinged on rezoning approvals.
- Traffic has increased in the Town. How can we slow down traffic on the major roadways?
- Can speed limits on roads be controlled by Town? (NYSDOT and Erie Co. control speeds but residents can petition Town to address speed issues with these agencies and other)
- Once peak hour passes for traffic movements, speeds and volumes slow down.
- Can traffic calming be implemented throughout and included in all projects the Town?
- Town has lost its greenspace and we need to do something to help existing farmers stay in business. Agricultural zones are small, Town should help keep farm land.
- No additional billboards will be allowed in the Town.
- How do you overcome apathy of the residents? (indication of general decline in the character of Hamburg residents)?
- How does the Town attract small business? Lands owned by developers have high rents and square footage requirements.

- What happens with ongoing project in regards to the plan updated? On-going projects have to use existing laws of Town until update is officially adopted.

- Moratorium would be used if significant changes are implemented.

- Can the Town support themselves from residential taxes alone or is commercial needed? There needs to be a balance, but commercial is required at this point in time. Can we look at zoning for a proper balance of land use?

- Can the maps be put on the Town's web site?

MEMORANDUM

TO: Town of Hamburg Comprehensive Plan Advisory Committee

FROM: Drew Reilly, Wendy Salvati - Wendel

DATE: March 5, 2007

SUBJECT: Meeting Minutes from February 22, 2007 Public Information Meeting
Woodlawn Fire Company

WD PROJECT NO. 300806CPUP

HAMBURG COMPREHENSIVE PLAN UPDATE - MEETING MINUTES PUBLIC INFORMATION MEETING – WOODLAWN FIRE COMPANY

1. Mark Cavacoli welcomed those in attendance and thanked Joe Killian for organizing the meeting. He noted that other meetings are being considered for Lakeview and possibly other areas. Mark also discussed the purpose of the meeting.
2. County Legislator Bob Reynolds was introduced. He spoke about the County efforts to re-establish the Erie –Niagara Regional Planning Board.
3. Wendy Salvati from Wendel was introduced. She spoke about the Town's previous comprehensive planning efforts and the recognized need to update the plan. Most of the implementation items in the old plan have been addressed. Growth has largely been occurring in conformance with that plan but it is time to look again at planned growth in response to development pressure.
4. The following comments were offered by the public:
 - How close was the last plan to reality? Need to look at real changes. proposed change. Has the Town really followed the plan and has the Town grown in conformance with the plan?
 - East-west transportation routes are needed (cross roads).
 - Existing roads in Lakeview area all residential and this makes for more traffic congestion. Need to factor in planned residential subdivision and assess impacts.
 - Would like to see more business parks and wireless technology facilities to attract new business to the Town. Amherst gets new jobs – why not Hamburg?
 - Lakeview is zoned RA – keep it residential. Would like to see a stop to the stripping of land for development.
 - In the Wanakah area, like seeing Route 5 more scenic; it is not a high speed roadway and the Lake makes the area more attractive. Keep this area scenic.

- Need more adaptive reuse of existing buildings rather than building new.
- Would like to see bike trails connected to the Villages so there is less need to drive.
- Offer tax incentives for keeping land as open space so that owners don't have to sell it off. Would keep undeveloped land but can't afford the taxes. (Mark mentioned using conservation easements as a means of relieving the tax burden).
- Traffic is horrible – need to look at traffic and congestions.
- Subdivisions displace animals and more traffic creates conflicts and safety hazards. Don't want to see the Town implement a "deer management program" because of development. We need to preserve open space, habitat and the rural feel of the area.
- Supports sidewalks, bike paths and walkability – need more sidewalks and trails.
- Improve the entrance to Woodlawn as a "gateway". Even just a sign would be nice.
- Sidewalks need to be kept up in the Woodlawn area, and be plowed in the winter. Woodlawn is a neglected area of the Town. A lot of people walk and the sidewalks are old and used a lot. (Mark discussed some of the issues the Town faces with sidewalks).
- Is there potential to have the floodplain updated in Woodlawn?
- Traffic concerns at North Creek and Route 5 – more development will make this situation worse.
- Concern about development at Camp Road near the cemetery (near West Herr). Traffic problems on Camp Road from side streets and high speed travel – concern about more commercial development in this area. Any new development will require additional traffic signals for safety.
- Need more things for youth, particular year round. Need to include a way for them to get there. Need more recreational activities in the northern part of the Town. Need more than just the Nike base and more programs in the schools.
- Zone the area between South Park and Quimby for commercial use.
- The area of Route 5 and Schoelkopf is a problem – need to restructure the intersection for better traffic flow, especially if more development comes to that area.
- Clean up Woodlawn – make property owners clean up their land (junkyards). Woodlawn should be a major gateway – clean it up.
- Revitalize the Foits property.
- Need better job opportunities to keep people in the area and tax cuts. Make plan a little more business friendly.
- Too many vacant businesses. Need an environment that is more conducive to business. We live in "Bendersonland" and they are not always good community partners. What are other places that get good businesses doing that we are not?
- Small business owners have a tough time competing; need a better way.
- Need to bring businesses in that pay good wages – no more big boxes. Need industrial parks, etc. like Orchard Park.
- Can Hamburg offer incentives to keep jobs and business in the area?
- Ask owners of vacant properties their intent for their lands.
- Pro-business, but need better architectural standards, better character of development (e.g., CVS big box in the middle of the village dwarfs other businesses).
- Need to maintain community character – this is very important.
- What about new buildings that are build and then never occupied – we have a lot of them. And also too many vacated buildings. Are there regulations to require occupancy?
- Is there a dedicated liaison to the farming community? We need to maintain farmland. Can we have constructive uses and pilot projects in agriculture? Work with Cornell Cooperative Extension to learn about better uses to keep farmland in use.

- Can't the Town require that developers have a certain number of tenants in place before they build new building?
- Continue larger lot zoning in the southern part of the Town (2 acres min. or larger). Keep the zoning as it is in that area.
- Some of the nicest land in the town is on the waterfront. Woodlawn Beach State park is great. Can we get a marina in that area?
- Could the Town allow residents to have more input into the planning process for localized development?
- Rental property drags the Town down – it trashes up neighborhoods.
- Need to plan for an aging population, come 2014 25% of the county population will be over the age of 65. Need to take this into consideration.
- When are the shoreline erosion and storm water problems by Hoaks going to be resolved (Tom Quatroche addressed this issue).
- Why are we developing vacant lands instead of redevelopment already developed sites or reusing existing buildings? Redevelop brownfields rather than greenfields.
- What's happening with the Leisureland property?

MEETING MINUTES

TO: Town of Hamburg Comprehensive Plan Advisory Committee

FROM: Drew Reilly, Wendy Salvati - Wendel

DATE: May 7, 2007

SUBJECT: Meeting Minutes from May 7, 2007 Public Information Meeting
Lake View Fire Company

ATTENDEES: Steven J. Walters, Town Supervisor Town of Hamburg
Mark Cavalcoli Town of Hamburg
Drew Reilly Wendel Duchscherer
Wendy Weber Salvati Wendel Duchscherer

WD PROJECT NO. 300806CPUP

-
1. Mark Cavalcoli opened the meeting, welcomed everyone and provided a brief background on the purpose of the meeting.
 2. Supervisor Walters welcomed everyone and encouraged everyone to offer their comments.
 3. Wendy Salvati explained the purpose of a "Comprehensive Plan" and the process for the update.
 4. Andrew Reilly reviewed what the 1997 Comprehensive Plan recommended for the Lake View area.
 - Zoning must be in accordance with the Comprehensive Plan.
 5. Town Website – post information for public viewing.
 - Lake View Citizens Association - Keep an eye on the administration of the Town; two new Town board positions will open up. Must review the existing zoning in Lake View to assess what can still be developed. Don't want sewers – concerned about land zoned RA, must limit/control development.
 - The question was asked "who appointed the Advisory Committee and who is on it? Are there any Lake View residents? *The response was that the committee was appointed by the Town Board, all committee members who were present identified themselves, and Mark Cavacoli noted that he lives in Lake View.*

-
- The Planning Board has done a good job about residential driveway cuts on Route 5. Don't need a lot of driveway cuts on Route 5, we have enough.
 - Can we add greenspace between developments?
 - A lot of thought has gone into Lake View (per the comprehensive plan), don't change the zoning overlay, and don't allow more commercial development. Leave Lake View alone, no changes.
 - We like to be small and intimate; even though we have lots of greenspace we don't need more development. Residents are OK with having to drive to other places for services. We like to walk in our community.
 - John Bosse noted that he owns 20 lots on Route 5, by the fire hall (Thorton Dr. to Houston Dr.) that is zoned residential. He said he will donate 11 lots to the Town in exchange for approval to build a Wilson Farms/gas station on the site. It will only have a curb cut to Route 5 and Fairway Ct.
 - Resident noted that they moved to the Town of Hamburg for all the greenspace, woods, etc. I don't live in Lake View, but love it here. The Town should keep this area like it is. Let those who want density to go to denser developed areas.
 - Are there any plans scheduled for school improvements and for the soccer fields which are becoming swamp land?
 - Resident is appalled at the number of homes going up in Lake View and says the class sizes are bursting (24 to 26 kids per class). This needs to be addressed. As more development comes this will continue. Need to preserve our greenspace; want wider lots. Need better communication between the Town and school district. Schools are not keeping up with development. This issue must be addressed by the School Board.
 - We don't need more cookie cutter subdivisions – need to revise regulations to get better development. High density in Lake View is scary. Resident lives on Route 5 at 18-Mile Creek - very dangerous (many traffic accidents / deaths). Need to enforce speed limit.
 - Development requires services, this costs money, yet we are talking about cutting the budget.
 - The Town Board has not kept area forever green; we are building poor structures. We don't need patio homes or Wilson Farms. Leave Lake View alone – sprawl in other places in the Town. Put patio homes in Williamsville. Wilson Farms will generate too much traffic, much more than 20 curb cuts for residential homes would.
 - Lake View's fire district did not take any action on Mr. Bosse's offer. Fire equipment is not getting cheaper, we need to do better long range planning. As a

Lake View resident, we don't want anymore development. We need to be very careful - "if it ain't broke"....

