TOWN OF

LOCKPORT

MASTER PLAN
TOWN OF LOCKPORT

MASTER PLAN

PHASE I

ADOPTED 11/92
TOWN OF LOCKPORT

SOUTHWEST SECTOR PLAN

November 1992

Adopted May 1993
by the
Lockport Planning Board

Prepared for the
Lockport Town Board
Floyd D. Snyder,
Supervisor

CCM Associates
400 South Main Street
Culpeper, Virginia 22701
LOCKPORT TOWN BOARD

Floyd D. Snyder, Supervisor
Clarence Roeseler
Walter B. Trude
Kenneth Pembroke
George Meier

LOCKPORT PLANNING BOARD

Lester Robinson, Sr.
William McNally
Jay Roezman
J. D. Thompson
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INTRODUCTION</strong></td>
<td>1</td>
</tr>
<tr>
<td>Background</td>
<td>1</td>
</tr>
<tr>
<td>Setting</td>
<td>2</td>
</tr>
<tr>
<td><strong>ENVIRONMENTAL INVENTORY</strong></td>
<td>4</td>
</tr>
<tr>
<td>Geology, Soils</td>
<td>4</td>
</tr>
<tr>
<td>Topography, Drainage</td>
<td>4</td>
</tr>
<tr>
<td>Floodplains</td>
<td>6</td>
</tr>
<tr>
<td>Wetlands</td>
<td>6</td>
</tr>
<tr>
<td><strong>CULTURAL INVENTORY</strong></td>
<td>9</td>
</tr>
<tr>
<td>Population and Demographics</td>
<td>9</td>
</tr>
<tr>
<td>Housing</td>
<td>11</td>
</tr>
<tr>
<td>Economic Base</td>
<td>13</td>
</tr>
<tr>
<td>Historic, Recreation, Community Facilities</td>
<td>16</td>
</tr>
<tr>
<td><strong>PHYSICAL DEVELOPMENT INVENTORY</strong></td>
<td>18</td>
</tr>
<tr>
<td>Land Use</td>
<td>18</td>
</tr>
<tr>
<td>Zoning</td>
<td>21</td>
</tr>
<tr>
<td>Transportation</td>
<td>24</td>
</tr>
<tr>
<td>Transit Road Corridor</td>
<td>26</td>
</tr>
<tr>
<td>Utilities</td>
<td>29</td>
</tr>
<tr>
<td><strong>SOUTHWEST LOCKPORT SECTOR PLAN</strong></td>
<td>33</td>
</tr>
<tr>
<td>Alternatives</td>
<td>34</td>
</tr>
<tr>
<td>Goals and Objectives</td>
<td>36</td>
</tr>
<tr>
<td>Future Land Use Plan</td>
<td>38</td>
</tr>
<tr>
<td>Transit Road Corridor Proposals</td>
<td>44</td>
</tr>
<tr>
<td><strong>APPENDIX</strong></td>
<td>46</td>
</tr>
</tbody>
</table>
LIST OF FIGURES

MAP 1 - NIAGARA COUNTY 3

Figure 1 - Soil Groups 5
Figure 2 - Environmental Factors 8
Figure 3 - Existing Land Use 19
Figure 4 - Zoning 23
Figure 5 - Existing Road Class 25
Figure 6 - Sewer and Water Lines 30
Figure 7 - NCSD No. 1 - Interceptor Trunk Pendleton 32
Figure 8 - Future Land Use Plan 40

LIST OF TABLES

Table 1 - Population and Households (1950 - 2010) 10
Table 2 - Selected Demographics Town of Lockport Southwest Sector 12
Table 3 - 1990 Population Disaggregation Southwest Sector 9
Table 4 - Resident Workers by Industry 15
Table 5 - Existing Land Use 20
INTRODUCTION and BACKGROUND
INTRODUCTION

The Town of Lockport is a progressive community dedicated to orderly growth tempered by the needs of its citizens to enjoy the efforts of their labors and freedom from excessive taxation. The town favors a balance of development uses that will provide local independence for residents (jobs, services, residences) while protecting each use from the nuisances inherent in the others. The southwest portion of Lockport has been subjected to a number of development pressures over the years. The South Transit Road area has accommodated both residential and commercial development that have become the focus of town growth. In addition, the construction of the new Lockport Bypass opens up land to improved access and connects Transit Road directly with the Harrison Radiator industrial area. These events are likely to produce new pressures for rezoning and development in the area.

The town has decided that, rather than wait for these pressures to compromise planning decision, it would be more appropriate to review the entire sector and properly study prospective actions and their impacts. The result is a Plan of Southwest Lockport encompassing the area from the West Avenue Arterial/Route 31 south to Lockport/Robinson Road and east to Beattie Avenue. The plan will be used to update the Town Master Plan for the southwest sector, review zoning patterns, assess capital improvements and evaluate the anticipated impacts of change in future development patterns.

BACKGROUND

The 1963 Master Plan initiated the formal planning process in the town and provided a comprehensive data base for developmental review. This plan was updated in 1979 documenting the growth and new environmental regulations that influenced town development. Since that time, new transportation facilities and municipal service improvements have further effected town growth and, particularly, the southwest sector. There has been a general trend of homeowners and commercial interests to move to the suburbs from aged, costly and congested urban centers. A strong and growing tax base, land at reasonable cost and cooperative attitude toward developers, industries, commerce and residents have all contributed to the steady expansion of the town. The growth of the South Transit commercial area, the resultant congestion of area traffic and the completion of the Lockport Bypass all contributed to the need for detailed evaluation and further planning of this sector.
SETTING

The town is located in the center of Niagara County in Western New York.

Surrounding the City of Lockport, the town has grown as an extension of the city and its services. The town has been influenced by the availability of urban facilities and has either enjoined with the city for their provision to town residents or judiciously moved into town services as demand and cost warranted. As a result, many facilities used by town residents are shared in cooperation with the city and other regional agencies while the town provides others on the most cost effective basis to its residents. The town is part of the Buffalo-Amherst regional fabric and enjoys the proximity to and integration with regional commerce, employment and recreation centers.

The Southwest Sector occupies the western portion of the town north of Lockport/Robinson Road to Route 31 outside the city (map 1). It is bounded on the west by Campbell Boulevard, on the east by Beattie Avenue and on the north by the city line. Through it runs the major arterials that connect the community with Buffalo and Niagara Falls. This was also true in the past where Lockport was connected to the region first by the Barge Canal and then by the railroad. Only recently has the trends in suburbanization taken hold and produced substantial growth and development. This sector is in the midst of this evolution.
ENVIRONMENTAL INVENTORY
SOILS, GEOLOGY

The town is composed of two (2) general regions - north and south of the escarpment. The southwest sector lies in the southern portion of the town which is characterized by flat, poorly drained soils and deep, impervious and water bearing clays. Rock layers are found in the northern part of the sector along Route 31 toward the escarpment and provide the resource for the existing extractive industry in the area.

Three (3) soil associations dominate the area as depicted in Figure 1. They are deep and poorly to moderately drained soils that present some restriction to development and increase the cost of land improvements requiring utilities and drainage facilities.

Odessa-Lakemont-Ovid. This is the largest soil group in the sector (and the county at 21% of all soils) and presents the least restriction to development. Prevalent in the South Transit and western areas, this association is comprised of lake-laid clays/silts with fine, textured redish subsoils. It possesses low agricultural value, but must be drained for development purposes due to its low slope and poor percolation.

Hilton-Ovid-Ontario. These are soils composed of glacial till with medium-textured subsoils that are 3.5 to 6.0 feet above bedrock. They possess moderate to good value for farming and often conflict with suburban development. Generally running southwest to northeast along the railroad right-of-way and the city line (Ruhlmann Drive, Dorchester Road), this group can provide good building foundation support but needs sanitary sewers for development.

Canandaigua-Raynham-Rhinebeck. This is the most restrictive of the three (3) groups. Found along the New York State Barge Canal, it is mostly lake-laid sands with medium-textured subsoils. There is low farm value in this group and both sanitary sewer and drainage improvements are required for development.

TOPOGRAPHY, DRAINAGE

The area south of the Niagara escarpment is characterized as relatively flat and generally slopes toward the south. A small area west of the city and north of Hinman Road slopes north to the escarpment. Drainage in the sector generally flows into three (3) tributary subsystems that ultimately flow north to Eighteen Mile Creek or south to Tonawanda Creek.
The West segment of the Southwest Sector, north of Hinman Road, drains north toward Eighteen Mile Creek and the escarpment. This is the only area with any topographic relief and is drained by two (2) tributaries across Route 31. Downstream reaches are prone to erosion and/or inundation due to the slopes and water velocity produced over the escarpment (through the Gulf Branch). This headwater drainage should be detained to meter potentially damaging flows into the downstream system.

The central part of the sector (south of Hinman and Murphy east to the Lockport Bypass) flows toward the New York State Barge Canal. Very low slopes and roadway/railway barriers produce flat areas of substantial surface water collection. Combined with poor soil percolation, this area poses significant development limitations with only the southeast corner (Robinson/Lockport Bypass) reasonably developable. The most sensitive channel in this area is the East Tributary to the Barge Canal, a Class B water resource.

East of the Bypass drains predominately to Donner Creek. This creek flows into the Barge Canal and on to Tonawanda Creek—a flat, flood prone tributary of the Niagara River. Cumulative development in this watershed has produced residential drainage problems that have both a local and downstream impact. Storm water detention with new development is essential to regulate the runoff into the drainage system, while a sub-area detention pond in the Shimer-Locust-Hamm-Transit area needs to be considered to relieve local problems. Downstream improvements to the entire system must be pursued through local government cooperation and coordination with regional and state agencies.

FLOODPLAIN

Donner Creek is the only identified flood area in the Southwest Sector. It runs from Beattie Avenue at Sherman Drive and crosses Robinson Road at Snyder Drive near Transit Road. This system drains lands from the City of Lockport, north of Lincoln Avenue, and discharges through the Town of Pendleton to Tonawanda Creek. Within the sector, the creek is subject to periodic inundation and ponding from nearby development runoff. The one hundred year (100) flood zone spreads out near Transit Road and may effect future commercial development in this area.

WETLANDS

There are a number of designated wetlands in the sector. The largest are state wetlands (classified as 12.5 acres and larger) concentrated in the flat areas along the New York State Barge Canal. The largest of these is LP23 (69 acres of deciduous wet woods and vegetation) east of the canal and north of Tributary B.
and bisected by the Lockport Bypass. State wetland LP8 is west
of the canal stretching into two (2) separate areas north and
south of Murphy Road. There are also two (2) Federally
designated wetlands in this area — PPOL1A on the north side of
Murphy Road and PEMSC at the city line.

The west portion of the sector has three (3) Federally designated
wetlands (National Wetlands Inventory of 1.0 acres or larger).
Two small ones near Murphy Road include POWFx one half (1/2) mile
east of Campbell Boulevard and POWFx along the railroad right-of-
way at the gas transmission line between Murphy and Hinman Roads.
A larger wetland (PEM5C) stretches from Hinman Road north to the
tributary to Eighteen Mile Creek. The only wetland east of
Transit Road is a small pond (Federal designation POWEx) at the
end of Neil Drive in the Donner Creek Channel.

These wetlands are quite restrictive to development. They must
be avoided by area growth, but can offer a valuable stormwater
control function if properly managed with runoff. Both LP23 and
the Donner Creek wetlands already aid in surface water management
in their areas. Typically, these wetlands are beneficial for
wildlife cover and forage, storm water regulation, groundwater
recharge, open space and local recreation.
CULTURAL INVENTORY
POPULATION AND DEMOGRAPHICS

The 1979 Town of Lockport Master Plan Update anticipated that town growth would produce 20,000 residents by the year 2000. At present rates this will be exceeded by 1995 and increase to nearly 30,000 people by the year 2005. During the 1980's, the Town of Lockport became the largest town in Niagara County increasing 28.2% from 1980 to 1990 to a population of 16,596 (Table 1). Most other communities in the county lost population during the same period as Lockport established its prominence in this part of the region.

The town has grown considerable since 1950. Population increased steadily throughout the decades mostly from migration. Areas like South Lockport became an attractive location for both city and county residents as the living affordability and proximity to city services made the town an appropriate suburban locale. It is entirely possible that the town may exceed the population of the city by the year 2000. Other relative demographic data for the town is shown on Table 2, excerpted from the 1990 census.

The southwest sector of the town is more representative of the adjacent city than the town. It contained 6826 people in 1990 which was 41.9% of the town, while encompassing only 10.4% of the town land area. Similar in median age (32.3 years, average), the sector population has a greater diversity of minority and elderly than the town. Most of the population is concentrated in the community of South Transit between Transit Road and Beattie Avenue. Some residential development has occurred west of Transit to the Canal, mostly multi-family units. West of the Canal is quite rural with mostly farm families and rural population along the roads. Estimated 1990 population for each portion of the sector is as follows:

Table 3
1990 Population Disaggregate Southwest Sector

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>1990 Population Disaggregate Southwest Sector</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>3750</td>
<td>54.9%</td>
</tr>
<tr>
<td>Central</td>
<td>2044</td>
<td>29.9%</td>
</tr>
<tr>
<td>West</td>
<td>6826</td>
<td>15.2%</td>
</tr>
<tr>
<td>TOTAL SECTOR</td>
<td>6826</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
### TABLE 1

**TOWN OF LOCKPORT**

**POPULATION AND HOUSEHOLDS**

**1950 - 2010**

<table>
<thead>
<tr>
<th></th>
<th>POPULATION</th>
<th>% CHG</th>
<th>HOUSEHOLDS</th>
<th>% CHG</th>
<th>HOUSEHOLD SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>3945</td>
<td>64.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1960</td>
<td>6492</td>
<td>26.0</td>
<td>1679</td>
<td>34.8</td>
<td>3.61</td>
</tr>
<tr>
<td>1970</td>
<td>8177</td>
<td>58.3</td>
<td>2264</td>
<td>82.6</td>
<td>3.13</td>
</tr>
<tr>
<td>1980</td>
<td>12942</td>
<td>28.2</td>
<td>4134</td>
<td>43.9</td>
<td>2.79</td>
</tr>
<tr>
<td>1990</td>
<td>16596</td>
<td></td>
<td>5948</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1995</td>
<td>20960</td>
<td>52.6</td>
<td>7265</td>
<td>44.3</td>
<td>2.89</td>
</tr>
<tr>
<td>2000</td>
<td>25325</td>
<td></td>
<td>8585</td>
<td></td>
<td>2.95</td>
</tr>
<tr>
<td>2005</td>
<td>29200</td>
<td></td>
<td>10135</td>
<td></td>
<td>2.88</td>
</tr>
<tr>
<td>2010</td>
<td>33070</td>
<td>30.6</td>
<td>11685</td>
<td>36.1</td>
<td>2.83</td>
</tr>
</tbody>
</table>

**COMPARISON: NEIGHBORING MUNICIPALITIES (1990)**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>No.</th>
<th>Tona.</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY OF LOCKPORT</td>
<td>24426</td>
<td>9865</td>
<td>2.48</td>
</tr>
<tr>
<td>LEWISTON TN/VILL</td>
<td>15453</td>
<td>5206</td>
<td>2.97</td>
</tr>
<tr>
<td>NEWFANE</td>
<td>8996</td>
<td>3253</td>
<td>2.76</td>
</tr>
<tr>
<td>NIAGARA</td>
<td>9880</td>
<td>3798</td>
<td>2.60</td>
</tr>
<tr>
<td>ROYALTON</td>
<td>7601</td>
<td>2683</td>
<td>2.83</td>
</tr>
<tr>
<td>WHEATFIELD</td>
<td>11125</td>
<td>4065</td>
<td>2.74</td>
</tr>
<tr>
<td>NO. TONA. CITY</td>
<td>34989</td>
<td>13635</td>
<td>2.57</td>
</tr>
<tr>
<td>PENDLETON</td>
<td>5010</td>
<td>1697</td>
<td>2.95</td>
</tr>
</tbody>
</table>

**SOURCE:** 1990 CENSUS; CONSULTANT PROJECTIONS.
These population trends can be projected for the next twenty (20) years to aid in anticipating community development needs for land use, utilities, public services, etc. Town population was projected from the trend in percentage growth from decade to decade identified in Table 1. A clear pattern emerged from the data that similar growth trends in town population alternated every other decade (e.g.: 1950/60, 1970/80 versus 1960/70, 1980/90). As a result, two (2) trend rates were established for the projections— a declining trend (from 1960 and 1980 growth) applied to year 2000 and an increasing trend (from 1970 and 1990 growth) that was applied to produce a 2010 forecast. Growth rates and the resulting projections are shown on Table 1 and indicate that town population is expected to be 33,070 in the year 2010.