- Are there benchmarks or percentages to delineate where and how much open space we should have. Berms are not greenspace. What is the Town's goal? Now Route 20 is under pressure - high speeds, lots of traffic/ poor enforcement. Benchmarks are what the community wants.
- I live on Amsdell Rd.; we thought we lived in the country, it was zoned RA – not anymore. So we must encourage the Town to be diligent because things change.
- What about sewers? (ACR explained inflow & infiltration issues). Supervisor Walters explained issues at the wastewater treatment plant (not running at full capacity).
- Resident moved to Lake View because of community character. It should be continued as such. Also, don't need another convenience store of Route 5, there are others close by.
- Agree that both school districts need to work with the Town and get information, but family sizes are shrinking. Believe enrollment is going down, school districts need to redistrict to better distribute enrollment population.
- What about trails, any more proposed? Can we make trails safer and get more? *Joe Killian provided some updated information on biking issues.*
- Would like to keep Lake View like it is. Many subdivisions were approved or in the planning stages before the last Master Plan was adopted. Many get approved but never developed. How do we deal with companies with a lot of money who want to develop in the area?
- Keep the plan oriented so that it keeps commercial development out of Lake View. No commercial zoning. Keep that part of the Master Plan sacred.
- A question was raised about the transfer of the Wanakah sewer district to Erie County sewer district. Don't want sewers extended into Lake View. Keep the Master Plan clear on this so Erie County cannot extend sewer district boundaries and bring sewers in. (*Supervisor noted that we must get Wanakah district up to state standards.*)
- Old Lake Shore Rd. is crumbling. Need to acknowledge and need suggestions on how to deal with this road. Please provide ideas to Town Shoreline committee.
- Should Old Lake Shore Rd. go one-way, become a bike path, etc. Town needs feedback.
- How do we provide housings for the elderly? Are patio homes the way? We must think about alternative residential environments.

-
- ❖ For future meetings, the best way to get work out in Lake View:
 - Big advertisement in the Hamburg Sun
 - E-mail list
 - Slings in PO boxes and local businesses
 - Website

 - Mark Cavalcoli – closing comments
 - We have heard you loud and clear – we are glad you let your concerns be known, that is the purpose of this meeting. There will be other meetings in the Town.
 - It was requested that we post the survey results on the Town's website.
 - Looking to have plan done by end of the year and adopted early in 2008.

Hamburg Comprehensive Plan Update
Business - Stakeholders' Meeting – June 19, 2007

Community Survey

1. Should the Town of Hamburg preserve more open space and greenspace?

Yes ____ No ____ No Comment ____

2. If the Town is to preserve more open space and greenspace, would you support the raising of taxes to accomplish this?

Yes ____ No ____ No Comment ____

3. Does the Town need additional recreational amenities? Yes ____ No ____

If yes, what type(s):

4. Does the Town of Hamburg need additional residential development and housing opportunities?

Yes ____ No ____ No Comment ____

If yes, which types (check all that apply):

- Single family homes on standard lots _____
- Duplexes _____
- Single family homes on smaller lots (patio homes) _____
- Condominiums and townhouses _____
- Apartments _____
- Senior housing opportunities _____
- Affordable housing opportunities _____

5. Do you feel that the Town has enough commercial development?

Yes ____ No ____ No Comment ____

If no, where do you believe this commercial development should go? (check all that apply)

- McKinley Parkway _____
- Milestrip Road _____
- Camp Road _____
- Southwestern Boulevard _____
- S. Park Avenue _____

Other locations: _____

6. What do you believe are the biggest issues facing the Town of Hamburg today? (provide up to three issues)

7. What can Town Government do to improve Hamburg? (provide up to three suggestions)

8. In your opinion, what are the greatest assets or attributes of Hamburg? (name up to three)

Hamburg Comprehensive Plan Update
Survey results from the November 14, 2006 Public Meeting

1	Should the Town of Hamburg preserve more open space and greenspace?	80% - yes	20% - no
2	If the Town is to preserve more open space and greenspace, would you support the raising of taxes to accomplish this?	50% - yes	50% - no
3	Does the Town need additional recreational amenities?	30% - yes	60% - no 10% - no comment
4	Does the Town of Hamburg need additional residential development and housing opportunities?	50% - yes	40% - no 10% - no comment
	Type of Housing:		
	Single family on standard lots		3
	Duplexes		3
	Single family on smaller lots		3
	Condominiums/Townhouses		2
	Apartments		2
	Senior housing opportunities		4
	Affordable housing opportunities		2
5	Do you feel that the Town has enough commercial development?	50% - yes	40% - no 10% - no comment
	Where commercial development should go:		
	McKinley Parkway		5
	Milestrip Road		2
	Camp Road		4
	Southwestern Boulevard		5
	S. Park Avenue		3
	Write in Responses:		
	Rte 5/Woodlawn		
	Rte 5/Bayview Road		
	Big Tree Road		
	Lake View Road		

6 What do you believe are the biggest issues facing the Town of Hamburg today?

- | | |
|---|--|
| 1 Taxes | 10 Big Box Development |
| 2 Location of commercial growth | 11 Too much R-2 zoning |
| 3 Smart use of waterfront | 12 Urban sprawl |
| 4 Ford plant | 13 Overall comprehensive greenspace plan |
| 5 Traffic issues | 14 Lack of an industrial park |
| 6 Train Traffic | 15 Reduction in services |
| 7 Drugs infiltrating schools | 16 Growth of Southwestern Blvd |
| 8 7 corners/DOT project | 17 Loss of open/green space |
| 9 Smart utilization/increasing of Lake access | |

7 What can Town Government do to improve Hamburg?

- | | |
|--|---------------------------------|
| 1 Redevelop/infill existing commercial areas | 8 Increase industry |
| 2 Eliminate non-necessary government positions | 9 Simplify government processes |
| 3 Increase/maintain greenspace | 10 Traffic management |
| 4 Connect recreational features | 11 Create gateways |
| 5 More aggressive planning | 12 Develop Route 5 |
| 6 Waterfront development/increase Lake access | 13 Quiet railroad crossings |
| 7 Government cooperation at all levels | 14 Tree planting program |

8 What are the greatest assets or attributes of Hamburg?

- | | |
|---|---------------------------|
| 1 Good separation of residential/commercial | 7 Green Spaces |
| 2 Ford plant | 8 Past "country" feeling |
| 3 Lake Erie | 9 Niche farm land uses |
| 4 Town parks/trail system | 10 Town fitness center |
| 5 High level of service to residents | 11 Easy access to Village |
| 6 Fair Grounds | 12 Industrial Park |

Hamburg Comprehensive Plan Update
Survey results from the February 22, 2007 Public Meeting

Total Number of Responses- 30

- 1 Should the Town of Hamburg preserve more open space and greenspace? 87% - yes 10% - no 3% - no comment
- 2 If the Town is to preserve more open space and greenspace, would you support the raising of taxes to accomplish this? 55% - yes 31% - no 14% - no comment
- 3 Does the Town need additional recreational amenities? 30% - yes 70% - no

Types of recreational amenities needed

- Public tennis courts
- Playgrounds
- Picnic Facilities
- Parks
- Bike Trails
- Sidewalks
- Teen Centers
- Beaches

- 4 Does the Town of Hamburg need additional residential development and housing opportunities? 41% - yes 59% - no

Type of Housing:

- Single family on standard lots 83%
- Duplexes 8%
- Single family on smaller lots 33%
- Condominiums/Townhouses 25%
- Apartments 0%
- Senior housing opportunities 50%
- Affordable housing opportunities 17%

- 5 Do you feel that the Town has enough commercial development? 48% - yes 48% - no 3% - no comment

Where commercial development should go:

- McKinley Parkway 61%
- Milestrip Road 33%
- Camp Road 66%
- Southwestern Boulevard 56%
- S. Park Avenue 39%

Write in Responses:

- Rte 5/Woodlawn
- Rte 5/Bayview Road
- Lake View Road

6 What do you believe are the biggest issues facing the Town of Hamburg today?

- | | |
|--|--|
| 1 Vacant commercial buildings/ areas
Location and over-development of | 10 Big Box Development |
| 2 commercial areas | 11 Smart use of waterfront |
| 3 Lack of government cooperation | 12 Lack of east-west roads |
| 4 Taxes | 13 Code enforcement |
| 5 Traffic/ transportation issues | 14 Unsafe streets |
| 6 Loss of open/ green space | 15 Loss of local businesses |
| 7 Property maintenance | 16 Redevelopment of Woodlawn and Biasedell |
| 8 Urban sprawl | 17 Lack of greenspace connectivity |
| 9 Big box development | |

7 What can Town Government do to improve Hamburg?

- | | |
|---|--|
| 1 Government cooperation at all levels | 8 Develop waterfront |
| 2 Redevelop/ infill existing commercial areas | 9 Create/ improve gateways |
| 3 Smart growth/ prevent sprawl | 10 Improve at-grade railroad crossings |
| 4 Stabilize taxes | 11 Develop safer schools |
| 5 Improve transportation | 12 Support agricultural interests |
| 6 Government consolidation | 13 Support village business districts |
| 7 Improve pedestrian facilities | |

8 What are the greatest assets or attributes of Hamburg?

- | | |
|-----------------------------------|--------------------------|
| 1 Lake Erie/ waterfront | 6 Open/ green space |
| 2 Location/ proximity to services | 7 Town services |
| 3 Small town atmosphere | 8 Schools |
| 4 Residents | 9 Easy access to Village |
| 5 Parks | |

Hamburg Comprehensive Plan Update
Survey results from the May 7, 2007 Public Meeting

Total Number of Responses- 49

- | | |
|---|-------------------------------------|
| 1 Should the Town of Hamburg preserve more open space and greenspace? | 92% - yes 4% - no 4% - no comment |
| 2 If the Town is to preserve more open space and greenspace, would you support the raising of taxes to accomplish this? | 61% - yes 24% - no 14% - no comment |
| 3 Does the Town need additional recreational amenities? | 67% - yes 10% - no 23%- no comment |

Types of recreational amenities needed

- Bike Paths
- Walking/ hiking trails
- Cross-country skiing trails
- Parks/ playgrounds
- Picnic areas
- Indoor recreational facilities
- Baseball fields
- Waterfront access

- | | |
|---|-----------------------------------|
| 4 Does the Town of Hamburg need additional residential development and housing opportunities? | 18% - yes 76% - no 6%- no comment |
|---|-----------------------------------|

If yes, type of housing:

- | | |
|----------------------------------|-----|
| Single family on larger lots | 67% |
| Duplexes | 0% |
| Single family on smaller lots | 25% |
| Condominiums/Townhouses | 25% |
| Apartments | 0% |
| Senior housing opportunities | 83% |
| Affordable housing opportunities | 33% |

- | | |
|--|------------------------------------|
| 5 Do you feel that the Town has enough commercial development? | 86% - yes 14% - no 0% - no comment |
|--|------------------------------------|

Where should commercial development go:

- | | |
|------------------------|-----|
| McKinley Parkway | 24% |
| Milestrip Road | 14% |
| Camp Road | 16% |
| Southwestern Boulevard | 18% |
| South Park Avenue | 6% |
| Other | 6% |

Write in Responses:

- Quaker Crossing
- Fill vacancies
- Village of Hamburg
- Near Ford Plant

6 What do you believe are the biggest issues facing the Town of Hamburg today?

- | | |
|-------------------------------|--|
| 1 Growth/ overdevelopment | 6 Sprawl |
| 2 Loss of open/ green space | 7 Lack of pedestrian/ bicycle facilities |
| 3 Traffic/ speeding | 8 Lack of government cooperation |
| 4 Vacant commercial buildings | 9 Loss of rural/ small town atmosphere |
| 5 Taxes | 10 Transportation/ infrastructure |

7 What can Town Government do to improve Hamburg?

- | | |
|--|--|
| 1 Improve government/ services | 8 Improve pedestrian/ bicycle facilities |
| 2 Preserve open/ green space | 9 Traffic calming |
| 3 Improve waterfront access | 10 Limit development in Lakeview |
| 4 Create high development standards | 11 Beautification of the Town |
| 5 Promote a sense of community | 12 Conserve agricultural lands |
| 6 Promote smart growth | 13 Increase tax base |
| Promote reuse/ redevelopment of | |
| 7 older commercial areas | 14 Remove tolls on I-90 |
| 8 Improve transportation/ infrastructure | 15 Improve safety |

8 What are the greatest assets or attributes of Hamburg?

- | | |
|--------------------------------|----------------------------------|
| 1 Open/ green space | 7 Quality of life |
| 2 Lake Erie/ waterfront | 8 Variety of businesses |
| 3 Rural/ small town atmosphere | 9 Village of Hamburg |
| 4 People | 10 Natural beauty |
| 5 Proximity to Buffalo | 11 Schools |
| 6 Neighborhoods/ communities | 12 Transportation infrastructure |

**Generalized areas and issues of concern identified by the Hamburg
Town Board and Code Review Committee:**

- Open space protection/preservation
- Agricultural uses and remaining agricultural lands
- Trailways, biking and connectivity
- Waterfront issues
- Transportation issues
- Zoning and land use issues related to –
 - Southwestern Blvd.
 - Commercial development
 - Multi-family housing development
 - McKinley Pkwy.
 - Blasdell zoning overlay district
- Subdivisions and housing development
- Gateways into the community
- Architectural and landscaping standards

Existing Conditions Update – Changes since 1997

1. Changing land use patterns – update land use map and examine development trends, prominent land uses and undeveloped areas
2. Demographic updates – population growth; socio-economic trends
3. Zoning
 - Review changes and Zoning Law amendments that have been implemented since 1997
 - Examine means for including additional aesthetic standards in code (architectural, landscaping, lighting) – what's needed, why and where
4. Subdivision development
 - Examine areas where residential development is occurring;]
 - Prepare map of approved subdivisions which are yet to be built;
 - Examine residential development trends (housing types, market needs/conditions)
5. Commercial/industrial development pattern
 - Commercially zoned lands – what is still undeveloped
 - Vacant buildings (commercial) – vacancy rates, where are vacancies prevalent
 - Industrial development - land availability, types of industry in the Town
6. Greenspace/open space/recreation updates
 - Input from Conservation Advisory Board
 - Review Open Space and Recreation Plan – has the plan been followed/implemented?
 - Inventory of recreational uses and needs (new trails, recreation facilities) – get input from the Parks and Recreation Department
 - Agricultural land use inventory– where occurring, location of remaining viable uses; determine need for agricultural protection measures
7. Waterfront issues – coordinate comprehensive plan with Local Waterfront Revitalization Program (LWRP) policies and recommendations for the waterfront; update plan to support LWRP
8. Traffic and transportation - system updates, identify problem areas and potential mitigations; review local and State agency plans/proposals
9. Gateways – identify areas for potential gateway development

Town of Hamburg 2007 Comprehensive Plan Update

Appendix 2 – Prior Implementation Actions:

The Town of Hamburg's 1997 Master Plan outlined implementation actions to be completed as a means of implementing the plan. Between 1998 and 2006, the following action items were completed.

- Provided copies of plan to the Erie County DEP to help in planning of sewer improvements in districts
- Created new Commercial Zoning District (Hamburg Commercials – HC) for high profile, high traffic areas with residential infringement
- Created Overlay District for McKinley Parkway
- Created a Planned Residential Zoning District (PRD)
- Re-wrote/revised the cluster development regulations
- Amended the C-1 and C-2 zoning districts
- Provided input to the GBNRTC
- Amended the rezoning process, requiring review by Committee/Town Board for conformance with Master Plan prior to entertaining rezoning requests
- Monies found to study the Route 5 corridor
- Created the Lakeview Overlay
- Created the South-Central Overlay
- Created the Southeastern Overlay
- Created the McKinley Parkway Overlay
- Zoning petition signage enacted
- Required Special Permit Use for automobile related businesses (sales and service)
- Created Bed & Breakfast Ordinance
- Amended zoning on South Park north of Big Tree from C-3 to N-C
- Route 5 Study authorized
- South Park Overlay
- Camp Road Overlay
- Amended N-C zoning
- Site Plan expirations
- Site Plan waivers
- Research/meetings on rezoning of McKinley Parkway from Highland to Seven Corners
- Devised plan for Access Management at Camp Road/Thruway – applied for grant
- Researched Fairgrounds property zoning
- Researched code problems and established master listing of codes needing revisions
- Created “parks” zoning district
- Began identifying lands for new Parks District designation
- Reviewed Sidewalk Ordinance
- Town Attorney to assist with enforcement issues
- Enclosed dumpster’s requirements

Town of Hamburg 2007 Comprehensive Plan Update

- Created new GIS zoning map
- Researched development rates in the Town
- Began researching new bike paths
- Prioritized codes to amend
- Began work with the NYSDOT on an Access Management Plan (applied for assistance)
- Moratorium of major subdivisions
- Updated recreation fees (\$600 -> \$1000/lot)
- Adopted code revisions
 - a. Cluster development update
 - b. Expiration of approvals
 - c. Buffer requirements (RR, etc)
 - d. Recreation requirements
 - e. Overhead utility extensions in overlays
 - f. Conservation easement law
 - g. Tree management ordinance
 - h. Two trees per lot
 - i. Wetlands protection
 - j. Driveway locations
 - k. Lot sizes and dimensions: R1, R2 & R3
- Update of LWRP commenced
- Updated the Telecommunications Ordinance
- Updated fees
- Revision to the Hamburg Commercial (HC) Zoning District.
- Creation of a Planning Dept. 3-5 year plan
- Drafting of the following ordinances (not adopted):
 - a. Waterfront Commercial District
 - b. Route 5 Overlay District
 - c. Fairground District Outline
 - d. Fair Housing Ordinance Update
 - e. Update to Chapter 76 – Building Code
- Conservation Board began an updated to the Greenspace component of the Open Space/Recreation Plan
- The Recreation Dept. began work on the Recreation Component of the Open Space/Recreation Plan.
- The TSAB identified the major traffic problem areas in the Town.
- Historical Society and Kurt Allen have started to identify historical structures in the Town and how they may be protected.
- The Town began research into the protection and/or preservation of agriculture in the community.
- Finalization and adoption of Route 5 Overlay District.
- Finalization and adoption of Waterfront Commercial (WC) District.

Town of Hamburg 2007 Comprehensive Plan Update

- Finalization and adoption of new building code.
- Finalization and adoption of updated fair housing ordinance (provided by Community Development Department).
- Amendments to the zoning code including home occupation, cluster development and building separation distances and accessory structure sizes.
- Researched snowmobiles & ATV issues – resolved local problem.
- Devised map, based on the LWRP, of waterfront zoning changes.
- Completed draft of a Fairground Zoning District.
- Researched and provided samples of a Windmill Ordinance, and a Landscape Ordinance.
- Engineering Department created map of all Town “owned” properties, to be utilized for rezoning to the new PR Zoning District.
- Implementation actions assigned to others:
 - a. Agricultural Preservation Program – Councilwoman Kesner
 - b. Recreation Plan – Recreation Department
 - c. Open Space/Greenspace Plan Update – Conservation Advisory Board
 - d. Traffic problem areas – Traffic Safety Advisory Board
 - e. Historical structures – Kurt Allen/Historical Society
- Miscellaneous zoning issues researched: electronic signs, instant garages, architectural standards.
- Notification requirements for subdivisions and site plans (public hearings for site plans)
- Amendment of the density requirements for multi-family dwellings in the R-3 and R-4 zoning districts.
- Adoption of a Wind Energy Conversion System (Windmill) Ordinance.