The projection of sector population utilized a two-step technique of comparing the percentage share of town population to estimate the future share of sector population with the reasonably available land in the sector for development and its growth potential in the twenty (20) year period (2010). Development rates were used to help substantiate or modify the share projection.

Town plans for area subdivisions and multi-family site plan developments were reviewed along with the building permit records for trends in absorption of dwelling units. Vacant land was used to define available/developable areas as the area west of the canal could produce extensive redevelopment (from agriculture). The two trends produced a slightly declining growth rate that was applied to the existing sector population resulting in an estimated 9460 people in 2010 (Table 2). As the sector matures, its share of town population will decline.

The three (3) segments of the sector will be disproportionately affected by long term growth. The developed status of the East area, the lack of vacant land and the declining household size may actually produce a slight reduction in population to 3566 (-4.9%) in the year 2010. Residential land is mostly committed and stable neighborhoods do not suggest any significant conversion to multi-family units. The central area may experience significant growth to 3424 people (+67.5%) due to land availability, proximity to existing development and new roadway access. The West area will remain the smallest at 2470 and may receive its growth pressure as the areas to the east fill in.

HOUSING

The Southwest Sector has a relatively young housing stock with the median year built being 1979. Housing is also in generally good condition with only 0.4% containing substandard plumbing and
# TABLE 2

**SELECTED DEMOGRAPHICS**

**TOWN OF LOCKPORT AND SOUTHWEST SECTOR**

**1990**

<table>
<thead>
<tr>
<th>DEMOGRAPHIC CHARACTERISTICS:</th>
<th>TOWN</th>
<th>SOUTHWEST SECTOR</th>
<th>PERCENT OF TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>16596</td>
<td>6826</td>
<td>41.1</td>
</tr>
<tr>
<td>% ELDERLY (65+ YRS)</td>
<td>10.3</td>
<td>10.8</td>
<td></td>
</tr>
<tr>
<td>% MINORITY</td>
<td>3.7</td>
<td>6.2</td>
<td></td>
</tr>
<tr>
<td>MEDIAN AGE (YEARS)</td>
<td>32.6</td>
<td>32.3</td>
<td></td>
</tr>
<tr>
<td>HOUSING UNITS (OCCUPIED)</td>
<td>5948</td>
<td>2228</td>
<td>37.5</td>
</tr>
<tr>
<td>SINGLE-FAMILY</td>
<td>3622</td>
<td>1619</td>
<td>44.6</td>
</tr>
<tr>
<td>MULTI-FAMILY</td>
<td>1286</td>
<td>633</td>
<td>49.2</td>
</tr>
<tr>
<td>MOBILE HOMES</td>
<td>1247</td>
<td>14</td>
<td>1.1</td>
</tr>
<tr>
<td>HOUSEHOLD SIZE</td>
<td>2.79</td>
<td>3.06</td>
<td>112.9</td>
</tr>
<tr>
<td>MEDIAN HOUSING VALUE ($)</td>
<td>79000</td>
<td>79800</td>
<td>101.0</td>
</tr>
<tr>
<td>% POVERTY STATUS</td>
<td>7.6</td>
<td>11.4</td>
<td></td>
</tr>
<tr>
<td>% OVERCROWDING</td>
<td>0.8</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>% SUBSTD. PLUMBING</td>
<td>0.2</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>POPULATION 16+ YRS</td>
<td>12769</td>
<td>5441</td>
<td>42.6</td>
</tr>
<tr>
<td>LABOR FORCE</td>
<td>8457</td>
<td>3704</td>
<td>43.7</td>
</tr>
<tr>
<td>PARTICIPATION RATE</td>
<td>66.2</td>
<td>68.1</td>
<td></td>
</tr>
</tbody>
</table>

**POPULATION PROJECTIONS:**

| (1990 - 2010) | 1995 | 20960 | 7550 | 36.0 |
|               | 2000 | 25325 | 8360 | 33.0 |
|               | 2005 | 29200 | 8730 | 29.9 |
|               | 2010 | 33070 | 9460 | 28.6 |

**SOURCE:** 1990 CENSUS OF POPULATION; CONSULTANT CALCULATIONS.
0.8% with any overcrowding conditions (1990 Census, Table 2). Median housing value is $79,800 which is slightly above the town-wide median. In sum, the sector is very much a reflection of town growth and development over the last decade.

The housing mix of the sector is characteristic of the urban/suburban development of the city rather than the town. Dominated by South Transit, the housing mix is 71.5% single family and 27.9% multi-family while the Town is 58.8% and 20.9% respectively (the remainder is mobile homes). In fact, 49.2% of the town's multi-family housing is in the Southwest Sector—mostly along Robinson Road (Transit to Beattie) and along Strauss and Ruhlmann, west of Transit. Past town plans have designated this sector for apartments to capitalize on access and infrastructure, and it is evident in the current area mix.

Household size has been declining in the town, historically, and is expected to continue. The Transit Road area is attractive to commuters to nearby communities in both Niagara and Erie Counties suggesting that multi-family development will continue to be a significant housing form in the sector.

Housing projections for the town followed the trends in population (Table 1). This produces 11,685 dwelling units in 2010. The sector will experience a sharper decline in household size as more multi-family units are part of the housing mix. This provides a trend for housing that is greater than the population growth. As a result, 3505 dwelling units are estimated for 2010 in the sector, a 57.3% increase as compared with a 38.6% increase in population for the same period. Housing development is likely to be primarily single-family in the East portion consistent with the developed neighborhoods, multi-family in the Central area where access is assured, and single-family in the West compatible with the rural character. Rising housing costs and declining household size indicate that town-houses, apartments and clustered housing may be the most appropriate residential development form in the future.

ECONOMIC BASE

The Southwest Sector does not provide a significant industrial contribution to the town economy, but it more than compensates in commercial activity. These include a mall, five plazas, numerous convenience retail stores and various service and office activities. Virtually all of Transit Road and parts of Robinson Road have commercial development which provides employment to complement the town's industrial base. The retail and service industries produce the largest employment for residents in the sector (Table 4). These activities serve the town and city as well as parts of the surrounding counties (Erie and Niagara). The third highest employment group is manufacturing attesting to the strong industrial base of the Town and City of Lockport—Harrison Radiator, The Stone Quarry, The Lockport Industrial Park and others.

-13-
Employment of the resident population is quite stable with a diversity of industries represented. The sector produced 43.7% of the labor force in the town and has a 68.1% participation rate (Table 2). This is very high and reflects the strong work ethic and trend toward two worker families prevalent in the town. Many residents are commuters who travel an average nineteen (19) minutes to work each day. This means they most likely work outside the area to justify such a travel time (eq. 12-15 miles). Median family incomes are quite high ($32,138 for the sector, $37,707 for the town in 1990) reflecting the mobility of area residents.

Similar to most communities in the region, Lockport is slowly evolving from heavy manufacturing to light manufacturing, service industries and retail. The fact that the town has been successful in capturing certain job losses in the Lockport Industrial Park and along Transit Road is a significant benefit to the area economic base. The continued pursuit of these industries is the goal for economic stability and continued growth in Lockport.
Table 4  
Resident Workers by Industry  
Town of Lockport  
Southwest Sector  
1990

<table>
<thead>
<tr>
<th>Industry</th>
<th>Town of Lockport</th>
<th>%</th>
<th>Southwest Sector</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry</td>
<td>100</td>
<td>1.2</td>
<td>42</td>
<td>1.2</td>
</tr>
<tr>
<td>Mining</td>
<td>46</td>
<td>0.6</td>
<td>13</td>
<td>0.4</td>
</tr>
<tr>
<td>Construction</td>
<td>473</td>
<td>5.9</td>
<td>216</td>
<td>6.2</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>2058</td>
<td>25.5</td>
<td>813</td>
<td>23.3</td>
</tr>
<tr>
<td>Transportation</td>
<td>244</td>
<td>3.0</td>
<td>75</td>
<td>2.1</td>
</tr>
<tr>
<td>Communications, Utilities</td>
<td>240</td>
<td>2.9</td>
<td>78</td>
<td>2.2</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>191</td>
<td>2.3</td>
<td>60</td>
<td>1.7</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>1640</td>
<td>20.0</td>
<td>852</td>
<td>24.4</td>
</tr>
<tr>
<td>Finance, Ins. R.E.</td>
<td>473</td>
<td>5.9</td>
<td>183</td>
<td>5.2</td>
</tr>
<tr>
<td>Health Services</td>
<td>2361</td>
<td>29.2</td>
<td>1067</td>
<td>30.6</td>
</tr>
<tr>
<td>Public Administration</td>
<td>284</td>
<td>3.5</td>
<td>94</td>
<td>2.7</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>8074</strong></td>
<td><strong>100.0</strong></td>
<td><strong>3493</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>
HISTORIC

A review of state historic maps revealed no sites of state-wide significance. The house at the corner of Robinson Road and the Lockport Bypass is a known historic site that was not disturbed by area road improvements. No other historic sites have been identified in the sector.

A number of archaeological sites have been identified in the sector (See Figure 2). The sector contains the Lockport Prehistoric Archaeological District that contains four (4) sites in the town. These are along the Lockport Bypass east of the right-of-way and are significant for the data they contain. They were surveyed as part of the Lockport Bypass FEIS (NYSDOT, 1988). The sites from north to south are as follows:

- Hall #1 and #2 - evidence of stone tools, flakes, bifaces and projectile point fragments (archaic).
- Strauss - tools and projectile points (Paleoindian, Adena, Meadowood, Madison and Early Archaic) and some lithic concentrations.
- Bauer Focus - diffuse lithic scatter and flakes.

A fifth archaeological site has been identified east of Transit Road between Hamm and Shimer Roads. The New York State Office of Parks, Recreation and Historic Preservation has identified the property along the power line right-of-way as being a prospective site warranting an archaeological survey to confirm the existence of any artifacts. A Stage I Cultural Resource Survey was conducted (Pratt and Harth Associates, 1992) and concluded that no significant archaeological resources exist on the site - either historic or prehistoric - and not further investigation was necessary. This could be undertaken separately or as part of site development activities under qualified review.

RECREATION

Recreation in Lockport is a product of public and private facilities. The rural character of the town and the availability of service in the adjacent city have meant that few facilities were necessary in the town. Most facilities in the town are passive such as trails, Niagara County Golf Course, picnic areas, or are private land used for hunting or hiking. The town supports organized baseball, swimming and ice skating programs at such facilities.

As the town grows and becomes more suburban in character, demand will increase for recreation facilities. The Southwest Sector has little public recreation. However, informal recreation activities are conducted at the fire hall, along the power line right-of-way, along the canal, in the fields/vacant woods.
throughout the area and in adjacent communities. These sites support jogging, hiking, baseball/football/soccer and other sport activities. The New York State Barge Canal is a significant publicly maintained facility used for recreational boating, hiking, biking, cross-country skiing, etc.

Recreation standards for suburban areas suggest that the southwest sector needs one community recreation area of approximately twenty (20) acres (3 acres per 1000 persons). This area would be used for ball games, hiking, skiing and other passive activities. An area in the central portion of the sector (near the bypass) would be convenient and accessible to residents. This facility could be jointly sponsored by 4-H (which owns land in the area), the fire company as part of relocated facilities or other civic organizations.

Individual neighborhood facilities are not considered necessary as adequate church and school facilities exist in the developed part of the sector. The canal offers a state oriented recreation facility within easy reach of sector residents. Two (2) regional bike routes are also planned in the area (NFTC, 1981) - a North Tonawanda/Lockport route along the canal and a Niagara Falls/Lockport route along Route 31. No alignment exists for either of these routes as yet.

Community Facilities

Public facilities include schools, churches, utilities, government facilities and fire protection among others. The sector contains the South Transit Fire Company on Ruhlmann Road, the adjacent highway garage, a school on Locust Street, two (2) churches (Hamm/Locust) and numerous east-west utility rights-of-way and sub-stations owned by NYSEG or Niagara Mohawk for power transmissions. In addition, the Town Hall is at the edge of the sector at Robinson and Beattie. Other cultural and institutional facilities are also available to residents in cooperation with private or municipal agencies in the city (e.g. hospital, social services, cultural recreation, etc).

Town growth is not expected to alter most of these facilities significantly or require their expansion. The fire company, however, may need to consider an alternate location along the bypass as sector growth spreads west of Transit Road and congestion limits access at the present site. Public schools, however, are operated by the Lockport School District and will need expansion. Classroom space is near capacity and cannot handle the anticipated 450-500 additional students.
PHYSICAL DEVELOPMENT INVENTORY
LAND USE

The Southwest Sector of the town is 3.097.7 acres which represents 10.4 per cent of town land (Table 5). The sector is 40.8 per cent developed with the majority of uses concentrated in the South Transit community (Transit Road, Ruhlmann to Robinson, and east to Beattie Avenue). This represents a suburban level of density compared to the entire town which was only 18.2 per cent developed in June, 1992. Town land development has increased 246% since the last land use survey in 1963 (for the 1963 Town Comprehensive Plan). Figure 3 documents the land use in the Southwest Sector.

Single family development is the largest use at 33.2% of developed land. The second largest use is roads/utilities at 28.4% which attests to the extensive access available in the sector. Commercial uses total one hundred thirty-eight (138) acres which is 10.9% of sector development. These uses represent 57.1% of town commercial development. Similarly, multi-family development is also concentrated in this area representing 6.5% of sector development and 40.0% of town multiples (81.6 sector acres divided by 204.0 town-wide acreage). The sector also contains a significant amount of industrial uses (234.6 acres - 50% of town industrial lands). However, 60% of this is the extractive/quarry use along Route 31. There is parity between agricultural/woodland acreage and vacant land suggesting a well-balanced area with growth potential and opportunities for buffering and adequate transition between development areas.

Agricultural land in the sector includes 45.7 acres of high-intensity farmland and 76.8 acres of orchards. The rest is pasture and crop lands. Twenty per cent (20%) of the vacant land use includes environmentally sensitive areas – Donner Creek flood plain (24.4 acres), federal and state designated wetlands (145.8 acres, cumulatively), and the Niagara County Refuse District hazardous waste site (4.6 acres in the stone quarry near Route 31). The Niagara County Refuse Site is identified as No. 932024 in the state hazardous site files and is an inactive site for sludge and industrial wastes.