CONCLUSIONS

a) *Introduction*

In reviewing the data generated relative to the Town and the subsequent mapping of that information, it became apparent that certain areas of the Town had common characteristics. To assist with and simplify the interpretation of this data, the Town was broken down into eight (8) General Land Use Areas. *Map 12* illustrates these Land Use Areas that will be used in this section and subsequent sections of this document. It must be understood that this mapping is just a tool for assisting with this study, and is not an end product or a representation that the Town only consists of eight general areas of land use.

These *General Land Use Areas* are as follows:

- i) Industrial Areas
- ii) Regional Commercial Areas
- iii) Planned Unit Development (P.U.D.) Area
- iv) Lakeview Area
- v) South Central Area (Conservation/Agricultural)
- vi) South Eastern Area (Residential #2)
- vii) Central McKinley-Armor Area (Residential #1)
- viii) Central Hamburg Area

The following section will discuss each of these areas: history, characteristics, problems and goals & objectives. The *Recommendation Section* will then summarize this information and present recommendations for reaching the goals and objectives of that area.

Included at the end of each of these sections are some general conclusions about the Town and

some general recommendations that are not specific to these general land use areas.

Map 12 General land Use Areas

b) General Land Use Areas

i) Industrial Areas

The industrial base of the Town was established many years ago in the northwestern corner of the Town, in the area presently known as Woodlawn. The location of this area was its key to success: proximity to the shoreline of Lake Erie, the City of Buffalo, and major transportation routes including railway facilities. As technology and economic markets change, and environmental/neighborhood pressures increase, the "industrial corridor" has changed in some areas. Other small industrial sites and zones also exist throughout the Town, but are less intensive in uses (*Map 2*). These uses were established in areas that, at the time, may have been remote to residential uses. One of the goals of this area is to maintain adequate buffers around these industrial uses.

Part of the trends that have occurred over the last several years includes less intensive (light manufacturing, goods distribution, etc.) uses replacing heavier uses (heavy manufacturing, large industrial, etc.) in Hamburg, similar to what other municipalities are experiencing. Many of these less intensive industrial sites have seen growth in the light manufacturing and goods distribution sector of industry. These growth areas have spread southeast of the Ford Motor Company Stamping Plant to the recently developed Ravenwood North Industrial Park. The planned Lake Erie Commerce Centre which is to be located adjacent to the Ford Motor Company Stamping Plant on NYS Route 5 is currently undeveloped. This industrial base is very important to the Town, its tax base, and employment. Although the heavy industrial facilities or "smoke stack industries" of the past have changed, this area should be protected and buffered from infringement by any additional residential development.

Another key element of this area is the infrastructure. This area lies adjacent to principal transportation routes which connect the "Southtowns" area to Buffalo. Additional attention for

access to these routes including the NYS Route 5 corridor and Milestrip Road (NYS Route 179) is important because they carry truck and automobile traffic to points outside of the Town. Most of the area has existing sanitary sewer and water lines for the industrial facilities, although, there are some residential areas near the tributary to Rush Creek in Highland Acres that are lacking sanitary sewer service which has caused localized problems. This area also has large rail corridor facilities which were developed as part of the Bethlehem Steel Industrial complex. Recently, rail spurs have been extended to serve the needs of goods distribution facilities located in the Ravenwood North Industrial Park. Therefore, another important goal is to maintain and improve the infrastructure of this area.

In somewhat contrast to this large industrial area is the surrounding residential communities, the shoreline itself, and associated recreational opportunities. Recently (Summer, 1996), Woodlawn Beach, located just to the south of the Bethlehem Industrial facility on Hamburg's waterfront, has re-opened under the operation of the New York State Office of Parks, Recreation & Historic Preservation. This recent development serves as an additional recreational activity near this area.

ii) Regional Commercial Areas

Regional commercial uses have developed around the Town's two New York State Thruway interchanges, and the Villages of Blasdell and Hamburg. They have also been influenced by the regional draws of the McKinley Mall, the Erie County Fairgrounds, and most recently, the Walmart retail shopping store. The Town acts as a regional shopping area because of its geographical location in the Buffalo metropolitan area, and the transportation routes that carry transient traffic. This section of the Town also acts as a local shopping area to the residential population in the Town and two Villages. Because of this regional nature, a goal of these areas is to ensure that development reflect Hamburg and be of a higher design quality.

The commercial development pattern along Milestrip Road (east of the New York State Thruway interchange), and McKinley Parkway south to Southwestern Boulevard (U.S. Route 20) or "Seven Corners", has begun to show sporadic growth onto other roadways. Smaller scale commercial development is expanding east and west on Southwestern Boulevard and Big Tree Road. This commercial growth is being influenced by the surrounding residential developments.

Much of the residential development in this area has been there for years, and the pressures of surrounding commercial development are affecting the "quality of life" in these residential areas. Traffic on McKinley Parkway has increased to a point where certain traffic turning movements (left-hand turns) have resulted in a Level-of-Service "F" (failing) condition. Noise, odor, and lighting impacts also affect the established residential developments. North of the McKinley Parkway and Milestrip Road (NYS Route 179) intersection, residential housing development occupies much of the land use, especially on the east side of McKinley Parkway. South of the "Seven Corners" intersection (Southwestern Boulevard (U.S. Route 20), Big Tree Road, U.S. Route 20A, and McKinley Parkway), the entire area is residential, and transitions into a "parkway" with a residential/rural feeling. This area south of "Seven Corners" also includes some important lands incorporated in the Open Space/Recreation Plan. Therefore, a goal would be to prohibit the further expansion of commercial development south of Seven Corners.

Another regional commercial area is centered around the Camp Road (NYS Route 75) NYS Thruway exit. This linear commercial area runs northwest toward Lake Erie along Camp Road (NYS Route 75) and south to the Village of Hamburg municipal boundary. Commercial uses reduce in intensity toward the lake and transition to more neighborhood-commercial type uses south toward the Village of Hamburg. This commercial corridor is expanding onto Southwestern Boulevard (U.S. Route 20) to the east and west of its intersection with Camp Road (NYS Route

75). Recent reconstruction improvements to Camp Road will assist in the potential development of this commercial region. Like McKinley, much of the commercial development is "strip" in nature with residential uses to the rear of many of the sites.

A smaller commercial corridor near the Village of Hamburg extends on South Park Avenue (U.S. Route 62) between the Village municipal boundary and Quinby Drive. This area supports the surrounding residential properties and is compatible with the operations of the Erie County Fairgrounds. Traffic concerns on this segment of South Park Avenue have become a concern, while this area also experiences some localized water pressure problems. To avoid the spread of these problems, and protect the surrounding residential property, it may be necessary to limit expansion. The New York State Department of Transportation is planning highway improvements, and the Erie County Water Authority is planning water improvements.

Generally, these commercial areas have adequate utility services (water, sewer) available. Some sections of Camp Road (NYS Route 75) currently do not have sanitary sewer service. There is a minor problem along Milestrip Road (NYS Route 179) near the New York State Thruway interchange. Continued commercial and residential development would require more utility connections and possible improvements. This commercial base is obviously very important to the Town, and a steady growth is necessary to stabilize the tax base of the Town. The goal of the Town is to protect, improve and foster continued growth of these areas into the areas that will least impact the surrounding residential neighborhoods.

iii) Planned Unit Development (P.U.D.) Area

Another unique part of the Town is the land bounded by the commercial corridor on Camp Road (NYS Route 75), the New York State Thruway, Amsdell Road and Lake Erie. This area consists of many uses including; Brierwood Planned Unit Development (P.U.D.), three golf courses, a

cemetery, commercial and industrial uses, residential lakefront development, and other recreational facilities. A Planned Unit Development (P.U.D.) consists of a mixture of land uses in a planned fashion. The area's success depends on how well these uses fit together as market economies change. Some of this areas larger retail uses have failed as the "Big Box" retail centers move to the regional areas of the Town. Basically the area itself is like a P.U.D., consisting of a balanced mix of uses. Much of the area has an abundance of both public and private recreational uses, industry, golf courses, school playgrounds, ball diamonds, and the Town Park facility.

Access to this area is considered good which also provides a basis for favorable development of recreational activities and other opportunities. It is geographically centered around major transportation corridors which provide access to points within and outside the Town, including public transportation. Camp Road is currently being upgraded, and Southwestern and Route 5 provide excellent transportation routes. This area is not considered to have many environmental restrictions which would prohibit future mixed development. If planned properly, this area will provide a mixture of recreational, commercial/light industrial, offices, and residential expansion which will continue to provide balanced growth opportunities.

Sewer and water service is provided in most of this area, although there are some sections of Southwestern Boulevard (U.S. Route 20), Camp Road, and Amsdell Road which currently do not have water or sewer service.

In summary, the goal of this area is to provide a flexible zoning approach to all for the transition of this area into new and varied uses that are properly interrelated with each other.

iv) Lakeview Area

"Lakeview" described for this study as the area bounded by Amsdell Road, the New York State Thruway, Lake Erie, and Eighteen Mile Creek, is a distinct region of the Town. This area has been separated from the surrounding areas, and is perceived to have remoteness from the rest of the Town. This remoteness has fostered an "independence" in many of the people who live in this rural area. Most of Lakeview is residential and undeveloped land, with a small scattering of commercial properties and recreational uses. Recently, the area has come under more and more development pressures, with several subdivisions presently being constructed.

The major transportation routes in this area are Southwestern Boulevard (U.S. Route 20) and Lakeshore Road (NYS Route 5). Other arterials in this area include Lakeview Road, Pleasant Avenue and Amsdell Road which serve as access from Southwestern Boulevard (U.S. Route 20) to Lakeshore Road (NYS Route 5). Lakeview Road and Pleasant Avenue also serve as access routes to the Village of Hamburg. Public transportation is only provided via Metro Bus transit service on Lakeshore Road (NYS Route 5).