The sector can be viewed as three (3) distinctly different areas with differing development potentials to help deal with sector growth.

East Segment (Beattie-Transit). This is a well-established single-family area with neighborhoods, public services, retail uses and accessibility. The only significant vacant land is either committed to subdivision (three that would infill the Hamm/Locust area) or proposed for commercial development (north of Hamm Road at Transit). Very little growth potential exists and the focus should be on neighborhood protection (Locust to Beattie, Hamm Road, and Dorchester/Corwin/Badger neighborhoods).
Figure 3
<table>
<thead>
<tr>
<th>LAND USES</th>
<th>TOWN-WIDE SURVEY '63 %</th>
<th>TOTAL %</th>
<th>DEVEL.</th>
<th>TOWN-WIDE EST. 1992 %</th>
<th>TOTAL %</th>
<th>DEVEL.</th>
<th>SOUTHWEST SECTOR %</th>
<th>TOTAL %</th>
<th>DEVEL.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE-FAMILY RESIDENTIAL</td>
<td>600.0</td>
<td>2.0</td>
<td>27.0</td>
<td>2957.9</td>
<td>9.9</td>
<td>54.4</td>
<td>419.5</td>
<td>13.5</td>
<td>33.2</td>
</tr>
<tr>
<td>MULTI-FAMILY RESIDENTIAL</td>
<td>55.0</td>
<td>0.2</td>
<td>2.5</td>
<td>204.0</td>
<td>0.7</td>
<td>3.8</td>
<td>81.6</td>
<td>2.6</td>
<td>6.5</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>55.0</td>
<td>0.2</td>
<td>2.5</td>
<td>241.8</td>
<td>0.8</td>
<td>4.4</td>
<td>138.2</td>
<td>4.5</td>
<td>10.9</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>75.0</td>
<td>0.3</td>
<td>3.4</td>
<td>469.2</td>
<td>1.6</td>
<td>8.6</td>
<td>234.6</td>
<td>7.6</td>
<td>18.6</td>
</tr>
<tr>
<td>PUBLIC FACILITIES</td>
<td>660.0</td>
<td>2.2</td>
<td>29.7</td>
<td>760.0</td>
<td>2.5</td>
<td>14.0</td>
<td>30.2</td>
<td>1.0</td>
<td>2.4</td>
</tr>
<tr>
<td>ROADS/UTILITIES</td>
<td>775.0</td>
<td>2.5</td>
<td>34.9</td>
<td>807.1</td>
<td>2.7</td>
<td>14.8</td>
<td>359.0</td>
<td>11.6</td>
<td>28.4</td>
</tr>
<tr>
<td>TOTAL DEVELOPMENT</td>
<td>2220.0</td>
<td>7.4</td>
<td>100.0</td>
<td>5440.0</td>
<td>18.2</td>
<td>100.0</td>
<td>1263.1</td>
<td>40.8</td>
<td>100.0</td>
</tr>
<tr>
<td>AGRICULTURE/WOODS</td>
<td>19372.0</td>
<td>64.8</td>
<td>100.0</td>
<td>16152.0</td>
<td>54.0</td>
<td>968.6</td>
<td>31.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VACANT</td>
<td>8296.0</td>
<td>27.8</td>
<td></td>
<td>8296.0</td>
<td>27.8</td>
<td>8296.0</td>
<td>28.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>29888.0</td>
<td>100.0</td>
<td></td>
<td>29888.0</td>
<td>100.0</td>
<td></td>
<td>3097.7</td>
<td>100.0</td>
<td></td>
</tr>
<tr>
<td>% OF TOTAL TOWN AREA</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
<td>10.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Central Segment (Transit-Barge Canal). This area is characterized by multi-family development along Strauss and Ruhlmann and Commercial uses along Transit Road. The exception to this is Reger Drive where isolate single-family uses have formed a cohesive neighborhood. However, the area is dominated by vacant or under-utilized land (nearly 200 acres) and extensive new land is made accessible by the Lockport Bypass. This along with Transit Road suggests that this area is the most promising for high access uses – multi-family, commercial or industrial. There is also extensive agricultural use that must be coordinated with growth to protect high value farmland soils, especially in the Ruhlmann Drive area. The canal offers recreational possibilities if reasonable access can be provided.

West Segment (Barge Canal-Campbell Boulevard-Route 31). West Avenue Arterial/Route 31 is a divided facility with restricted access and active farming along its frontage. Principal vacant land lies south of Hinman Road and represents the best potential for limited area development. Rural densities compatible with surrounding agricultural uses should be the conceptual focus.

ZONING

The current zoning of the Southwest Sector is shown on Figure 4. The area east of the Lockport Bypass is a mixture of commercial and residential uses while the western area is almost exclusively industrial. Only one industrial and one commercial district exists in the code. The industrial district incorporates all uses and is too broad to attract the more contemporary light-industries for which it offers little protection. The commercial district also has a wide latitude of uses. As a result, no commercial buffering of residential areas is practical when a mall is just as likely as a neighborhood convenience use at any given location. Limited diversity of the commercial districts would provide better use control where sensitive areas or neighborhoods are involved. There are two (2) residential districts plus a mobile home district that seem appropriate for the demands. Provisions for clustering and mixed-use development might offer alternative development suited to this sector.

Zoning can help resolve land use conflicts and separate/buffer incompatible uses. Pressures along Transit Road near Hamm Road suggest the need to study boundary compatibility and use transitions to protect the Hamm Road neighborhood. Similarly, the single-family, Reger Road neighborhood must be adequately buffered from the spread of commercial or multi-family development that is around it. In addition, the construction of
the Lockport Bypass will produce development pressures in an agriculturally zoned area that needs proper guidance. Finally, the industrially zoned West portion of the sector seems too extensive for the current modest demands for heavy industry. Such zoning may detract from promotion of the Lockport Industrial Park and adjacent areas and should await their completion. The use of a light-industry zone that capitalizes on area access and infrastructure would seem more compatible.
TRANSPORTATION

The transportation network is crucial to any community development plan. This sector of the town is the gateway to the city from Buffalo and Erie County. The Buffalo-Lockport route has become an important regional travelway attracting commuters, shoppers, new residents and continuing improvement and expansion of the highway links - Millersport, Lockport Expressway, transit Road, Lockport Bypass. This route passes through the heart of the sector and simultaneously provides local access and circulation.

The other major regional travelway is the Niagara Falls - Lockport route via Route 31. Bordering the north part of the sector, the route accesses Harrison Radiator at the intersection with the Lockport Bypass. These two routes comprise the major arterial network and link the Buffalo and Niagara Falls routes outside the City of Lockport. Secondary or minor arterial routes are Transit Road into the City (this was the principal arterial prior to the bypass), Campbell Boulevard (north-south) and Lockport/Robinson Road (east-west). Add to these the major collector system of Beattie Avenue, Bear Ridge Road and Hamm Road (along with Summit/Lincoln in the city) to complete the circulation system for the southwest sector. The bypass represents the newest of these links and is significant in that it connects Transit and Route 31 for commuting and shopping trips. It provides access to land that was previously isolated and therefore marginal in the developability.

The largest traffic generators in the town are Harrison Radiator and the South Transit commercial area (Robinson Road to the City line). Traffic on South Transit Road has grown 31.7% from 1986 to 1992 attesting to the increased activity. The 1992 average daily vehicle count was 24,050 at Shimer Road (Figure 5) indicating heavy usage for a five-lane road with center turn lanes. The mounting congestion and problems with traffic access has shifted traffic onto nearby neighborhood streets where it becomes disruptive. The lack of north-south routes for commercial traffic and the lack of a connection to the bypass has placed undue traffic load on Hamm Road, Locust Street, Shimer Drive and Dorchester Road. It has also left Transit Road with extensive congestion that compromises the road and the uses it serves along its frontage.

The East Segment of the sector is nearly complete with only a few continuity links to consider in the network. Snyder Drive needs to be extended northward as a commercial circulator to shortstop the use of Hamm, Shimer and Locust for non-residential traffic. The right-of-way exists to extend Locust Street to Robinson Road. However, this would place excessive traffic in the school area and should be avoided. A better option would be the connection of Snyder Drive with Locust, although the Donner Creek flood plain presents a crossing problem.
The Central Segment is developing without sufficient circulation. Transit Road and the bypass bear all the north-south travel as no east-west connection exists. Strauss and Ruhlmann both could be extended to the bypass as their land use (multi-family commercial) could capitalize on the improved access. However, continuation of either Hamm Road or Shimer Drive to the bypass would provide better system continuity and convenience of access. Shimer Drive offers more appropriate land use access of the two. Reger Drive should be left without direct network connection to protect the existing subdivision there. A north-south service along the alignment of Londonaire Drive would provide parallel access to transit and enhance adjacent land use.

The West Segment of the sector does not possess any internal access from the network and is unlikely to develop as is. The Barge Canal is a barrier to development from the east and the restricted access of route 31 inhibits any circulation to the north. Hamm Road must therefore handle east-west circulation and a north-south collector through Murphy Road to Lockport/Robinson Road will be necessary (west of the railroad right-of-way). However, the only way to connect these routes with the network is a bridge across the canal. This would link the east and west parts of the sector and may be required should development pressures in the South Transit area become too great.

The last network issue is the continuity of the Lockport Bypass. It currently terminates at Robinson Road and diverts to Transit Road. To avoid passing additional congestion problems on to Transit south of Robinson, the Bypass must be extended south to eventually link with the Lockport Expressway in the Town of Amherst in Erie County. This would bring the road through Pendleton to tie into the Bypass at Harrison Radiator. In addition, there are a number of pedestrian/bicycle opportunities along the railroad right-of-way (which would tie with Pendleton) and along the numerous utility rights-of-way through the sector that should be considered. Pedestrian signal delays should also be instituted at Shimer and Hamm (when signaled) to offer crossing priority.

Transit Road Corridor

It was identified previously that Transit Road is the heart of the sector. Like many arterials outside an urban community, it has evolved into a strip commercial road that simultaneously provides through-trip circulation to city and suburban residents. The town has done an excellent job in the past by providing larger commercial lots and consolidating commercial development where possible. But the number of entrances, their location and access volume have produced formidable problems. A study of this corridor has identified the following problems that need to be addressed by the sector plan:
None of the roads east and west of Transit align with each other resulting in discontinuity of access, multiple intersections and increased turning movements to complicate traffic flow.

While large commercial development has been consolidated for entrance/egress and circulation, many older sites were not, resulting in multiple access points and turns without acceleration/deceleration lanes.

No service roads exist (front or rear) to allow circulation between commercial uses without using existing streets - Snyder Drive and Londonaire Drive were begun, but not yet completed.

Traffic signals are not coordinated, especially the Shimer and Mall signals which, although closely spaced, often conflict with one another forcing traffic to use the Mall parking lot for circulation.

Continuous left turn lanes on Transit Road with ill-defined storage areas create a safety hazard where opposing left turns approach each other head-on.

The lack of right or left turn lanes on side streets often means traffic is backed up behind a minor intersection movement or accumulates when some could proceed.

Independent site development often prohibits circulation between uses that could increase their market exposure or eliminate awkward access that restricts customer convenience.

Continuous entries to uses along Transit produce turning conflicts which inhibit traffic flow and increase potential accidents.

The result of these problems is that local residents cannot use Transit Road, commercial customers end up using residential streets for circulation and, eventually, commercial customers begin looking for other areas that are not as congested and are more convenient to shop. In some cases, the restriction of trade activity is enough to warrant a new, parallel roadway to relieve congestion (eg. a bypass). When the new railway is built, zoning and land development gravitates to the new access eventually creating congestion and cyclic disinvestment in the old area.

Breaking the chain of congestion and highway expansion requires careful management of access, circulation study and land use consolidation. This corridor is fortunate that adequate options and land are available to address these problems and deal with
them rather than push them over to the next parallel facility. The primary techniques to achieve this include the creation of parallel service roads to intercept commercial traffic from residential streets, coordination/alignment of side streets to avoid circuitous routings, consolidation of commercial entrances consistent with site circulation to reduce conflicts, separation of through movements to eliminate conflicts with Transit Road traffic, and others. In addition to review of the right-of-way for optional solutions, the following intersections with Transit Road were identified to investigate movement and suggest solutions to improve land use access and traffic circulation:

1. Ruhlmann Drive/Dorchester Road
2. Shimer Drive/Lockport Mall
3. Strauss Road
4. Hamm Road
5. Robinson Road

A map of existing conditions along Transit Road is in the back of this plan for reference.
UTILITIES

Water

The Town of Lockport receives its drinking water from the Niagara County Water District (NCWD) and distributes it to town residents. An adequate supply exists for town use from the 22 MGD plant on the Niagara River. Water service is available throughout the southwest sector along all roadways and to all subdivisions.

Primary water service to the sector is provided by a thirty inch (30") transmission line on Robinson Road, a twenty-four inch (24") line on Murphy Road (also supplying Harrison Radiator) and a twelve inch (12") line parallel to Transit Road. Local distribution is via 6" and 8" mains, mostly looped, to offer a stable, consistent supply to residential and commercial users. Reserve storage for the South Transit area is provided by a 3.0 million gallon reservoir at the southeast corner of Transit and Robinson Roads (See Figure 6).

Water services to the sector appear adequate for expansion of development in the Central and West segments. Main sizes also appear adequate although additional storage may be required to assure pressure balance and fire flows in the West segment of the sector.

SANITARY SEWERS

The town obtains sanitary treatment services from two (2) sources:

1. The City of Lockport Sewer Treatment Plant (22MGD) on Plank Road, and
2. The Niagara County Sewer District No. 1 facility in Wheatfield.

This affords the town the opportunity to choose efficiency and operation freedom for the most cost effective service to town residents. Generally, the area along Transit north of Strauss Road to Ruhlmann Drive is transmitted to the city treatment plant. This is pumped to the city via a 14" force main parallel to Transit Road. The rest of the area flows south by gravity collection to the NCSD #1 trunk in Pendleton (Figure 6).

Sanitary sewers are available throughout the South Transit area to all residential and commercial users. This covers all of the East part of the sector and existing development in the Central part (Transit Road to the Canal). Expansion of service into vacant land in the Central area is quite feasible as capacity and topography are adequate to the Lockport Bypass. The West portion of the sector currently does not have access to sanitary service. This area does not have soils conducive to septic disposal. Therefore, development of this area must await sanitary sewer construction.

The best opportunity for service to the West segment of the sector is via Niagara County Sewer District No. 1.* Proposed
Expansion of facilities in the District (Figure 7) will bring a 36" trunk into the Town of Pendleton north of Feigle and Fisk Roads to Transit Road from the Conrail right-of-way. This will be approximately one mile south of Lockport/Robinson Road. Extention of this trunk along either the railroad right-of-way or the canal could serve the west area up to Hinman Road mostly by gravity collectors. This trunk would be adequate to serve anticipated growth in the West segment of the sector. In addition, the 30" sanitary trunk in Pendleton at Transit Roadway can provide alternative capacity to the Central and East segments of the sector. The southerly topographic slope from Hamm Road suggests that sanitary flows can be diverted using gravity from Hamm Road south should area growth produce a need for extra capacity beyond that being pumped north.

Gas, Electric

Both natural gas and electric utilities are available within the sector. New York State Electric and Gas (NYSEG) and Niagara Mohawk transmission lines traverse the area supplying local and cross-state service to customers. A twenty (20) inch gas pipeline owned by Tenneco from Canada runs from northwest at Route 31 southeast to Robinson Road at the Lockport Bypass. Another twenty (20) inch line runs from Route 31 east to Transit Road at Shimer following the power line right-of-way.

Electric service to the area substantially exceeds local growth needs. Three (3) high voltage lines run east-west in a single right-of-way from Route 31 across Transit and Beattie to the rest of the state. Two (2) smaller distribution lines branch off near the Bypass to Shimer and paralleling Shimer (south, rear lot lines) across Locust and Beattie. Another high voltage transmission line is parallel to Robinson Road across the town. Substations are at Robinson and the Bypass, Transit and Shimer (west side) and on Locust south of Shimer.

"SERP Environmental Information Document for Niagara County Sewer District No. 1", NCSD Water Pollution Control Center, May 1991.
SOUTHWEST LOCKPORT
SECTOR PLAN
SOUTHWEST LOCKPORT SECTOR PLAN

The Land Use Plan is the guideline for future growth in the community. It is the basis for zoning regulation and the official map. It provides a unified direction so that the goals of the community can best be realized. More importantly, the Land Use Plan represents the generalized compilation of the physical, social and economic strengths and weaknesses of the area.

The most physically, economically and socially appropriate uses of land are considered when reviewing new proposals. Each proposal must be evaluated for compatibility, effect on the immediate area and demands on the community as a whole. Consequently, a Land Use Plan may exclude a specific use in an area but the individual proposal on its own merits may prove to be suitable and consistent within its area. The Land Use Plan is a conceptual guideline for defining proposed usage of land within the Southwest Sector.
ALTERNATIVES

The 1979 Town of Lockport Master Plan Update reviewed the entire town and established proposed uses for a target population of 20,000. The sector plan does not attempt to replace this master plan, but rather refine and detail its information and recommendations for a well-defined area: the Southwest Sector. Since the master plan update, local environmental data has become available, the Lockport Bypass has been constructed east of the canal and Transit Road has been recognized as a center of new commercial growth and traffic congestion. The Sector Plan compliments the Master Plan and offers detailed recommendations for problems unique to the sector.

In the course of evaluation of the sector and its inventory, it was discovered that the development issues had more than one reasonable land use solution and that some issues conflicted with each. Three (3) differing plans were drafted to explore the alternate perspectives implicit in each issue. Each plan recognized the need for east-west circulation, protection of the south Transit community and ways of dealing with Transit Road commercial development.

Plan "A" allocated transportation routes and land use utilizing Strauss Road as the access to the Lockport Bypass. This terminated at Locust Street due to lack of right-of-way to Beattie Avenue and severed the block between Hamm and Shimer. It compromises the Shimer Road area suggesting conversions and multi-family rather than single-family development. At the west end, access across the Bypass or canal is awkward if not impossible without compromising the wetland (LP23). Limited multi-family opportunity in the Central Segment of the sector would mean increased pressure for rezoning and higher density in established neighborhoods. Expansion of commercial facilities is negligible with lot depths generally too small to encourage commercial expansion or continuity. This plan does not unite the sector and may fragment existing neighborhoods. It did assume protection of the Locust to Beattie area.

Plan "B" utilized existing circulation routes and their function to provide east-west linkage. The spacing along Transit Road suggests Ruhlmann, Shimer, Hamm and Robinson as Bypass connectors. Snyder and a road west of Londonaire are the north-south routes for alternate circulation slightly different from plan "A". The parallel road west of Transit is too far west to serve commercial services. This location of Snyder Drive does not provide a deep enough lot for development and suggests multi-family buffering for adjacent residential uses. The extensive commercial and multi-family uses in the Central area would leave Reger Drive an isolated enclave of single-family development. Both Plan "A" and Plan "B" consider Hinman Road as the prime circulation route through the West Segment due to its use and access to the different land uses in that area.
Plan "C" tested a compromise of east-west routes by using the Hamm Road alignment west of Transit and the power line right-of-way east of Transit to Beattie. This option offered maximum protection to the Hamm Road neighborhood (even enabling the severing of Hamm from Transit). However, it compromised the Sherman/O'Connell area, Shimer Drive and further isolates Reger Drive by surrounding it with connector roads. The sector segments are effectively linked, but some neighborhoods are compromised in the process that weren't effected before. In this plan, Murphy Road was tested as a circulation route across the canal.

The alternate plans are contained in the appendix and were the subject of public discussion and town review in formulating a selected Sector Plan. None of the alternatives were considered wholly acceptable, but the following guidelines were drawn from the public debate:

- The South Transit neighborhoods need to be protected and buffered from future development.
- The East Segment (Transit-Beattie) is predominately single-family and should remain so.
- The Shimer Drive Extension to the Lockport Bypass is a critical commercial link in the sector.
- Area economic stability depends on viable commercial uses and their planned expansion in the Central Segment of the sector.
- Reger Drive neighborhood needs to be protected as it is the only one of its type in the Central segment.
- Parallel service roads to Transit are essential to both commercial traffic circulation and interception of non-residential traffic using neighborhood streets.
- East-west circulation is important to area access and relief of development pressures that could compromise neighborhoods.
- Industrial uses should be light industry which are more compatible with the character of sector uses.
- With restricted access to Route 31, Hinman Road is the most appropriate collector in the West Segment with land use orientation toward Robinson Road.
- Recreation and open space must be properly integrated into the community.
GOALS AND OBJECTIVES

The goals and objectives of the plan establish the guidelines and parameters for plan formulation and help direct development needs to solve anticipated problems in the sector. These are drawn from the Town Comprehensive Plan (revised 1979) as a current expression of town policy and were derived from attitude surveys, public workshops and presentations. Details have been added to relate them to this sector, where appropriate.

Quality of Life - Universally pursued by town residents as a goal to preserve their way of life, it generally means the protection of existing lifestyle, community and the ability to enjoy life without fear of disruption or compromise of property. Related objectives include:

- Rural atmosphere with the convenience of available suburban services.
- Quality education services.
- Security (fire and police protection).
- Clean environment.
- Protection of Neighborhoods.
- Adequate opportunity for recreation.
- Efficient, responsive government.
- Convenient centers for goods and services.

Stabilized Economy - This goal relates to the primary effect on town residents and businessmen from variations in the local economy. Residents are concerned about their livelihood/jobs, housing costs, government services and the affordability of retail goods and commercial services. Applicable objectives for long-term community stability include:

- Balanced growth and infrastructure commitments to keep housing and community development costs affordable.
- Avoid duplication of services through governmental coordination and careful infrastructure planning.
- Closely coordinate growth with utility and highway development to promote cost efficiency.
- Maintaining a healthy and modestly expanding tax base to support proper extension of utilities consistent with residential needs.
- Encourage the proper use and orderly development of land in the town to enable residents to plan and protect their investments for the future.

Improved Public Services - Residents naturally expect municipal services to be well maintained by the town. However as growth increases resident population, interest is shifted to improving existing services and expanding into new areas and diversified activities. The town is always looking to improve its service delivery and availability to residents. But these demands must be tempered with the ability to afford new services and the cost effectiveness of service expansion.
• Maintain the excellent quality of schools, libraries and community facilities in the town.
• Continue to provide snow removal, street maintenance, garbage collection, etc. as part of town services.
• Improve traffic control services through land planning and access/circulation management of major roads.
• Focus on the Transit Road Corridor to reduce congestion and improve the safety and operation of road; also noted as problem areas were Route 31, Harrison Radiator area and Day Road.
• Expand town recreation facilities consistent with available resources, development densities and local support for facilities such as bike/hiking trails, picnic areas, ball fields, and other self-sufficient activities.

Community Orientation - Encourage the development of complete community functions to provide for the full range of activities for town residents (housing, retail, employment, culture, institutions, public services). This focus on all aspects of the town will enhance the local identity for the sense of community that exists in Lockport and promote resident cohesiveness. Appropriate objectives would be:

• Provide housing diversity and coordinate the density of housing types with appropriate highway capabilities.
• Plan for commercial services conveniently located to residential areas to serve local needs and area consumers alike.
• Promote the economic base of the community to attract employment and business services to the town.
• Utilize the town road network to link and integrate community activities with the residents to encourage broader community ties.
LAND USE PLAN

The future land use plan is a consolidation of demographic needs, environmental limitations, infrastructure and anticipated development for the year 2010. By taking the picture of the future and the desire it expresses for planned growth, we can stage the phasing of roads, utilities and development for the best orderly and cost effective results. The plan is targeted far enough into the future to transcend local cultural or economic trends that may not be long term influences on the community, yet near enough to be both attainable and do not compromise existing public and private investments.

The Southwest Sector Plan has built upon the conceptual elements of the Town Master Plan and followed its guide. It has taken the town-wide issues of viable service base, residential orientation, land use diversity, promotion of economic base and balanced growth and incorporated them into the plan development. This sector was selected due to the significant change in area development and infrastructure – the growth of South Lockport and resulting problems and the construction of the Lockport Bypass. These are formidable issues and clearly the economic importance of this to the rest of the town vitality has been demonstrated (the gateway image, proportion of town population, and traffic activity). From the Master Plan came the parameters that could be further studied, explored, detailed and resolved in this sector.

In some cases the sector plan was required to resolve conflicting issues. There are always contradictions between traffic flow/circulation and neighborhood protection, between commercial and residential uses, between encroachment and environmental preservation, between growth and protectionism. These issues were the subject of the alternative plans and were put to public debate at meetings held to involve neighborhoods and business owners in the review process. This commentary was used to guide the consolidated sector plan and advise the Planning Board and Town Board in their deliberations.

The sector was viewed as three (3) distinct areas that were separated by roads. The need to link these areas to the broader community, while attempting to protect neighborhood integrity, was a primary effort of the plan. This required a review of boundaries, buffering and use transition to help segregate uses.

East Segment (Transit-Beattie). This area is a rich mixture of suburban uses and neighborhoods. Cohesive community elements that contribute to the area include churches, an elementary school, and commercial services. Neighborhoods include Locust Extended, Sherman Drive, O'Conner/Buell Drive, Dorchester Road, Badger Drive, Hamm Road and the evolving Southwood area. This area has strong community cohesion and historical identity.
Central Segment (Transit-Barqe Canal). An area in transition, it is better known for its developments than its neighborhoods. The area is mostly apartment complexes with the exception of Reger Drive neighborhood. A continuation of multi-family and commercial development can take advantage of the Lockport Bypass accessibility while relieving pressure for conversions in the East Segment neighborhoods. Concerted effort is required to provide community identity in this area with institutional recreation and community facility uses.

West Segment (Canal to Campbell Boulevard). The area west of the canal has had little development incentive and remains rural and agricultural. No defined neighborhoods exist and development may not occur without sanitary sewers to support growth and connection across the canal to arterial access (access north to Route 31 is restricted). Therefore, key developmental issues become east-west circulation across the sector, north-south service road/access to intercept commercial traffic from residential streets, protection of neighborhoods, improvement of community identity and land use transitions to reinforce separation of incompatible activities. A different, but related, issue is the improvement of traffic flow and reduction of congestion in the Transit Road Corridor. These form the focus of factors that helped consolidate the alternatives and produced the Land Use Map (Figure 8) attached to this Sector Plan. It is intended to address these issues for a growth of 9460 persons in 2010 and be a major force in continuing town development.

Residential

Agricultural/rural is reserved for farmland and areas adjacent to environmental facilities where development sensitivity is critical. This includes the high quality orchards at the end of Ruhlmann Road, areas around the wetlands along the canal and the agricultural areas in the West segment of the sector. Density is expected to be 0-2 dwelling units per acre.

Low density residential areas are identified in existing South Transit neighborhoods and single-family subdivision portions of the Central and West Segments. Density is suburban in the 2-3 unit per acre category with single-family intended in the West and East Segments and cluster development in the Central Segment to buffer multi-family uses.

Medium-density uses are reserved for high access areas on Robinson Road and the Central segment between Transit Road and
the Lockport Bypass. Densities of 3-8 units per acre are appropriate in townhouse and garden apartment type housing (three floor maximum). Consolidation of these in the Central segment enables adequate access, services, and essential recreation to be provided to accommodate the higher concentration of population. Such facilities must be either provided by the town or part of future development approvals.

COMMERCIAL

Two commercial uses are envisioned within the sector to meet future service demands. The South Transit Road area has commercial development that serves a regional need and enhances the entire town. Such uses go far beyond strip development and require large lots for access, parking and retail space. Future uses will be similar in nature and require adequate land to be competitive. The general commercial use group accommodates this and anticipates expansion west of Transit Road. To insure the stability and continuity of the commercial group, adequate expansion, opportunity and compatible, complimentary uses must be provided. This is best provided in the Central Segment where access, land and compatible uses exist.

The other commercial group is to allow lower-intensity neighborhood uses that directly serve local residents and the area populace. Uses such as convenience store, service station, beauty/barber shops, small offices, community services (shoe repair, accessories, etc) all serve local needs and can help buffer neighborhoods from more intense retail and office activities. This group is identified for the end of Hamm Road and Reper Drive at Transit, Shimer and Transit (both sides of Transit) and at Corwin/Dorchester Roads to provide a use transition for those neighborhoods.

INDUSTRIAL

New industrial activities are limited to planned, light industry development in areas appropriate to their location needs. One such area is adjacent to the quarry on Hinman Road to compliment that use. The expansion of this area is tied to new access being provided across the canal to the Bypass. The only other area is at the intersection of the Lockport Bypass and Robinson Road. Light industries that can capitalize on the access and the power substation will find this appropriate. Restricted access to the bypass must be exercised to avoid compromising its capacity.

PUBLIC/SEMI-PUBLIC FACILITIES

This group generally identifies uses that provide a service function to the community. The include churches, cemeteries, schools, libraries, medical facilities, utility services
(substations, pump stations) and area recreation. The only new
designation in the sector is a large area at the end of Strauss
Road to the Lockport Bypass. It is identified for future
relocation of the fire facility to provide better area
access/response as the sector grows and for any other
institutional (school, church, library) and recreational purposes
consistent with area multi-family development. Anticipated
student growth (450-500 by 2010) will require a new school,
preferably elementary or middle, and selective additions to area
facilities. This site is well suited to school expansion.

Another function not specifically mapped but described herein is
the potential use of common utility corridors to consolidate
certain services in a linear right-of-way for economy and
convenience. The existence of numerous rights-of-way in the
sector lends itself to this conclusion. Likely corridors
include:

- Conrail Railway - electric power lines, sanitary
  sewer transmission line, pedestrian trail.

- Power Line ROW (West of Transit Road) - extension
  of Shimer Drive west to the bypass, utility lines,
  trail to the natural wetland area for recreation.

- New York State Barge Canal - water recreation,
  pedestrian/bike trail, visual resource.

RESOURCE CONSERVATION

Principal environmental features are identified for conservation
and development limitation. Included are floodplains, wetlands,
open space, hazardous sites and other sensitive environmental
areas. These are restrictive areas that need to be preserved in
their existing conditions for the natural processes that they
represent. A site in the Hamm Road area is also identified to
represent essential drainage facilities that are needed in that
portion of the sector.