Other infrastructure in this area of the Town is fair, with most areas having water, but many areas do not have public sewer. Currently, Erie County has proposed sewer extensions in some of the unsewered residential areas. The Wanakah Sewer District presently has reported capacity problems (wet weather flows) in their sewer system.

This area is considered to have a large percentage of environmentally sensitive or significant areas. The Critical Environmental Area of Eighteen Mile Creek, wetlands, poor soils, important woodlots, and wildlife habitats, make up many of the unique environmental characteristics. Many of these environmental limitations and "important lands" have been identified in the Open Space/Recreation Plan, which is the preservation and conservation of identified lands in this area. There is also a general feeling that the area must keep it's rural nature, and avoid the

typical suburbia look and feel.

v) South Central Hamburg Area (Conservation/Agricultural)

The south-central part of Town is bounded by the New York State Thruway, the southern municipal boundary line of the Town, Pleasant Avenue, Gowanda State Road (NYS Route 62), and the Village of Hamburg. This area is predominantly open space/recreational, including a large area of undeveloped Erie County Parkland and the Town's Recreational Center (Nike Site) located on Lakeview Road. This area also includes scattered residential housing and the remnants of the Town's agricultural past. Some smaller commercial uses are seen at the east (near the Village) and west ends of this region.

Generally, the infrastructure in this area is limited. While much of the area is serviced by public water, most of the area does not have sanitary sewer service. Lakeview Road and Gowanda State Road (NYS Route 62) are considered the main transportation routes. Currently there is no public transportation service in this area.

This area of the Town also has many environmentally sensitive and restrictive areas based on the presence of many natural characteristics which surround the Eighteen Mile Creek corridor. Significant wetlands, areas of flood hazard (floodplains), local wildlife habitats, woodlots, areas of high water table, areas of visual significance, and a large section of the Eighteen Mile Creek Critical Environmental Area make up the environmental characteristics of this area.

This region of the Town, like it's predominant zoning (R-A: Residential-Agricultural), is truly the last remnants of the old rural- agricultural area of the Town of Hamburg. The goals are to protect and enhance the agricultural and recreational opportunities, preserve and conserve the important lands and rural nature, and discourage urban sprawl without discouraging economic

survival and growth.

vi) South-Eastern Area (Residential #2)

The Southeastern Area of the Town is bounded by East Eden Road to the west, Newton Road to the north, and the Town's municipal boundary to the east and south. This area has a mix of residential housing, including traditional subdivision types and open space land including the Town Golf Course. Although located close to the Village of Hamburg, the area has many land transitions and still maintains a rural setting. With its proximity to the village, it has all the amenities of "village" life. A mixture of residential housing types exist and provide for a diversified housing stock.

Infrastructure in the area is fairly adequate with most areas having sewer and water service available. Recreation opportunities generally consist of the Town Municipal Golf Course, Vail playground, and the Recreational Centre Plan for Taylor Road. There are many locations which provide areas of visual significance as it relates to the topographic beauty of the area. This "visual significance" plays an important role in the "quality of life" characteristic for this section of the Town. This area has an abundance of environmental restrictions including flood hazard areas, part of the Eighteen Mile Creek Critical Environmental Area, woodlots, and a local wildlife habitat.

The goals of this area are similar to Lakeview in that the important land characteristics must be preserved/ conserved and the suburbia look must be avoided. Residential growth should continue, but grow in such a way that the advantages and attributes of the area are utilized but not destroyed (i.e. properly managed).

vii) Central McKinley-Armor Area (Residential #1)

This general area of the Town is bounded by Newton Road to the south, the eastern municipal boundary of the Town, the Rush Creek tributary just to the south of "Seven Corners", and the railroad line to the west of McKinley Parkway. This area is predominantly residential housing, including newer and older subdivisions. There are even remnants of past agricultural activities. This area evokes a rural/ suburbia feel with the "parkway" setting within residential areas.

McKinley Parkway acts as the main transportation route, while Clark Street and the southern section of Bay View Road acts as local arterials. Much of the area is serviced by sewer and water, although a less densely developed section of McKinley Parkway is currently without sanitary sewer service. There are a few areas of poor drainage which are generally localized. This residential area is generally dominated by the Rush Creek waterway, and, as a result, is denoted with a flood hazard area. This floodplain characterizes the area as the only main environmental restriction. Small areas of high water table also exist.

This area of the Town has many recreational activities, both active and passive. Small playgrounds and parks exemplify the residential characteristics, while other nearby activities include the Erie County Fairgrounds, and Town Golf Course. Rush Creek Park, which is located just south of the "Seven Corners" area, is an undeveloped parkland owned by the Town. The future development of this parkland would give the Town residents more passive and active recreational opportunities, especially with the natural characteristics that Rush Creek provides.

The goal of this area is to maintain the character of the area without prohibiting growth. This goal includes the discouraging of strip development and the encouragement of well designed developments.

viii) Central Hamburg Area

This area makes up a large portion of the Town and is not as easily defined with boundaries as the other seven areas. This area actually spreads into sections of the Town which do not have a dominating use associated with them. Many different uses exist in this area, with different transitions included. This area generally consists of the part of the Town bounded by the two commercial corridors and the industrial area which are higher density residential areas. This area consists of mixed residential uses with some varied commercial uses. The area is also more flexible in land usage and exemplifies diverse residential housing types which include single family homes, duplexes, multi-family housing, and mobile home parks.

The flexibility of the area serves to envision further managed development of residential and commercial uses. A Planned Unit Development (P.U.D.) is also located in this area and continues the unique combination of residential neighborhoods that exist here. The area also tends to represent the older more established residential neighborhoods (although not as established as the neighborhoods/communities along the "lakefront estate" corridor).

Because of this area's centrality (geographic location in the Town), most of the area has existing utility services (water, and sewer service). There is an undeveloped section of South Park Avenue (U.S. Route 62) that currently does not have sanitary sewer service. Most of this area is considered to be at the heart of the town's major highway transportation routes. The combination of highways, major arterials, minor arterials, and collector streets, make up the framework of the Town's transportation network.

Generally the only environmental restrictions in this area are the flood hazard areas associated with Rush Creek, south branch of Smokes Creek, Foster Brook Creek, and Waterfalls Village Creek. Potential flooding and drainage problems would be associated effects of these natural features.

Recreation areas in this area are spread throughout residential neighborhoods. Playgrounds, ball parks, and sports fields make up most of the active recreation in the area. This area also provides the most opportunities for recreational activities on the waterfront/shoreline with available public access. Access to the waterfront is important in this area because it has the most transportation routes, and because of the visual representation the waterfront gives to Town residents and out-of-town travellers.

The goal of this area is for the Town to continue to try to enhance and keep improving the service to the area and continue to improve the quality of life. Improvements to transportation, recreation and housing stock top the list.

VI. RECOMMENDATIONS

a) *Introduction*

This section of the plan will take the conclusions reached in the previous section and make specific recommendations/action steps that should be taken to achieve the goals and objectives of the Town. These recommendations will include several options which the *Implementation* section will attempt to prioritize and explain how to put into action.

The tool used in the *Conclusions* section of splitting the Town into eight General Land Use Areas will continue to be utilized in this section. Each area will be discussed and recommendations given to achieve Town-wide goals and objectives.

In reviewing these eight areas and the conclusions, it was also noted that by achieving the goals and planning principles of providing areas for all types of land uses and all types of living styles. They also show how the Town is laid out to accomplish these different areas in an orderly and logical fashion.

In general, a description of the layout is as follows: Starting at the *Regional Commercial Area* along Camp Road, west of the New York State Thruway interchange, this Commercial Area transitions into the *P.U.D. Area* consisting of a mixture of compatible business, residential and recreation. This area also provides support (recreational and business) to the surrounding *Central Hamburg Area*. Proceeding south, the Town becomes much more rural and transitions into the *Lakeview Area*. This area provides a rural area for those who want to live in a rural atmosphere, and exhibits a less dense population base without the suburban amenities.

Map 13

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East of the *Lakeview Area* and south of the New York State Thruway, is the beginning of the rural agricultural area (*South Central Hamburg Area*) of the Town which provides more vacant lands than the other areas of the Town. This area provides the lowest densities, but like most agricultural communities provides a mixture of rural - type businesses. Recreation opportunities such as the "Nike Site" are also present, to be utilized by the surrounding "rural suburbia" and population centers.

Continuing to the east, the Town transitions back into a rural-residential atmosphere (*South Eastern Area*). This area is different than the Lakeview Area in that it has more of the suburban amenities due to its proximity to the Village of Hamburg. This "proximity", coupled with better infrastructure provides for an area of mixed residential densities. To the north of this area is the Village of Hamburg and the *Central McKinley-Armor area*. This area provides many "upscale" suburban neighborhoods and lifestyles present in many suburban communities. Transitioning north, the second *Regional Commercial Area* makes up the retail shopping opportunities on the northern section of McKinley Parkway. This area acts as support to the surrounding residential areas, and much of the Town, with its major retail anchors. This Regional Commercial Area then transitions through the *Central Hamburg Area* to the *Industrial Area* located in the northeast and northwest corner of the Town. This area provides the industrial base needed in the Town. The Central Hamburg Area provides a mixture of residential housing types, recreation opportunities, offices, commercial businesses, and different type neighborhoods to choose from.

b) General Land Use Areas

i) Industrial Areas

The Town is "blessed" with an established industrial base. The northwestern corner of the Town is particularly important and acts as the main influence for the industrial area. This area is

surrounded by residential development that must not be allowed to further encroach on this valuable resource. Transportation routes and water/sewer services must be maintained and improved to ensure continued re-use of existing facilities, and development of new facilities. To attract new businesses, the Town must provide a quality product.