TRANSPORTATION

Transportation network improvements are proposed consistent with
growth trends and future development needs. Foremost is the need
for properly spaced east-west connectors to access the bypass
from Transit Road. These will provide traffic flow and avoid
additional entry to the bypass. The extension of Shimer Drive
and Hamm Road are the most appropriately spaced along Transit
Road. Shimer is the more urgent as available land and existing
congestion problems would be more completely addressed by this
connection. Hamm Road extension should await development demands
west of Transit or the need to extend a road across the canal.
Ruhlmann Road and another road north of Robinson from the Zayer
Plaza can also be connected to the bypass but have no immediate
need.
North-south links are important primarily in the commercial area of Transit Road to supplement Transit and intercept traffic currently using residential streets rather than the arterial. Two such essential opportunities exist at Snyder and Londonaire Drives. Snyder Drive, originally built to accommodate rear circulation to commercial uses, should be extended north to Shimer Drive completing a circulation route from Robinson to Shimer to the Bypass. It would provide a boundary for future commercial development, buffer adjacent uses and improve area circulation. Its completion is also critical to diverting commercial traffic from residential streets by offering an alternative to Locust, Shimer and Hamm. Similarly, Londonaire Drive can be extended north and south to provide for commercial expansion and an alternate traffic flow to relieve Transit Road.

Other connector links are proposed to complete the sector road network and provide continuity in each area. Some proposed roads like Shimer Extension (west) and Snyder Drive (north) are essential to solve existing problems and provide orderly growth. Others may await proper demand or be built as part of private development. The plan also recommends the southward extention of the Lockport Expressway in Erie County to relieve Robinson and Transit Roads.

Water, Sanitary Sewer

Water services are expected to be adequate to accomodate sector growth without extensive renovation. Sanitary Sewer services is expected to be adequate for the East and Central Segment as both the City of Lockport and Niagara County Sewer District No. 1 (NCSD #1) will be available. The plan assumes that a diversion of effluent from Hamm Road south to the Pendleton Trunk will be undertaken to provide capacity and flexibility to the area. The West segment of the sector depends on new sewer facilities to the NCSD #1 facility in Pendleton. The most appropriate routing would seem to be via the Conrail right-of-way subject to further study.
TRANSIT ROAD CORRIDOR PROPOSALS

Part of the problem with development along Transit Road is not so much the quantity of commercial uses, but organization of traffic in and out of the uses. The current level of congestion is significantly inhibiting traffic flow along some road segments and may be restricting customer access causing some to avoid Transit Road altogether. Part of this sector plan analysis is the detailed investigation of these problems to seek improvements that will benefit both the Transit Road traffic travel flow and the access of adjacent land use.

Transit Road is a five-lane curbed roadway in a 100+ foot right-of-way. The center lane is for left turns in either direction and is used for turn storage at traffic lights. This configuration runs from Robinson Road to Corwin Road where it begins to taper to a four-lane alignment at the Lockport City Line. The lanes are narrow having been striped a few years ago. There are traffic signals at Robinson, Shimer, the Mall and Ruhlmann — none are phased or coordinated/timed signals.

An improvement project is planned in 1996 to reconstruct Transit Road to four (4) twelve foot (12') lanes and a center fourteen foot (14') lane in accordance with state standards. No other improvements are planned. In the meantime, signals are overloaded, entry onto Transit is difficult, left turns are dangerous in a shared turn lane and the lack of adequate acceleration/deceleration lanes places traffic entry and exit at jeopardy on a 40 mph roadway.

In addition to the rear service roads proposed as network improvements (Snyder Drive Extended and Londonaire Drive Extended), a number of improvement techniques can be used to protect traffic flow and provide easier land use access. These include intersection realignment, signal coordination, entry consolidation and others. Recommendations are detailed in the maps attached to this plan and described below. However, some of these improvements may alter on-site circulation of particular users. Further study of these circumstances may be warranted to avoid complications of any site and access perceptive benefits from entry modification. Finally, the New York State Department of Transportation improvement project scheduled for 1996 could incorporate many of these access management suggestions and help their implementation.

Ruhlmann/Dorchester - Realign the Ruhlmann intersection across from Dorchester and relocate roadway along the fire hall and the signal to a phased intersection with turn lanes on Transit Road. This is critical if Ruhlmann is extended to the Bypass. Some Transit road access is eliminated in favor of relocated Ruhlmann.
Shimer/Mall - The extension of Shimer provides the opportunity to eliminate the current circuituous circulation between Tops, K-Mart and the Mall to avoid Transit Road. A barrier along Transit will eliminate existing cross movements/conflicting turns and simplify right-in/right-out turns. The mall signal is eliminated in favor of a fully channelized intersection at Shimer with a phased signal for turn preference and separate turn lanes on Shimer for mall access. Separate, protected turn lanes are also provided at the end of the barriers to give priority to the lost entry. Access to Lockport Savings Bank and Arbys are also improved.

Strauss Road - This intersection is reasonably protected as Londonaire offers alternative egress for the numerous apartment dwellers in the area. As the east side of Transit develops (or if Strauss is connected to the Bypass), a signalized intersection will be required to control access/egress from commercial and residential traffic. Many of the individual entrances between Strauss and Hamm must be consolidated to reduce congestion and traffic hazard at the Strauss Road entrance. Any consolidated entry or commercial access on the east side of Transit should align with Strauss.

Hamm Road - The extension of this road to the Bypass will help consolidate entries on the west side of Transit and provide alternate access to adjacent commercial uses. This would require a signalized intersection with turn lanes and eliminate the need for a signal at Strauss Road (spacing and light timing at Hamm and Shimer would allow for traffic merges).

Robinson Road - Already signaled with advanced green from the south for left turn preference west toward the Bypass, this intersection is overloaded and does not accommodate travel east on Robinson from Transit. The intersection needs to be fully channelized with separate right and left turn lanes and a phased signal for left turns in both directions. Eventually, traffic to the Bypass will require a double left turn from the south.

Additionally, the ingress/egress along Robinson Road is difficult due to numerous apartment entrances that line the north side of the roadway. Many of these can be consolidated by providing a stub street at Locust Street Extended (across from Mobile Home Park) for side street access and connecting the parking lots at the rear. If every other lot is connected, two (2) entrances are eliminated enabling enough space between entries for adequate merging with traffic before the next turn opportunity.
Robinson Road Apartments
Alt. Access Plan
CCM Associates
Nov. 1992

CLOSED DRIVEWAYS

POWER LINE ROWS

NEW STREET/ENTRY

MOBILE_HOME_PARK
ENTRY

Robinson Road

Locust Street

Avenue
Town of Lockport, NY
Conceptual Modification of Transit Road
Traffic Plan
TOWN OF LOCKPORT

TRANSIT/ROBINSON INTERSECTION

MODIFIED TRAFFIC PLAN

11/10/92

RECONSTRUCTED INTERSECTION

TWO LANES

TAPER TO ONE

PHASED SIGNAL

REPAIR

Mobil

REST

CLOSE DRIVE

AUTO

AUTO

TRANSIT ROAD
FINDINGS OF FACT
for the
FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

TOWN OF LOCKPORT
SOUTHWEST SECTOR PLAN

Lockport, New York

Adopted
By The Lead Agency:

Town of Lockport
6560 Dysinger Road
Lockport, New York 14094

Prepared By:

COMM ASSOCIATES
641 Ridge Court
Culpeper, Virginia 22701
INTRODUCTION

This statement of Findings of Fact for the Town of Lockport Southwest Sector Plan provides a declaration of conclusions for determination of actions considered in the Final Generic Environmental Impact Statement (GEIS). It includes a summary of impacts and mitigations crucial in that determination and fulfills the statutory obligations of the Town of Lockport as "Lead Agency", under Article 8 of the State Environmental Quality Review Act (SEQRA) and its regulations in accordance with 6NYCRR, 617.9 (c). The statement presents the issues considered in final determinations and documents those measures to be incorporated in future decisions pertaining to the actions subject to environmental review procedures. The Town adopted these Findings of Fact and have included them as justification of actions taken and measures documented for future decisions on the project.

The Findings of Fact is a culmination of extensive evaluations of social, economic and environmental factors relating to the project and the completion of public review procedures provided for under SEQRA regulations. Prospective impacts and benefits of the project were thoroughly analyzed and subjected to public review prior to final determinations by the "Lead Agency". In November 1992, an Environmental Assessment Form and Lead Agency Coordination Request was circulated and the Town was subsequently designated as "Lead Agency" with respect to SEQRA procedures. A Draft Generic Environmental Impact Statement (GEIS) was requested to be prepared and CCM Associates was secured to prepare all SEQRA documents. On February 8, 1993, the Draft GEIS was accepted by the "Lead Agency" as complete and released for public review and comment. A SEQRA public hearing was held on February 24, 1993 culminating meetings with community groups, businessmen and local organizations during the development of the GEIS and substantial public debate before the Planning and Town Boards. A GEIS was prepared in response to written comments received and issued on April 7, 1993 as accepted by the "Lead Agency". This statement of Findings of Fact was adopted by the Town as "Lead Agency", to satisfy responsibilities under SEQRA regulations and document the basis for determination of actions as identified.

The "Lead Agency", in making its determinations, carefully weighed impacts, evaluations, mitigation measures and benefits of the actions and alternatives involved in their findings. This statement documents the reasonable efforts to be made to minimize or avoid adverse environmental effects from the project and identifies the mitigation measures to be incorporated into future decisions to reduce project impacts to the maximum extent practicable.
with planned access and development. A new land use category, Neighborhood Commercial, is added to provide a use transition with residential uses and protect neighborhood areas.

Residential land use increases with the Sector Plan as anticipated population growth is nearly 50% higher than projected in 1979. However, the Plan accommodates this growth primarily with single family development and drops multi family uses from 18.9% of sector land to 4.9%. This produces much less strain on area density, environmental factors and public infrastructure.

The most significant shift for the sector is with proposed industrial land. The Sector Plan eliminates most future Heavy Industrial uses in favor of planned, light industrial uses that tend to be less intensive development and far less polluting. This has the effect of replacing "smoke stack" industries with clean, more compatible uses. Heavy industrial uses are reduced by over 65% and consolidated with highway access and appropriate physical features (soils, drainage, etc.). In general, the Sector Plan provides a better balance of uses that include infrastructure needs, recreation and conservation to properly accommodate growth and development. It does not induce development, but plans the management of town growth consistent with sector development trends and environmental limits.

IMPACTS AND MITIGATION MEASURES

Anticipated impacts resulting from ultimate plan development are detailed in the FGEIS and can be minimized or avoided to reduce their adverse effect. While these impacts are not considered sufficient to warrant discontinuance or a major change in project planning, specific mitigation measures will help limit adverse effects and are incorporated herein to guide future decision and actions in the southwest sector.

The Town of Lockport, as "Lead Agency", considered a broad range of mitigation measures to insure the reduction or elimination of adverse environmental impacts from the project to the maximum extent practicable. These measures are adopted by the Town for use in the evaluation of zoning and development proposals for the sector, guide development review and establish standards for monitoring environment impacts. These mitigation measures include:

Geology

- restrict development density in the Canandaigua-Raynham -Rhinebeck soil groups (Erie Barge Canal and Conrail railroad area).
- limit development in the area north of Hinman Road to Route 31 due to shallow bedrock.
- General poor drainage requires storm water detention throughout the Sector. Town codes should include
surface water evaluation in development plans. A study of the Transit/Hamn/Locust/Shimer area for remediation is needed.

- Plan includes a conservation category to restrict future development and document sensitive environmental areas. These should become a vital part of sector planning and development review.

- Development of less than one acre throughout the Sector must use public utilities to avoid ground water pollution and mitigate limited soils.

Wetlands

- New development must avoid area wetlands to preserve their ecological value. The proposed extension of Hamn Road across the Barge Canal will require Federal and state permits and a comprehensive assessment of wetland LPAs. This link should be considered last in the priority of sector highway improvements to avert wetland impacts.

Air Quality

- Quarry operations should include standard dust suppression techniques (watering, seeding, spoil pile cover, etc.)

- Use of existing pollution restrictions on industrial development (Lockport Industrial Park Code) for all Sector industrial growth should mitigate point source problems.

Land Use/Zoning

- New commercial development should be well buffered from residential uses to segregate their incompatible activities.

- Neighborhood Commercial Zoning should be incorporated into the Code as a use transition along Transit Road between neighborhoods and extensive retail development.

- The west portion of the sector should be phased last to delay agricultural land impacts. All agricultural uses should be retained as part of development plans for all practical purposes for their productive and habitat benefits.

- Reduce industrial zoning and replace it with planned, light industrial parks rather than scattered heavy industrial development.

- Emphasize Snyder Drive and Londonaire Drive as definite boundaries between Commercial areas along Transit Road.
and neighborhoods.

- The Town of Lockport should use its zoning ordinance to phase development commensurate with sector growth needs and the availability of adequate public infrastructure.

**Transportation**

- Open up east-west access to the Lockport bypass in the following priority:
  - Shimer Road Extension
  - Ruhlmann Road Extension - redesign intersection with Transit
  - Hamm Road Extension
  - Hamm Road extended west across the Barge Canal

- Extend Snyder and Londonaire Drives as commercial collectors from Robinson road north.

- Strauss Road signalization commensurate with development of adjacent property.

- Transit Road access and circulation improvement plans as included in the GEIS to mitigate congestion and better manage traffic flow.

- Where practical, consolidate commercial entries and parking circulation to reduce Transit Road access/egress.

**Community Facilities**

- Expand sewer service opportunities by opening up sanitary flow south to the Pendelton Trunk (NCSD No. 1).

- Anticipate expansion of facilities in the Lockport School District and the equivalent of one new elementary school.

**Cultural Resources**

- Use of buffering/landscaping in site plan and design regulations to minimize visual impacts.

- Use of exceptional setbacks and reverse-front lots on Hirman and Murphy Roads to retain the rural character.

- Identified historic and archaeologic sites should be protected; sites along the Lockport Bypass must be further investigated.

- The use of berming along the Lockport Bypass (Shimer to Hirman roads, extended) and along Snyder Drive will mitigate noise impacts on existing residential areas.
CONCLUSION

The evidence and analysis of the GEIS provides a complete record of the SEQRA process and its fulfillment by the Town as "Lead Agency". Consistent with the social, economic and environmental impacts, as described, and incorporating all reasonable mitigation measures to minimize adverse effects, the Town of Lockport does declare in this Findings of Fact that the complete SEQRA regulations and intent have been met, and that it is in a position to make determinations on the actions subject to the GEIS and subsequent decisions required, based on the entire public record, hearing and documents contained herein.

The Town acting as "Lead Agency", in accordance with SEQRA procedures, determines that:

1. the benefits deriving from actions described in this statement far outweigh the potential impacts as identified and thoroughly evaluated in the GEIS;
2. among considerations addressed by the Town and the public, adverse environmental effects associated with the proposed actions can be minimized or avoided to the maximum extent practicable, and that
3. appropriate mitigation measures have been identified and included in these determinations.

Therefore, the Town of Lockport concludes that each of the actions subject to the EGEIS is approved, as qualified in this Findings of Fact, and the SEQRA requirements relating to these actions have been satisfied and concluded.
TOWN OF LOCKPORT

NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Date: May 19, 1993

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law and Local Law 1979-2.

The Town of Lockport Town Board, as lead agency, has determined that the proposed action described below will not have a significant effect on the environment and a Draft Generic Environmental Impact Statement has been prepared and previously accepted.

Name of Action:

Southwest Sector: Zoning Amendment

SEQR Status: Type 1 X
Unlisted

Conditioned Negative Declaration: Yes X No

Description of Action:

Revision of the comprehensive plan, official map, and ordinances for the southwest sector of the Town, pursuant to the adopted sector plan update and recommendations of the accepted GEIS previously filed.
Reasons Supporting This Determination:

1. A FGEIS has been prepared and accepted.
2. A coordinated review has been conducted.
3. Public information meetings and public hearings have been conducted.
4. All comments have been identified, considered and incorporated and suitable mitigation measures accepted.
5. A supplemental complete EAF has been received and circulated for comments.
6. Individual site plans for the rezoned parcels will be subject to application and review by the involved permit agencies, including supplemental review under SEQR.

For Further Information Contact:

For Further Information Contact: James E. McElheny, P.E.
Town Engineer
Wendel Engineers, P.C.
7405 Canal Road
P.O. Box 501
Lockport, New York 14095
Phone: (716) 625-8228
Fax: (716) 433-7604

Copies: (See Mailing List)
Environmental Notice Bulletin
N.Y.S.D.E.C.
50 Wolf Road
Albany, NY 12233

Mr. Robert L. McCollum, Clerk
Town of Cambria
4160 Upper Mountain Road
Sanborn, NY 14132

US Army Corps of Engineers
Buffalo District
Permit Branch
1776 Niagara Street
Buffalo, NY 14207-3199

Mr. John Claypool, P.E.
Commissioner of Public Works
One Locks Plaza
Lockport, NY 14094

Mr. William Snelgrove, Jr.
Hamm Road Neighborhood Assoc.
5853 Locust Street Extension
Lockport, NY 14094

Mr. Norman Wilson
6302 Hamm Road
Lockport, NY 14094

Mr. James Horbowitz
South Transit Business Assoc.
c/o M&T Bank
5737 South Transit Road
Lockport, NY 14094

Applicant
Town of Lockport
6560 Dysinger Road
Lockport, NY 14094

Applicant’s Representative
C. Christopher Mothersead
CCM Associates
402 South Main Street
Culpepper, VA 22701
PROJECT: S.W. Sector: Zoning Amendment

Mr. Steven J. Doleski
Regional Permit Administrator
N.Y.S.D.E.C.
Region 9
270 Michigan Avenue
Buffalo, NY 14202

Mr. Donald J. Smith, P.E., Commissioner
Niagara County Dept. of Public Works
County Office Building
59 Park Avenue
Lockport, NY 14094

Mr. James J. Devald, P.E.
Assistant Commissioner of Public Health
Niagara County Health Department
5467 Upper Mountain Road
Lockport, NY 14094

Mr. Robert J. Russell, Regional Director
N.Y.S. Dept. of Transportation
Region 5
General Donovan State Office Building
125 Main Street
Buffalo, NY 14203

Mrs. Carol Genet, Clerk
Town of Royalton
5316 Royalton Center Road
Middleport, NY 14105

Mr. Richard Seekins
Director of Department of Planning
Industrial Development Agency
59 Park Avenue
Lockport, NY 14094

Mr. Edwin J. Shoemaker
Attorney at Law
929 Lincoln Avenue
Lockport, NY 14094

Mr. Floyd D. Snyder, Supervisor
Town of Lockport
6560 Dysinger Road
Lockport, NY 14094

Mrs. Nancy A. Brooks, Clerk
Town of Lockport
6560 Dysinger Road
Lockport, NY 14094

Mr. Kenneth H. Banker
Water & Sewer Department
Town of Lockport
6560 Dysinger Road
Lockport, NY 14094

Mr. Eugene Nenni
Building Inspector
Town of Lockport
6560 Dysinger Road
Lockport, NY 14094

Mr. Lester J. Robinson, Chairman
Town of Lkpt. Planning Board
7207 Lincoln Avenue
Lockport, NY 14094

Ms. Carol Bennett, Chairman
Zoning Board of Appeals
Town of Lockport
5756 Stone Road
Lockport, NY 14094

Dr. Richard Hitzges
Director of Finance & Management
Lockport City School District
130 Beattie Avenue
Lockport, NY 14094
Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

Part 1: Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3

Part 2: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.

Part 3: If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE—Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project:  ☑ Part 1 ☑ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

☑ A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a negative declaration will be prepared.

☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a CONDITIONED negative declaration will be prepared.*

☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a positive declaration will be prepared.

* A Conditioned Negative Declaration is only valid for Unlisted Actions

Southwest Lockport Sector - Rezoning

Name of Action

Town of Lockport Town Board

Name of Lead Agency

Floyd D. Snyder

Print or Type Name of Responsible Officer in Lead Agency

Supervisor

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

James E. McElheny, P.E., Town Engineer

Date 4/7/93

Page 617.21

Appendix A

State Environmental Quality Review

FULL ENVIRONMENTAL ASSESSMENT FORM
PART 1—PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

<table>
<thead>
<tr>
<th>NAME OF ACTION</th>
<th>Southwest Lockport Sector - Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION OF ACTION (Include Street Address, Municipality and County)</td>
<td>Southwest Town: Beattie to Campbell, Robinson to Rt. 31</td>
</tr>
<tr>
<td>NAME OF APPLICANT/SPONSOR</td>
<td>Lockport Town Board</td>
</tr>
<tr>
<td>ADDRESS</td>
<td>6560 Dysinger Road</td>
</tr>
<tr>
<td>CITY/县</td>
<td>Lockport</td>
</tr>
<tr>
<td>NAME OF OWNER (If different)</td>
<td>N/A</td>
</tr>
<tr>
<td>ADDRESS</td>
<td></td>
</tr>
<tr>
<td>CITY/县</td>
<td></td>
</tr>
</tbody>
</table>

DESCRIPTION OF ACTION

Rezoning of certain parcels of land in southwest portion of the Town pursuant to the recently completed comprehensive sector plan update recommendations.

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present land use:  
   - ☐ Urban  ☐ Industrial  ☐ Commercial  ☐ Residential (suburban)  ☐ Rural (non-farm)  ☐ Forest  ☐ Agriculture  ☐ Other___________________

2. Total acreage of project area: N/A acres.

   APPROXIMATE ACREAGE
   - Meadow or Brushland (Non-agricultural) __________________ acres
   - Forested __________________ acres
   - Agricultural (Includes orchards, cropland, pasture, etc.) __________________ acres
   - Wetland (Freshwater or tidal as per Articles 24, 25 of ECL) __________________ acres
   - Water Surface Area __________________ acres
   - Unvegetated (Rock, earth or fill) __________________ acres
   - Roads, buildings and other paved surfaces __________________ acres
   - Other (Indicate type) __________________ acres

3. What is predominant soil type(s) on project site?  
   a. Soil drainage:  
      - ☐ Well drained 10% of site  ☐ Moderately well drained _____% of site  ☐ Poorly drained 75% of site

   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? 122.5 acres. (See 1 NYCRR 370).

4. Are there bedrock outcroppings on project site?  ☐ Yes  ☐ No

   a. What is depth to bedrock? 3.5-6+ (in feet)
5. Approximate percentage of proposed project site with slopes:
   - 0-10%: 100%
   - 10-15%: ___%
   - 15% or greater: ___%

6. Is project substantially contiguous to, or contain a building, site, or district listed on the National
   Register of Historic Places?  Yes  No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks?  Yes  No

8. What is the depth of the water table? 0.5-3 (in feet)

9. Is site located over a primary, principal, or sole source aquifer?  Yes  No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area?  Yes  No

11. Does project contain any species of plant or animal life that is identified as threatened or endangered?  
    - Yes  No
    According to NYS Historic Sensitivity Map & NYS Natural Heritage
    Identify each species

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations)
    - Yes  No
    Describe

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
    - Yes  No
    If yes, explain

14. Does the present site include scenic views known to be important to the community?
    - Yes  No

15. Streams within or contiguous to project area: 
    Donner Creek, East Canal Trib., Trib. #1 of
    a. Name of Stream and name of River to which it is tributary
       Eighteen Mile Creek,
       Tonawanda Creek

16. Lakes, ponds, wetland areas within or contiguous to project area:
    a. Name
       Federal and State Wetlands
    b. Size (in acres) 145.8

17. Is the site served by existing public utilities?  Yes  No
    a) If Yes, does sufficient capacity exist to allow connection?  Yes  No
    b) If Yes, will improvements be necessary to allow connection?  Yes  No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA,
    Section 303 and 304?  Yes  No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8
    of the ECL and 6 NYCRR 617?  Yes  No

20. Has the site ever been used for the disposal of solid or hazardous wastes?  Yes  No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
   a. Total contiguous acreage owned or controlled by project sponsor 3098 acres.
   b. Project acreage to be developed:  N/A acres initially; ___ acres ultimately.
   c. Project acreage to remain undeveloped  N/A acres.
   d. Length of project, in miles:  N/A (If appropriate)
   e. If the project is an expansion, indicate percent of expansion proposed  N/A %;
   f. Number of off-street parking spaces existing  N/A : proposed  N/A .
   g. Maximum vehicular trips generated per hour ___ (upon completion of project)
   h. If residential: Number and type of housing units:
      
      | One Family | Two Family | Multiple Family | Condominium |
      |------------|------------|----------------|-------------|
      | N/A        | N/A        | N/A            | N/A         |
      Initially
      Ultimately
   i. Dimensions (in feet) of largest proposed structure  N/A height ___ width: ___ length.
   j. Linear feet of frontage along a public thoroughfare project will occupy is?  N/A ft.
2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? __________ tons/cubic yards

3. Will disturbed areas be reclaimed? ☐ Yes ☐ No ☐ N/A
   a. If yes, for what intended purpose is the site being reclaimed? ______________________________
   b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No
   c. Will upper subsoil be stockpiled for reclamation? ☐ Yes ☐ No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from the site? __________ acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? ☐ Yes ☐ No

6. If single phase project: Anticipated period of construction __________ months, (including demolition).

7. If multi-phased:
   a. Total number of phases anticipated __________ (number).
   b. Anticipated date of commencement phase 1 __________ month __________ year, (including demolition).
   c. Approximate completion date of final phase __________ month __________ year.
   d. Is phase 1 functionally dependent on subsequent phases? ☐ Yes ☐ No

8. Will blasting occur during construction? ☐ Yes ☐ No

9. Number of jobs generated: during construction __________; after project is complete __________

10. Number of jobs eliminated by this project __________

11. Will project require relocation of any projects or facilities? ☐ Yes ☐ No If yes, explain ___________

12. Is surface liquid waste disposal involved? ☐ Yes ☐ No
   a. If yes, indicate type of waste (sewage, industrial, etc.) and amount ______________________________
   b. Name of water body into which effluent will be discharged ______________________________

13. Is subsurface liquid waste disposal involved? ☐ Yes ☐ No Type ______________________________

14. Will surface area of an existing water body increase or decrease by proposal? ☐ Yes ☐ No
    Explain __________________________________________

15. Is project or any portion of project located in a 100 year flood plain? ☐ Yes ☐ No

16. Will the project generate solid waste? ☐ Yes ☐ No
   a. If yes, what is the amount per month __________ tons
   b. If yes, will an existing solid waste facility be used? ☐ Yes ☐ No
   c. If yes, give name ______________________________; location ______________________________
   d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? ☐ Yes ☐ No
   e. If Yes, explain __________________________________________

17. Will the project involve the disposal of solid waste? ☐ Yes ☐ No
   a. If yes, what is the anticipated rate of disposal? __________ tons/month.
   b. If yes, what is the anticipated site life? __________ years.

18. Will project use herbicides or pesticides? ☐ Yes ☐ No

19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ☐ No

20. Will project produce operating noise exceeding the local ambient noise levels? ☐ Yes ☐ No

21. Will project result in an increase in energy use? ☐ Yes ☐ No
   If yes, indicate type(s) __________ N/A

22. If water supply is from wells, indicate pumping capacity __________ gallons/minute.

23. Total anticipated water usage per day __________ gallons/day.

24. Does project involve Local, State or Federal funding? ☐ Yes ☐ No
   If Yes, explain __________________________________________
25. Approvals Required:

| City, Town, Village Board | Yes | No | Rezoning | 6/5/93 |
| City, Town, Village Planning Board | Yes | No |  |
| City, Town Zoning Board | Yes | No |  |
| City, County Health Department | Yes | No |  |
| Other Local Agencies | Yes | No |  |
| Other Regional Agencies | Yes | No |  |
| State Agencies | Yes | No |  |
| Federal Agencies | Yes | No |  |

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision?  Yes  No
   If Yes, indicate decision required:
   - zoning amendment
   - zoning variance
   - special use permit
   - subdivision
   - site plan
   - new/revision of master plan
   - resource management plan
   - other

2. What is the zoning classification(s) of the site? Residential, Commercial, Residential, Agricultural & Special Use

3. What is the maximum potential development of the site if developed as permitted by the present zoning? N/A

4. What is the proposed zoning of the site? Business, Neighborhood, Commercial and IDA Park

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning? N/A

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes  No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action? Residential (east), Commercial (south), Industrial (north)

8. Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? Yes  No

9. If the proposed action is the subdivision of land, how many lots are proposed? N/A

   a. What is the minimum lot size proposed? ___________

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes  No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes  No

   a. If yes, is existing capacity sufficient to handle projected demand? Yes  No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes  No

   a. If yes, is the existing road network adequate to handle the additional traffic? Yes  No

D. Informational Details

Attach any additional information as may be needed to clarify your proposal. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Town of Lockport Town Board Date April 7, 1993

Signature  Title  Supervisor

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.
Part 2—PROJECT IMPACTS AND THEIR MAGNITUDE
Responsibility of Lead Agency

General Information (Read Carefully)
• In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
• Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
• The Examples provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
• The impacts of each project on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
• The number of examples per question does not indicate the importance of each question.
• In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)
a. Answer each of the 19 questions in PART 2. Answer Yes if there will be any impact.
b. Maybe answers should be considered as Yes answers.
c. If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
d. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
e. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the Yes box in column 3. A No response indicates that such a reduction is not possible. This must be explained in Part 3.