It may be more important for the potential "Southtowns Connector" project to improve existing transportation routes and access in this area, instead of promoting commuter traffic to and from the Town. This proposed project includes various alternative plans and designed modes of transportation which have to be planned responsibly because of potential impacts to the local municipalities such as the Town of Hamburg.

Some commercial areas on the fringes of this industrial zone act as an important transitional buffer, but to allow commercial retail establishments to develop on industrial property may be disastrous to the Town's industrial base. Scattered light industrial property throughout the Town should be maintained, and developments around these properties should take into consideration the importance of the industrial base.

The Hamburg Industrial Development Agency and Hamburg Development Corporation not only provides financial incentives to attract industry and businesses to the Town, but also provides information, assistance, and knowledge to guide these potential businesses through regulatory barriers and Town procedures. The funding or tax incentives of this service to businesses is critical for existing and future industries. In today's competitive industrial market this service is a "big" welcome to the Town of Hamburg for certain areas of the Town that can accommodate business and industry. "The Town that Friendship Built" is a good stop for new business, and should be maintained for existing businesses.

ii) Regional Commercial Areas

McKinley Parkway/Milestrip Road

Typically, the Town does not promote "strip" commercial development, but what is left in this area is only suited to commercial development. Properly planning for this development is critical, and will be guided through new steps and procedures such as developing a new zoning district limiting uses, and "overlay districts" providing specific requirements for development.

All property on McKinley Parkway from the McKinley Mall south to Southwestern Boulevard (U.S. Route 20), Big Tree Road, also known as "Seven Corners", should be zoned commercial. Limitations on lot size, and the characteristics of the surrounding residential communities, give this area potential for certain types of commercial development. An alternative commercial zoning district should be created to customize the permitted uses and regulation to this specific area. This area should not be zoned C-2, but a "limited" NC (Neighborhood Commercial) or a new commercial zoning district be created. Uses similar to the C-3 Zoning District "permitted uses" that would not impact surrounding residential areas (limited hours, noise, etc.), will be utilized for the area.

The creation of an Overlay District on this particular section of the McKinley Parkway corridor will help coordinate development properly, limit points of ingress/egress, mandate "shared" access between commercial sites, establish architectural standards, establish landscape requirements, mandate "buffer" requirements for adjacent residential neighborhoods, and initiate other design requirements including lighting design, review of refuse storage (enclosed dumpsters), review of service delivery locations, practical hours of operation, review of signage requirements and locations, etc.

· Require no residential infringement in area, and maintain character of adjacent residential

neighborhoods.

- Do not allow commercial growth outside of McKinley Parkway "strip".
- McKinley Parkway, north of Milestrip Road (NYS Route 179), is a transition area - mix of neighborhood type commercial and residential uses (west side commercial/multi-residential, east side predominantly residential).
- No further commercial uses permitted south of the "Seven Corners/Walmart" intersection. Rush Creek Park and other wooded areas will help to continue to buffer residential areas to the south.
- Coordinate discussions with Erie County & New York State Department of Transportation to increase and escalate infrastructure (especially road) and operational improvements along McKinley Parkway, Big Tree Road, and Southwestern Boulevard (U.S. Route 20) also known as "Seven Corners".

Camp Road (NYS Route 75) Commercial

- Create an Overlay District for the area to highlight local business opportunities. As part of the Overlay District, the recommendations are as follows:
 - Improve setback/buffer requirements on adjacent residential areas.
 - Extend the "Article XIXA, Southwestern Boulevard Overlay District" south on Camp Road (NYS Route 75) to New York State Thruway interchange.
 - Reduce C-2 Zoning Districts towards the northern portion of Camp Road as the residential uses increase.
 - Increase C-3 Zoning Districts for more business and office related activities which follow the characteristics of the adjacent Planned Unit Development (P.U.D.) Area.
 - Promote development off-road in areas where lot depth is not restricted; however, maintain buffering setbacks to neighboring residential areas.

Other Commercial Areas

· South Park Avenue (Village of Hamburg to Maelou/Quinby)

- Create an Overlay District.
- This Overlay District would include: recommend limiting points of ingress/egress and encourage or mandate "shared" traffic access between commercial development, adding sidewalks to new development for protection of pedestrian traffic.
- Recommend no expansion in commercial areas north of the intersection of Quinby Drive and South Park Avenue.
- Review traffic volume impact on any future development.

· Southwestern Boulevard/Rogers Road Area

- Area included in transitional P.U.D. Area.
- Reduce C-2 zoning districts, encourage more creative commercial/recreational/residential development (mixed uses).
- Promote pedestrian traffic and bicycle routes/paths.

· South Park Avenue/Southwestern Boulevard/Bayview Road

- Uses to be compatible with surrounding residential and schools.

iii) Planned Unit Development (P.U.D.) Area

This transitional area between the commercial corridors and the rural residential area to the south is a valued mix of commercial, residential and recreational uses. The larger retail sites of the past have closed or are failing (Brierwood Square, Grossmans, Gold Circle, etc.) and newer type uses must be promoted. This would be a good area for an office park if the Town could properly promote. The Town must plan this area just as a small scale P.U.D. should be planned: Capitalize on the assets of the area and work around the area's limitations. Proposals

should be taken on each's merit including how it fits in to the surrounding uses and how it promotes the development of surrounding property.

iv) Lakeview Area

This area has the qualities to become a major growth area in the Town. With this growth would come the destruction of the qualities that are attracting people to the area. This area is a prime example of urban sprawl. People are attracted to this area because of its rural nature and also its relative closeness to suburbia. As more people leave suburbia and the population centers to come to this area, the rural atmosphere will continue to decrease. As population increases, the areas begins to attract the supporting retail businesses. As more businesses and luxuries arrive, more people come because of these suburban attractions. The original people who moved to this area for its rural nature now begin the process again and move to another rural area.

If the Town's goals are to break this trend somewhat drastic measures must be taken. Some of the following recommendations may seem unusual but if suburban sprawl is to be stopped, something must be done to break the cycle.

That is why the first recommendation is to not allow zoning changes to commercial in the area (Presently very little exists). Without the supporting retail businesses, this area will grow at a moderate pace and provide a different atmosphere that may not be found in other areas of the Town. It may also retain its rural "look".

Other recommendations are as follows:

· Create an Overlay District for the area. As part of the Overlay District the following recommendation would be included:

a) Restrict commercial and retail expansion of the area. Do not create the typical

suburbia with supporting retail.

b) All subdivisions must have a mandatory reference to the Open Space/Recreation Plan and incorporate into the design (more stringent design requirements - street layout, entrances, buffers, etc.).

c) Cluster development must be encouraged or required for subdivisions including the important open spaces or green spaces.

· Residential rezonings would only be considered for extenuating circumstances to preserve important features. The area has proper density, therefore, any rezonings should be only considered for use, and not increased density.

· Consideration should be given to the creation of a "Floating Zone", Planned Residential District (P.R.D.). P.R.D.'s should be considered for larger tracts of land with a major amount of valued "green" space (not environmentally restricted land), as indicated in the Open Space/Recreation Plan.

· Conservation Easement Laws should be created to allow for use in this area.

· The Town should prioritize those areas most important to the Town for acquisition.

· Do not promote extensions of sewers in this area (limit to areas for particular needs, and let others pay for).

v) South Central Hamburg Area (Conservation/Agricultural)

As discussed in previous sections, this area of the Town provides the last "bastion" of Rural-Agricultural Hamburg. To preserve the qualities of this area the Town has to understand Rural Zoning Principles. Four major principles of Rural Zoning are:

· Impact is more important than use. Rural land use regulations should permit a wide variety of uses with impact criteria to assist a review board in determining whether to allow a use in a particular location. This maintains the rural traditions that landowners have flexibility in land use as long as they do not negatively affect their neighbors or the

community.

- Density is more important than lot size. Although low densities are appropriate outside settlement centers, large minimum lot sizes consume the landscape faster than small lots. Therefore, land use controls should separate density from lot size, allowing very small lots as long as overall density guidelines are maintained. This is usually done through some form of clustering.
- Design is more important than density. The impact of development and its profitability for the landowner are not simply a "numbers game." Attractive, well-planned low-density development may be more profitable than high density, especially in rural areas. Well-planned compact village developments fit in better with historic town character than low density sprawl. Open space protection and good sit design are often more important than density to both the landowner's bottom line and a town's attractiveness.
- The countryside should remain largely undeveloped, but not be destroying the land's economic value. With a choice of uses, landowners can make a living on their land without having to sell it for residential development. Regulations should provide several options that combine protection of open space with compatible development, including mixed housing types, mixed uses and density incentives. In some markets, transfer or purchase of development rights may be needed to compensate rural landowners for density reductions on their land.

Therefore the first recommendation is that the Town should incorporate Rural Development Guidelines as illustrated in the publication by the Dutchess County Department of Planning and Development. The appendix of this plan has some illustrations of these techniques (Russell,

Joel S., Zoning News, July 1996)

The following are other recommendations for this area:

- Create an Overlay District for this area.
- Recommend no sewer extensions.
- Prioritize land to be purchased by the Town.
- Create Conservation Easement laws and promote those laws.
- Consider Transfer of Development Rights (T.D.R.'s) for this area (to be transferred to R-A & R-1 Zoning Districts in areas other than the Lakeview Area).
- Density, aesthetics and the "rural" look are more important than use. Density in this area should remain similar to the present zoning, in the one unit per every 2-3 acres range.
- *Rural Development Guidelines* as stated above, should be incorporated in this area. Allow for development to occur "uniquely" and "planned" to preserve the rural character of this area.
- Mandate more stringent environmental reviews and reference to the Town's Open Space/Recreation Plan.
- To accomplish the true "preservational conservation" of this area, it may require the Town to take even more drastic measures. As a result of the characteristics of this area, consideration to a limited type of "Performance Zoning" is recommended. This could allow for types of certain commercial, industrial or residential development in this area dependent upon the characteristic of the particular property. The present R-A Zoning District will only promote residential strip development which may, in the long-term, allow for the future "filling-in" of the area.

vi) South Eastern Area (Residential #2)

Although this area has the infrastructure and the attributes to make it a demand development area, it also has some limitations. Another key factor in this area is it's proximity to the Village of

Hamburg, yet it also is perceived to have "remote" and "rural" characteristics. To capitalize on these potentials but not ruin the flavor of the area requires good design. The following recommendations are based on the fact that development will occur in this area, but if properly planned could preserve the characteristics of the land and neighborhood.