<table>
<thead>
<tr>
<th>IMPACT ON LAND</th>
<th>1 Small to Moderate Impact</th>
<th>2 Potential Large Impact</th>
<th>3 Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Will the proposed action result in a physical change to the project site?</td>
<td>☐ NO ☑ YES</td>
<td>☐ YES ☐ No</td>
<td>/</td>
</tr>
</tbody>
</table>

Examples that would apply to column 2
• Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.
• Construction on land where the depth to the water table is less than 3 feet.
• Construction of paved parking area for 1,000 or more vehicles.
• Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
• Construction that will continue for more than 1 year or involve more than one phase or stage.
• Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
• Construction or expansion of a sanitary landfill.
• Construction in a designated floodway.
• Other impacts ________________________________

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) ☐ NO ☑ YES

Specific land forms: ________________________________
IMPACT ON WATER

3. Will proposed action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

Examples that would apply to column 2
• Developable area of site contains a protected water body.
• Dredging more than 100 cubic yards of material from channel of a protected stream.
• Extension of utility distribution facilities through a protected water body.
• Construction in a designated freshwater or tidal wetland.
• Other impacts:

4. Will proposed action affect any non-protected existing or new body of water?

Examples that would apply to column 2
• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.
• Construction of a body of water that exceeds 10 acres of surface area.
• Other impacts:

5. Will Proposed Action affect surface or groundwater quality or quantity?

Examples that would apply to column 2
• Proposed Action will require a discharge permit.
• Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.
• Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
• Construction or operation causing any contamination of a water supply system.
• Proposed Action will adversely affect groundwater.
• Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
• Proposed Action would use water in excess of 20,000 gallons per day.
• Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
• Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.
• Proposed Action will allow residential uses in areas without water and/or sewer services.
• Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
• Other impacts:

6. Will proposed action alter drainage flow or patterns, or surface water runoff?

Examples that would apply to column 2
• Proposed Action would change flood water flows.
- Proposed Action may cause substantial erosion.
- Proposed Action is incompatible with existing drainage patterns.
- Proposed Action will allow development in a designated floodway.
- Other impacts:

---

**IMPACT ON AIR**

7. Will proposed action affect air quality? □NO □YES
   - Proposed Action will induce 1,000 or more vehicle trips in any given hour.
   - Proposed Action will result in the incineration of more than 1 ton of refuse per hour.
   - Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.
   - Proposed action will allow an increase in the amount of land committed to industrial use.
   - Proposed action will allow an increase in the density of industrial development within existing industrial areas.
   - Other impacts:

---

**IMPACT ON PLANTS AND ANIMALS**

8. Will Proposed Action affect any threatened or endangered species? □NO □YES
   - Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.
   - Removal of any portion of a critical or significant wildlife habitat.
   - Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.
   - Other impacts:

---

9. Will Proposed Action substantially affect non-threatened or non-endangered species? □NO □YES
   - Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.
   - Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.

---

**IMPACT ON AGRICULTURAL LAND RESOURCES**

10. Will the Proposed Action affect agricultural land resources? □NO □YES
    - The proposed action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)
• Construction activity would excavate or compact the soil profile of agricultural land.
• The proposed action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.
• The proposed action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g., cause a farm field to drain poorly due to increased runoff)
• Other impacts: ________________________________

IMPACT ON AESTHETIC RESOURCES
11. Will proposed action affect aesthetic resources? □ NO □ YES
   (If necessary, use the Visual EAF Addendum in Section 617.21, Appendix B.)
   Examples that would apply to column 2
   • Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
   • Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.
   • Project components that will result in the elimination or significant screening of scenic views known to be important to the area.
   • Other impacts: ________________________________

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES
12. Will Proposed Action impact any site or structure of historic, pre-historic or paleontological importance? □ NO □ YES
   Examples that would apply to column 2
   • Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.
   • Any impact to an archaeological site or fossil bed located within the project site.
   • Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.
   • Other impacts: ________________________________

IMPACT ON OPEN SPACE AND RECREATION
13. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?
   Examples that would apply to column 2
   • The permanent foreclosure of a future recreational opportunity.
   • A major reduction of an open space important to the community.
   • Other impacts: ________________________________

<table>
<thead>
<tr>
<th>1 Small to Moderate Impact</th>
<th>2 Potential Large Impact</th>
<th>3 Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>□</td>
<td>□</td>
<td>□Yes □No</td>
</tr>
<tr>
<td>□</td>
<td>□</td>
<td>□Yes □No</td>
</tr>
<tr>
<td>□</td>
<td>□</td>
<td>□Yes □No</td>
</tr>
<tr>
<td>□</td>
<td>□</td>
<td>□Yes □No</td>
</tr>
<tr>
<td>□</td>
<td>□</td>
<td>□Yes □No</td>
</tr>
</tbody>
</table>
## IMPACT ON TRANSPORTATION

14. Will there be an effect to existing transportation systems?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Examples that would apply to column 2

- Alteration of present patterns of movement of people and/or goods.
- Proposed Action will result in major traffic problems.
- Other impacts: ____________________________

## IMPACT ON ENERGY

15. Will proposed action affect the community’s sources of fuel or energy supply?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Examples that would apply to column 2

- Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.
- Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.
- Other impacts: ____________________________

## NOISE AND ODOR IMPACTS

16. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Examples that would apply to column 2

- Blasting within 1,500 feet of a hospital, school or other sensitive facility.
- Odors will occur routinely (more than one hour per day).
- Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.
- Proposed Action will remove natural barriers that would act as a noise screen.
- Other impacts: ____________________________

## IMPACT ON PUBLIC HEALTH

17. Will Proposed Action affect public health and safety?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated By Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Examples that would apply to column 2

- Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)
- Storage facilities for one million or more gallons of liquified natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- Other impacts: ____________________________
IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

18. Will proposed action affect the character of the existing community?  □NO  □YES

Examples that would apply to column 2

- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g. schools, police and fire, etc.)
- Proposed Action will set an important precedent for future projects.
- Proposed Action will create or eliminate employment.
- Other impacts:________________________________________

19. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?  □NO  □YES

NOTE: ALL IMPACTS AND MITIGATION MEASURES RELATED TO THIS ACTION ARE IDENTIFIED IN THE GEIS ACCEPTED AND FILED APRIL 5, 1993.

If Any Action in Part 2 Is Identified as a Potential Large Impact or If You Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3—EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

(Continue on attachments)
1. The proposed rezonings in the southwest sector include the addition of two (2) new zoning districts: Neighborhood Commercial Use and Industrial Park Use; and amendments to the existing ordinance describing these districts, allowable uses, dimensional requirements and definitions; along with other amendments to the ordinances consistent with current standards and requirements.

2. The added districts are described in the comprehensive Sector Plan and the final Generic Environmental Impact Statement (FGEIS) consisting of only certain parts of the recommended amendments to the Zoning Map; other amendments being reserved for future consideration as land use demand would require.

3. Since these uses are consistent with the actions proposed under the Sector Plan and the FGEIS, no further supplemental EIS is required at this time pursuant to Section 617.15 of the Environmental Conservation Law (ECL).

4. Individual site development plans, upon application, will be required to prepare a SEQR Part I-EAF, and the Board(s) will make a determination regarding supplement SEQR actions required at that time.
PROPOSED ZONING AMENDMENTS
TOWN OF LOCKPORT
MAY 5, 1993
NOTE: ALL OTHER ZONING
DISTRICTS TO REMAIN AS
CURRENTLY DESIGNATED.
May 26, 1993

Town of Lockport
6560 Dysinger Road
Lockport, NY 14094
ATTN: Mr. Floyd D. Snyder, Supervision

SEQR LEAD AGENCY DESIGNATION
SOUTHWEST LOCKPORT SECTOR - REZONING
TOWN OF LOCKPORT - ERIE COUNTY

Dear Mr. Snyder:

This is in response to your notice dated April 22, 1993 requesting Lead Agency Status for the above-referenced project. From the information provided, it is apparent that the project is a Type I action in accordance with 6NYCRR 617 of the State Environmental Quality Review (SEQR) Act, since it involves rezoning 25 or more acres.

This office has identified the following environmental concerns in connection with this project:

1. Wetland #LP-23 is wholly located within this rezoning area (see attached map). Please be advised that any potential development within the wetland or the regulated 100-foot wide adjacent area will require a Freshwater Wetlands Permit pursuant to Article 24 of the New York State Environmental Conservation Law.

2. Note that the U.S. Department of the Army, Corps of Engineers has authority through Federal law to regulate wetlands in New York State. It is possible that a Corps of Engineers’ permit could be required for any future development that this rezoning approval might allow. You should contact the Buffalo Corps of Engineers Office at (716) 879-4330 as early as possible in the planning process to determine if the project will involve Federally regulated wetlands. If Federal wetlands are involved, the Corps of Engineers may require Water Quality Certification from DEC.
3. An archaeologically sensitive area has been identified within the rezoning area, as shown on maps issued by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), a copy of which is attached. Please be advised that if DEC has any project approval, prior to any development on this site, a cultural resource investigation will be required pursuant to the State Historic Preservation Act. Therefore, please be advised that any further development on this land would be contingent on the results of the report, which should also include any consideration of required utilities and/or road systems.

4. Please recognize that if any future project proposals for this site require sewer extension approval, the Niagara County Health Department (NCHD telephone 716/439-6109), which acts as our agent, would be the approving authority. Also, if a sewer extension approval is necessary, an appropriate archaeological investigation will be conducted, and it will be necessary to send NCHD a copy of the Structural Archaeological Assessment Form (which would be included in the project sponsor's application package). Contact that office for more information concerning Sewer Extension Approval.

5. A portion of the proposed project is located within the 100-year floodplain, according to the Federal Emergency Management Agency's Map No. 361013-00238 (attached), and the Town should seriously consider whether development is reasonable in this situation. Certainly, appropriate floodproofing measures and construction without basements must be required of any future project sponsors before approving development at this site.

In respect to SEQR Lead Agency designation for this rezoning action, the NYSDEC has no objection to the Town assuming that responsibility; however, our concurrence is based on the assumption that the Town will again coordinate review of a more formalized and detailed project pursuant to SEQR in the plot plan approval, since we may be an involved agency because of a possible Freshwater Wetlands permit or Water Quality Certification.

Thank you for the opportunity to review the proposed rezoning. If you have any questions, please feel free to contact Ms. Dale Braden or me at (716) 851-7165.

Respectfully,

[Signature]

Steven J. Doleski
Regional Permit Administrator
Division of Regulatory Affairs

Enc.

DRB/SJD:dz

cc: BCOE
NCHD
LOCKPORT TOWN BOARD

J. O. Thompson, Supervisor
Karen Castle
Kenneth Pembroke
George Meier
Paul Pettit

LOCKPORT PLANNING BOARD

Lester Robinson, Sr., Chairman
Tim Ennis
Richard Forsey
William McNally
Jay Roezman
Wally Thorman
David Knight
INTRODUCTION AND BACKGROUND
INTRODUCTION

The Town of Lockport is a progressive community dedicated to orderly growth tempered by the needs of its citizen to enjoy the efforts of their labors and freedom from excessive taxation. The town favors a balance of development uses that will provide local independence for residents (jobs, services, residences) while protecting each use from the nuisances inherent in the others. The southwest portion of Lockport has been the subject of significant growth and development pressures over recent years and a new plan was adopted to anticipate and accommodate this demand in concert with the needs and protection of the surrounding neighborhoods of area residents. The South Transit Road area has received the most attention from residential and commercial development and this has initiated an interest to focus on the needs of the rest of the town before any additional pressures can compromise the rural character of these areas. As a result, the next phases of town planning have been advanced for comprehensive study and evaluation by the Planning Board. Phase II and III were assessed together and offered for an appropriate revision to the Town of Lockport Master Plan. The Southwest Sector was adopted as a Master Plan revision in May 1993. This study completes the update to provide an entirely revised plan and development policy for the town.

The town has decided that, rather than wait for town development pressures to compromise planning decisions or commitments of public infrastructure, it would be more appropriate to properly study prospective actions and their impacts. The result is separate plans for Southeast/East Lockport (Phase II) and North Lockport (Phase III) encompassing each area and properly providing for future land use and the coordination of public and private investments. These plans will be used to update the Town Master Plan for each sector, review zoning patterns, assess capital improvements and evaluate the anticipated impacts of change in future development patterns. The Master Plan, as revised, can be used to anticipate development and plan accordingly rather than react to the pressures as they arise. The overall goal is to provide the opportunity for a well-rounded community where all residents can find a good place to work, grow and enjoy the fruits of their labors.

This effort is not a restricted process or limited to only a few participants. The planning process has been open to inspection and inviting of all groups in the town in soliciting comments, inquiries and reactions to the plan objectives and the map concepts proposed. Community meetings have been held to review the inventories and preliminary results of the study and wide participation be numerous town groups have been sought and included in the effort. The product is greatly improved by the inspection and review by this diverse participation and the plan has been forced to better accommodate the range of interests that exist in the town because of the open process. The Master Plan has become as well-rounded as the community it represents and, therefore, more representative of town needs, aspirations and goals for the future.
BACKGROUND

The 1963 Master Plan\(^1\) initiated the formal planning process in the town and provided a comprehensive data base for developmental review. This plan was updated in 1979 (Wendel Engineers, June 1979) documenting the growth and new environmental regulations that influenced town development. Since that time, new transportation facilities and municipal service improvements have further effected town growth and, particularly, the southwest sector. There has been a general trend of homeowners and commercial interest to move to the suburbs from aged, costly and congested urban centers or choose a more rural lifestyle to escape suburban isolation. A strong and growing tax base, land at reasonable cost and cooperative attitude toward developers, industries, commerce and residents have all contributed to the steady expansion of the town and made Lockport a regional attraction for residents and services. The growth of the South Transit commercial area, Wright’s Corners and east Lockport with their utility and highway demands and the evolving congestion of area traffic from increasing travel patterns through the town have all contributed to the need for detailed evaluation and further planning of the town sectors.

Since the last Master Plan update, a number of environmental regulations have been instituted in the state. These provide for protection of the ecological value of specific natural characteristics that exist in the town to conserve their benefits to wildlife and provision of capability to compensate for human development. These include storm water management and drainage capacity, flood management, wetlands and unique land formations that help produce the natural character that is recognized as Lockport. Added to these are the special natural circumstances that are conducive to prime agriculture from the soils, slope, land shape, drainage and climate in certain areas of the town. All of these unique conditions must be identified and conserved, where practical, to make the best use of town resources and avoid adverse impacts from growth.

SETTING

The Town of Lockport is located in the center of Niagara County in Western New York (Map 1). Surrounding the City of Lockport, the town has grown as an extension of the city and its services. The town has been influenced by the availability of urban services and has either enjoined with the city to extend their use to town residents or judiciously moved into providing town originated services as demand and cost warranted. As a result, some public services used by town residents are shared in cooperation with the city or other regional agencies while the town provides others on the most cost effective basis to its residents. The town is part of the Buffalo-Amherst regional fabric and enjoys the proximity to and integration with regional commerce, employment and recreation centers.

---

The Southeast and North Sectors occupy the eastern and northern portions of the town oriented east of Route 78 and the City of Lockport (Phase II) and the area north of Route 31 and the Conrail rail line east of the city (Phase III - see map 2).

Phase II is bounded on the west by Route 78, Dysinger Road/Beattie Avenue and the city line; on the south by Tonawanda Creek; on the east by the east town line with Royalton; and on the north by the Conrail railroad line east of the city.

Phase III is bounded on the west by the west town line; on the south by Route 31, the north city line and the Conrail railroad line; on the east by the east town line; and on the north by the north town line with Newfane.

Through these areas run the major arterials that connect the community with Buffalo and Niagara Falls, Rochester via Route 104 and the recreational opportunities of Lake Ontario. Transportation lines have been the basis of regional development and have significantly influenced the growth of Lockport. This was also true of the past where Lockport was connected to the region first by the Barge Canal and then by the railroad. Now the highways tie Lockport to the surrounding region and provide an excellent connection for economic development, suburban residential growth and demand for area services. The future of Lockport lays in how this access is accommodated which is both a challenge and an opportunity for community development. The diversity offered in the town can promote these benefits and maintain the growth and the rural character that has epitomized the community and attracted others to live here.