- Development proposals must consider environmental attributes and limitations of area.
- Create an Overlay District in areas with important scenic views/vistas. Creativity in designs should be rewarded.
- 3/4 acre to 1 acre densities are best suited, but could allow higher with creativity in designs and to allow saving of open-space/recreational uses, greens and improved aesthetics.
- Pedestrian sidewalks, trails, pathways, etc. should be encouraged (walk/bike to Village and other areas).

vii) Central McKinley-Armor Area (Residential #1)

The major objective of this area is to prepare for suburban residential growth but in such a way that the character of the area remains unchanged. Through proper design and the correct uses the area can remain a major asset to the Town of Hamburg.

The following are the recommendations for this area:

- Create a "residential" Overlay District on McKinley Parkway. The following recommendation would be part of the Overlay District:

a) Limit points of ingress/egress and require greater setbacks along McKinley Parkway to maintain the "parkway" image.

b) No commercial expansion south of the "Seven Corners" intersection on McKinley Parkway.

c) Higher level design standards for potential subdivision developments. Stress

importance of entrance design and other landscape designs.

- d) Require road "tie-ins" to other roads besides McKinley Parkway when possible.
- e) Mandatory tree, landscaping, buffers and lighting design requirements.
- f) Infrastructure Improvements

viii) Central Hamburg Area

This area, in general, represents a mixture of uses that, in some cases, have not resulted in "good" planning. Future developments should be taken on their own merits but must consider surrounding uses and limitations of the area.

The Town must continue in its efforts to supply the best services to those areas and improve the quality of life. As stated below, improvements in transportation, recreation (passive, active and educational), and housing should top the list. Other recommendations for this area are listed below:

- Prioritize and provide yearly improvements to the roads and existing parks and playgrounds.
- Community Development funds should be utilized to improve existing housing stock and provide for new affordable housing.
- Funds, incentives and assistance should be provided to re-occupy and improve existing businesses and commercial buildings.

c) *Infrastructure*

i) Highway

Future development along arterial highways should be carefully planned to preserve the function and capacity of the routes. Commercial and industrial land use access should be consolidated to reduce congestion and maintain the integrity of the system. Overlay Districts,

such as the one currently in place on Southwestern Boulevard, should be utilized where necessary, and expanded to other transportation corridors where concerns exist. Points of ingress/egress should be limited, and mandated in certain Overlay Districts. Access for traffic movements in commercial and some residential areas should also be mandated in certain Overlay Districts for general public safety, and traffic volume concerns.

Map 14 shows the current Southwestern Boulevard Overlay district and other recommended Overlay Districts which recommend several characteristics to help facilitate improved traffic and transportation conditions. Recommendations include: areas of limited points of ingress/egress; design for pedestrian access; review of localized traffic volumes; safety guidelines and considerations; service delivery requirements; "shared" traffic access points between development; continuous review of localized traffic studies; and coordination with the Town's Traffic Safety Advisory Board, Town Highway Department, Erie County Highway Department, and New York State Department of Transportation pertaining to operational and infrastructure improvements;

Some of these recommendations are a part of a planning concept called "land use and access management" which incorporates transportation improvement decisions with surrounding land uses. One of the main factors in land use and access management is to maintain efficient access while providing equal access to surrounding land uses. Recent increases in traffic volumes over the past several years throughout the country has initiated more planning techniques involving transportation and traffic impacts. The Town should review "schedules" of the Town Highway Department, Erie County Highway Department, and New York State Department of Transportation involving improvement plans, and review and plan in accordance with Town land use and potential development.

The Town should continue to incorporate the Niagara Frontier Transportation Committee's (NFTC) 2010 Transportation System Plan into its future transportation planning efforts. This includes operational and infrastructure improvements to the roadway segments which are currently of concern to the Town, making plans to improve those routes which may become a concern in the future, and reevaluating the Southtowns Connector and Hamburg Bypass projects. Most of the roadways which currently have congestion problems are State-owned roads, which the Town has no jurisdiction over. Funding needed to improve such roads must come from Federal (ISTEA and beyond) and State resources. The recommended Overlay Districts planned along arterials would restrict the number of ingress/egress points for a proposed development, and serves as a suitable alternative to alleviate traffic congestion concerns for the Town's transportation network.

ii) Public Transportation

Future development along public transportation routes and around transit stations should be intensified to capitalize on the Metro Bus/Rail access. Medium density residential, office and commercial development should be planned to accommodate public transportation users and satisfy prospective growth demands in the vicinity. Adequate space should be reserved around any transit station to provide for parking, and vehicle circulation to meet the convenience needs of the public transportation users. The NFTC's 2010 Transportation System Plan recommends a additional Park and Ride Lot and a Metro Bus/Rail stations be constructed in Hamburg in the near future to accommodate growth in public transportation users. The plan also suggests a Metro Bus/Rail extension to Big Tree Road as a possible, but not necessary, project for the future. The future alternative "HubLink" concept proposed by the Niagara Frontier Transportation Authority plans for increased routes and destinations for suburb-to-suburb travel. The Town should coordinate these plans with the NFTA to plan for improved public

transportation.

iii) Pedestrian/Bicycle

In addition to the hiking and bicycle trails identified in the Open Space/Recreation Plan, the Town should consider a system of pedestrian and bike paths designed to connect neighborhood areas with each other and Town activities. These could provide mobility for area residents to different areas and for recreation purposes utilizing roadways, stream banks, back lot lines and other areas. Additional consideration should be given to providing pedestrian access to the waterfront, since this is currently very limited.

iv) Water Service

As stated previously, improvements were made to the water distribution system between 1983 and present and the system should be adequate for 2010 development needs. Minor improvements may be required as land use intensifies, but the basic supply system is available to current vacant land. Development should not be restricted in any particular area of the Town based on the supply of water. The Town should though prioritize areas for water improvements.

v) Sewer Service

As stated above, planning for future development should take into account the availability of public sanitary sewer systems (i.e., Erie County Sewer Authority). Since many existing septic systems are very old and deteriorating, public sewer systems are becoming more desirable. Erie County currently has a project in place to improve and expand the sanitary sewer system in Erie County District #2. This would involve approximately 24,705 feet of sanitary sewer extensions in the Town of Hamburg. These extensions would be in the Lakeview area of Erie County District #2 and are shown on (Map 9). Additional extensions of this type may be necessary as existing septic systems continue to deteriorate and as development continues in

areas without available public sanitary sewer systems.

What is more important though, and should be a priority, is the replacement, maintenance and repair of the existing sewer infrastructure.

Future development in the Town must take into account the locations and limitations of existing drainage systems and stream channels and the function they provide to the Town-wide storm water flow. Most of the storm water policies of the 1983 Master Plan should still be considered when it comes to future development.

d) General Recommendations

The following is an outline of miscellaneous proposed changes/recommendations brought about by the plan's findings, historical problems, current conditions, and future trends.

- Landscaping requirements for the Town.
- Green-space fees for Site Plan Approval by the Town Planning Board.
- Rezoning Petition notification signs on property for "visual" awareness.
- Re-write the "Article XXVIII, Supplemental Cluster Housing and Townhouse Regulations" of the *Town of Hamburg, Chapter 29, Zoning Law of 1986*.
 - a) Revise "Size of lots"
 - b) What is counted as useable space
 - c) Site layout requirements
- Revise the "Article XIX, P.U.D. Planned Unit Development District" of the *Town of Hamburg, Chapter 29, Zoning Law of 1986*.
 - a) Mandate more open space requirements.

b) Allow Restaurants

c) Review permitted uses and structures

·Amend the "Article XIII, C-1 Local Retail Business District; Article XIV, C-2 General Commercial District; Article XV, C-3 Office District" of the *Town of Hamburg, Chapter 29, Zoning Law of 1986*.

a) Revisions to C-1: define "Retail" and limit structure sizes.

b) Revisions to C-2: add automotive uses to "Special Use Permits".

c) Revisions to C-3: require "Special Use Permit" for any structures over three (3) stories and expand allowable uses in C-3 Zone to include office related uses.

·For any Planning Board approvals, Applicants must identify proposed tenant on submittal of Site/Development Plan applications to properly assess associated impacts.

·Require Site Plan approval for any application for a Clearing, Stripping, and Erosion Control Permit above a certain size/acreage threshold.

·Require that a Change-In-Use (even those not requiring a Building Permit) need Site plan Approval by the Town Planning Board.

·Amend the *Town of Hamburg, Chapter 29, Zoning Law of 1986* to limit lot coverage.

·Review the definition and calculation requirements of the "Article XX, Off-Street Parking Requirements"; and "Article XXI, Units of Measurement" in the *Town of Hamburg, Chapter 29, Zoning Law of 1986*.

·All references to codes, etc., should read "*Current edition or most current standard*".

·Coordinate role of the Town Board, Planning Board, Recreation Department, and Conservation Advisory Board in deciding actions on "funding in lieu of land".

·Amend and define in detail, the boundary of the "Article XIXA, Southwestern Boulevard Overlay District".

·Improve and mandate aesthetic requirements for pond, detention/retention basins.

a) Encourage new drainage ideas which would be more environmentally sound.

· Consider the addition of "architectural standards" in the *Town of Hamburg, Chapter 29, Zoning Law of 1986*.

· Encourage development of waterfront projects in public areas.

· Revise and create a more formal and detailed process for Rezoning Petitions:

a) Application should require applicant to explain how the rezoning would favorably relate to the 2010 Comprehensive Plan (1996 Master Plan Update).

b) Recommended process:

i) Submit application to Town Clerk.

ii) Application is transmitted to Town Board and Planning Department.

iii) Planning Department reviews based on goals and objectives of 2010 Comprehensive Plan (1996 Master Plan Update) and transmits correspondence to Town Board.

iv) Town Board makes decision on entertaining the Rezoning (based on 1996 Master Plan Update).

v) If Town Board will entertain the rezoning, notify the Planning Board.

vi) Town Board acting as lead agency, conducts SEQRA review and a Public Hearing, concurrently with Planning Board review.

viii) Planning Board makes recommendation to the Town Board.

·Revise the "Article VIII, R-1 Single-Family Residence District" to change the minimum lot area

requirements for unsewered lots to 30,000 ft² .

·Amend the permitted uses and structures in "Article IX, Single-Family Residence, Attached District" to not allow in unsewered areas.

·Revise, review, and update "Article XXIV, Sign Regulations".

·Require greater setback area (buffer) between Railroad track corridors and residential uses.

·Create incentives for property re-use and re-development.

·Improve regulations for Zoning enforcement.

MAP 6

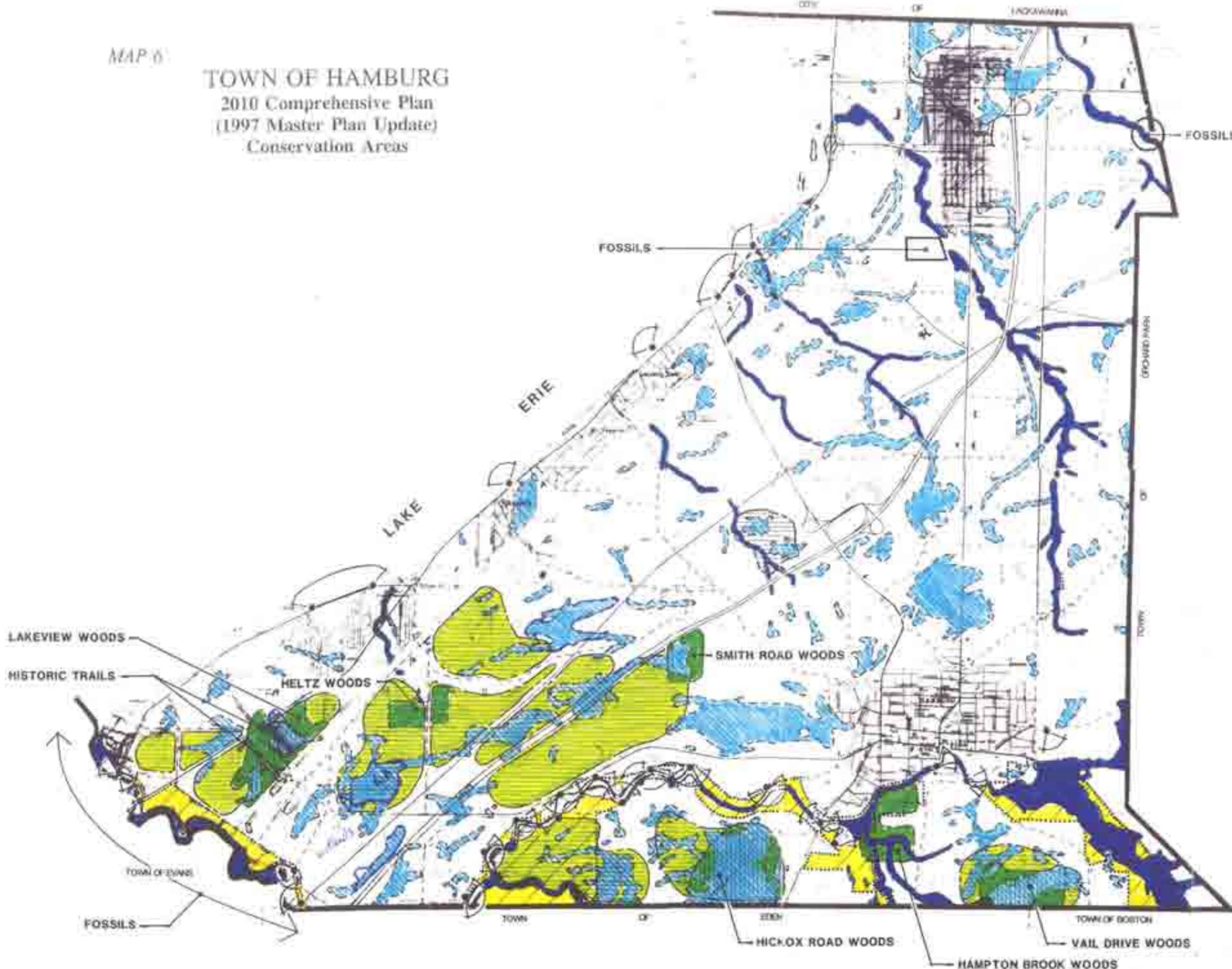
TOWN OF HAMBURG
2010 Comprehensive Plan
(1997 Master Plan Update)
Conservation Areas

TOWN OF
HAMBURG

**OPEN SPACE
AND
RECREATION
PLAN**

CONSERVATION AREAS

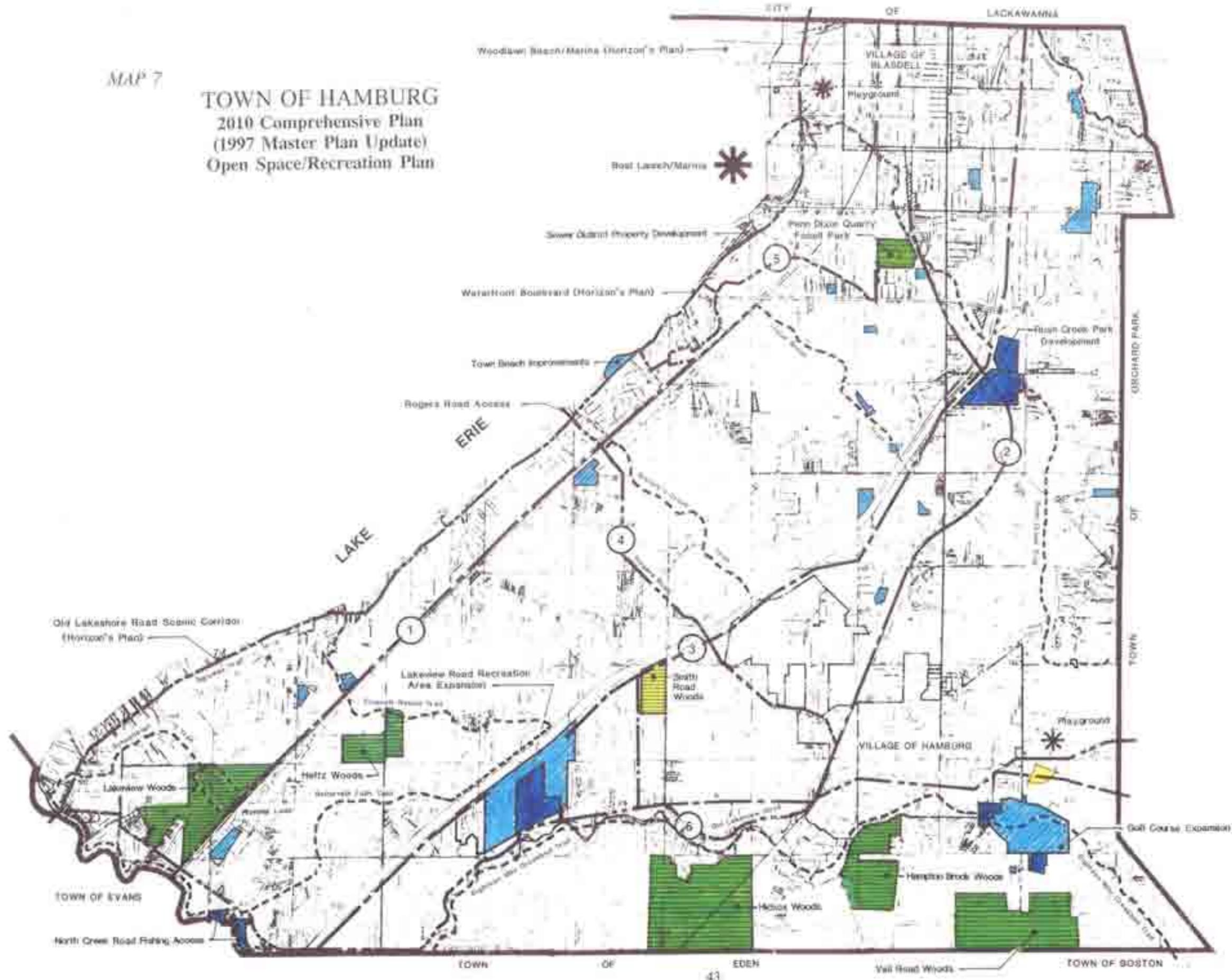
-  CRITICAL ENVIRONMENTAL AREAS
-  FLOOD PLAINS
-  WOODLOT
-  LOCAL WILDLIFE HABITATS AND MANAGEMENT AREAS
-  AREAS OF HIGH WATER TABLE
-  AS NOTED ARCHAEOLOGICAL SITES
-  AREAS OF VISUAL SIGNIFICANCE



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MAP 7

TOWN OF HAMBURG
2010 Comprehensive Plan
(1997 Master Plan Update)
Open Space/Recreation Plan



TOWN OF HAMBURG

OPEN SPACE AND RECREATION PLAN

THE PLAN

- PARKS**
- Existing Parks
 - New Recreation Development
 - Additional Facilities
- CONSERVATION**
- Existing Conservation Area
 - New Conservation Area
 - Visual Resource Easement
- TRAILS**
- Bicycle Trail On Roadway
 - Bicycle Path Off Roadway
 - Hiking Trail
 - Priorities for Trail Development



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