The Southeast Sector (Phase II) must come to grips with the strip development of Transit Road and the desire for area residents to use this corridor to frequent the retail services or access other parts of the region. Simultaneously, the environmental restrictions must be accommodated in the development equation. The North Sector (Phase III) must balance the often conflicting activities of agriculture and the residential attraction of the escarpment with the attraction of the Route 78 north corridor and its travel and retail opportunities. The conservation objectives of agrarian and environmental lands must be accommodated with economic and residential needs in this sector. The different community objectives of the two sectors gave rise to their separate planning and consideration in this master plan.
## TABLE OF CONTENTS

### INTRODUCTION AND BACKGROUND

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>ii</td>
</tr>
<tr>
<td>Background</td>
<td>iii</td>
</tr>
<tr>
<td>Setting</td>
<td>iii</td>
</tr>
</tbody>
</table>

### ENVIRONMENTAL INVENTORY

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geology, Soils</td>
<td>2</td>
</tr>
<tr>
<td>Topography, Drainage</td>
<td>5</td>
</tr>
<tr>
<td>Floodplain</td>
<td>6</td>
</tr>
<tr>
<td>Wetlands</td>
<td>6</td>
</tr>
</tbody>
</table>

### CULTURAL INVENTORY

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population and Demographics</td>
<td>10</td>
</tr>
<tr>
<td>Housing</td>
<td>14</td>
</tr>
<tr>
<td>Economic Base</td>
<td>17</td>
</tr>
<tr>
<td>Historic, Recreation, Community Facilities</td>
<td>19</td>
</tr>
</tbody>
</table>

### PHYSICAL DEVELOPMENT INVENTORY

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>24</td>
</tr>
<tr>
<td>Zoning</td>
<td>29</td>
</tr>
<tr>
<td>Transportation</td>
<td>32</td>
</tr>
<tr>
<td>Utilities</td>
<td>40</td>
</tr>
</tbody>
</table>

### LOCKPORT SECTOR PLAN

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHASE II and III</td>
<td>47</td>
</tr>
<tr>
<td>Goals and Objectives</td>
<td>48</td>
</tr>
<tr>
<td>Future Land Use Plan</td>
<td>50</td>
</tr>
<tr>
<td>Agricultural/Residential</td>
<td>51</td>
</tr>
<tr>
<td>Village Centers</td>
<td>52</td>
</tr>
<tr>
<td>Commercial/Office</td>
<td>53</td>
</tr>
<tr>
<td>Industrial/Public/Semi-Public Facilities</td>
<td>55</td>
</tr>
<tr>
<td>Resource Conservation/Transportation</td>
<td>56</td>
</tr>
<tr>
<td>Water/Sanitary Sewer</td>
<td>57</td>
</tr>
</tbody>
</table>

### APPENDIX

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>vii</td>
</tr>
</tbody>
</table>
LIST OF FIGURES

MAP 1 - NIAGARA COUNTY
MAP 2 - TOWN OF LOCKPORT

Figure 1 - Soil Groups: Phase II
Figure 2 - Soil Groups: Phase III
Figure 3 - Environmental Factors
Figure 4 - Existing Land Use: Phase II
Figure 5 - Existing Land Use: Phase III
Figure 6 - Zoning
Figure 7 - Existing Road Class: Phase II
Figure 8 - Existing Road Class: Phase III
Figure 9 - Sewer and Water Lines: Phase II
Figure 10 - Sewer and Water Lines: Phase III
Figure 11 - Future Land Use Plan: Phases II and III

LIST OF TABLES

Table 1 - 1990 Population Disaggregation
Table 2 - Town of Lockport Population and Households: 1950 - 2010
Table 3 - Population Projections by Sector: 1990 - 2015
Table 4 - Selected Demographics by Sector
Table 5 - Resident Workers by Industry
Table 6 - Summary of Existing Land Use: Phase II
Table 7 - Summary of Existing Land Use: Phase III
Table 8 - State Road Traffic Volumes: 1990, 1994
ENVIRONMENTAL INVENTORY
SOILS, GEOLOGY

The town is composed of two (2) general geologic regions - north and south of the escarpment. Soils in these areas were formed primarily from glacial deposits and sediments from the post-glacial lakes that helped form the physiography of the county. These lakes were responsible for much of the definitive soil characteristics of the town such as the gravel deposits along the Route 104 ridge created by Lake Iroquois or the sedimentary Canandaigua, Raynham and Rhinebeck soils along Tonawanda Creek produced by glacial Lake Lundy. The escarpment is composed of Lockport dolomite limestone and scattered fragments from glacial activity are evident in the areas below the escarpment. Terminal moraines are notable in this area between the canal and the escarpment containing extensive deposits of sand, silt and gravel.

The Southeast Sector lies in the portion of the town south of the escarpment and is characterized by flat, poorly drained soils and deep, impervious and water bearing clays. Limestone rock layers are found in the Northern Sector along Route 31 associated with the escarpment. This rock extends south to Upper Mountain Road where outcroppings and delcos are evident on the south side of the road. This is also the area where the natural resources for extractive industries are located (rock, sand, gravel).

Three (3) soil associations dominate the area as depicted in Figures 1 and 2. They are deep and poor to moderately drained soils that present varying restrictions to development which increase the cost of land improvements requiring utilities and drainage facilities.

*Odessa-Lakemont-Ovid.* This is the largest soil group in the town (and the county at 21% of all soils) and presents the least restriction to development. Prevalent in the east town and north Transit Road areas, this association is comprised of lake-laid clays/silts with fine, textured reddish subsoils. It possesses low agricultural value and must be drained for development purposes due to its low slope and poor percolation. Shallow bedrock often restricts these soils for septic systems.

*Hilton-Ovid-Ontario.* These are soils composed of glacial till with medium-textured subsoils that are 3.5 to 6.0 feet above bedrock. They possess moderate to good value for farming and often compete with suburban development. Generally found in the southeast and northwest quadrants of the town (Beattie, Dysinger, Akron and Keck Roads in Phase II; Transit/Slayton Settlement and Sunset/Stone/Campbell Boulevard areas in Phase III). This group can provide good building foundation support but needs sanitary sewers for development.

*Canandaigua-Raynham-Rhinebeck.* This is the most restrictive of the three (3) groups. Found along Tonawanda Creek and sporadic sites along the New York State Canal, it is mostly lake-laid sands with medium-textured subsoils. There is low farm value in this group and both sanitary sewer and drainage improvements are required for non-farm development.
CULTURAL INVENTORY
POULATION DEMOGRAPHICS

The 1979 Town of Lockport Master Plan Update anticipated that town growth would produce 20,000 residents by the year 2000. At present rates this will be exceeded by 1995 and increase to nearly 30,000 people by the year 2005. During the 1980's, the Town of Lockport became the largest town in Niagara County increasing 28.8% from 1980 to 1990 to a population of 16,596 (Table I). Most other communities in the county lost population during the same period as Lockport established its prominence in this part of the region.

The town has grown considerably since 1950. Population increased steadily throughout the decades mostly from migration. Areas like South Lockport became an attractive location for both city and county residents as the living affordability and proximity to city services made the town an appropriate suburban locale. It is entirely possible that the town may exceed the population of the city by the year 2000. Other relative demographic data for the town is shown on Table 2, excerpted from the 1990 census.

The Southeast Sector of the town is a true mixture of development characteristics and densities. It contains extensive suburban subdivisions along Transit Road (south of Robinson Road) and east of the city (Lincoln Road Extended), but retains the rural and bucolic atmosphere of the southeast portion where The Rapids stands like a rural village surrounded by agricultural uses. Similar in population to the urban Southwest Sector, the Southeast Sector has 6768 people as of 1990 representing 40.8% of the town. It has, however, nearly five (5) times the land area encompassing 48.6% of total town area. Being so dissimilar in its demographic character, specific subareas were identified to evaluate these differences. The Rapids was found to contain 1740 persons and the largest household size at 3.08 (1990 Census). The section east of the city was also identified (Lincoln Avenue Extended to High Street) with 2729 population, 1194 households and an average household size of 2.30, the smallest in the town. This sector clearly possesses the greatest diversity, age ranges and household needs for the future - each of the areas to be treated differently from the others to enhance their individual character and not lose or compromise the cultural opportunities evident in each.

The North Sector is mostly rural with limited development along the Route 78, north corridor. Population was 3002 in 1990 with a household size of 2.62. Residential development is almost exclusively single family dwelling and heavily mixed with farm houses. Agriculture predominates the area which represents 41.0 % of the town land area. A summary of population, households and household size for each sector is documented in Table I and also identifies the southeast subareas.
### TABLE 1
1990 Population Disaggregation
Southeast and North Sectors

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Population</th>
<th>Households</th>
<th>Household Size</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Phase I</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southwest Sector</td>
<td>6826</td>
<td>2228</td>
<td>3.06</td>
</tr>
<tr>
<td><strong>Phase II</strong></td>
<td>6768</td>
<td>2575</td>
<td>2.63</td>
</tr>
<tr>
<td>Southeast Sector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Rapids</td>
<td>1740</td>
<td>564</td>
<td>3.08</td>
</tr>
<tr>
<td>East Town</td>
<td>2729</td>
<td>1194</td>
<td>2.30</td>
</tr>
<tr>
<td><strong>Phase III</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Sector</td>
<td>3002</td>
<td>1145</td>
<td>2.62</td>
</tr>
<tr>
<td><strong>TOTAL TOWN</strong></td>
<td>16596</td>
<td>5948</td>
<td>2.79</td>
</tr>
</tbody>
</table>

Source: 1990 Census.
### TABLE 2
TOWN OF LOCKPORT
POPULATION AND HOUSEHOLDS
1950-2010

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>% Change</th>
<th>Households</th>
<th>% Change</th>
<th>Size of HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>3945</td>
<td>64.6</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>1960</td>
<td>6492</td>
<td>26.0</td>
<td>1679</td>
<td>34.8</td>
<td>3.61</td>
</tr>
<tr>
<td>1970</td>
<td>8177</td>
<td>58.3</td>
<td>2264</td>
<td>82.6</td>
<td>3.13</td>
</tr>
<tr>
<td>1980</td>
<td>12942</td>
<td>28.2</td>
<td>4134</td>
<td>43.9</td>
<td>2.79</td>
</tr>
<tr>
<td>1990</td>
<td>16596</td>
<td>-----</td>
<td>5948</td>
<td>-----</td>
<td>2.89</td>
</tr>
<tr>
<td>1995</td>
<td>20960</td>
<td>52.6</td>
<td>7265</td>
<td>44.3</td>
<td>2.95</td>
</tr>
<tr>
<td>2000</td>
<td>25325</td>
<td>-----</td>
<td>8585</td>
<td>-----</td>
<td>2.88</td>
</tr>
<tr>
<td>2005</td>
<td>29200</td>
<td>30.6</td>
<td>10135</td>
<td>36.1</td>
<td>2.83</td>
</tr>
<tr>
<td>2010</td>
<td>33070</td>
<td>-----</td>
<td>11685</td>
<td>-----</td>
<td>2.83</td>
</tr>
</tbody>
</table>

**COMPARISON: NEIGHBORING MUNICIPALITIES (1990):**

<table>
<thead>
<tr>
<th>Municipalities</th>
<th>Population</th>
<th>Households</th>
<th>Household Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY OF LOCKPORT</td>
<td>24426</td>
<td>9865</td>
<td>2.48</td>
</tr>
<tr>
<td>LEWISTON TN/VILL</td>
<td>15453</td>
<td>5206</td>
<td>2.97</td>
</tr>
<tr>
<td>NEWFANE</td>
<td>8996</td>
<td>3253</td>
<td>2.76</td>
</tr>
<tr>
<td>NIAGARA</td>
<td>9880</td>
<td>3798</td>
<td>2.60</td>
</tr>
<tr>
<td>ROYALTON</td>
<td>7601</td>
<td>2683</td>
<td>2.83</td>
</tr>
<tr>
<td>WHEATFIELD</td>
<td>11125</td>
<td>4065</td>
<td>2.74</td>
</tr>
<tr>
<td>NO. TONA. CITY</td>
<td>34989</td>
<td>13635</td>
<td>2.57</td>
</tr>
<tr>
<td>PENDLETON</td>
<td>5010</td>
<td>1697</td>
<td>2.95</td>
</tr>
</tbody>
</table>

SOURCE: 1990 Census; Consultant Projections.
These population trends can be projected for the next twenty (20) years to aide in anticipating community development needs for land use, utilities, public services, etc. Town population was projected from the trend in percentage growth from decade to decade identified in Table 2. A clear pattern emerged from the data that similar growth trends in town population alternated every other decade (e.g., 1950/60, 1970/80 versus 1960/70, 1980/90). As a result, two (2) trend rates were established for the projections- a declining trend (from 1960 and 1980 growth) applies to year 2000 and an increasing trend (from 1970 and 1990 growth) that was applied to produce a 2010 forecast. Growth rates and the resulting projections are shown on Table 1 and indicate that town population is expected to be 33,070 in the year 2010 and may reach 39,920 by 2015.

The projection of sector population utilized a two-step technique of comparing the percentage share of town population to estimate the future share of sector population with the reasonably available land in the sector for development and its growth potential in the twenty (20) year period (2015). Development rates were used to help substantiate or modify the share projection. The current regional population projections are from the Niagara Frontier Transportation Committee (NFTC) and estimate the town growth at 27,000 people in 2020. These projections were undertaken for transportation purposes and are a distribution of county population control totals to the local level. The actual range of projected population considered in the NFTC series was from 27,182 to 35,473 with a 2020 county population limit identical to the previous 2010 county projection. The town projection in this plan is reasonably within the regional population range (the NFTC projection series for population and housing is appended to this plan).

Town plans for area subdivisions and multi-family site plan developments were reviewed along with the building permit records for trends in absorption of dwelling units. Vacant land was used to define available/developable areas as the area west of the canal could produce extensive redevelopment (from agriculture). The two trends produced a slightly declining growth rate that was applied to the existing sector population resulting in an estimated 15,300 population for Sector II in 2010 and a population of 8,470 for Sector III (Table 2). As the sector matures, its share of town population will decline.

Projections were also run for 2015 to estimate the next five years. This resulted in a population of 39,920 for the Town and commensurately higher forecasts for the three Sectors. Future growth will slow in Sector I and rise in Sector III where the vacant land and growth factors area evident. Sector II growth will be substantial in the East area due to sewer availability and influence of both the city and the east county areas. However, it will moderate after 2020 as development reaches its limits to growth from environmental restrictions in the south and east portions of the Sector.
TABLE 3

Town of Lockport
Population Projections by Sector
February 1996

<table>
<thead>
<tr>
<th>Sector</th>
<th>1990</th>
<th>%</th>
<th>2000</th>
<th>%</th>
<th>2010</th>
<th>%</th>
<th>2015</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW Sector</td>
<td>6826</td>
<td>41.1</td>
<td>8065</td>
<td>31.8</td>
<td>9300</td>
<td>28.1</td>
<td>11650</td>
<td>29.2</td>
</tr>
<tr>
<td>Phase II</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE Sector</td>
<td>6768</td>
<td>40.8</td>
<td>11725</td>
<td>46.3</td>
<td>15300</td>
<td>46.2</td>
<td>17020</td>
<td>42.6</td>
</tr>
<tr>
<td>The Rapids</td>
<td>1740</td>
<td></td>
<td>2380</td>
<td></td>
<td>3015</td>
<td></td>
<td>3650</td>
<td></td>
</tr>
<tr>
<td>East Town</td>
<td>2729</td>
<td></td>
<td>4727</td>
<td></td>
<td>6169</td>
<td></td>
<td>6865</td>
<td></td>
</tr>
<tr>
<td>Phase III</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. Sector</td>
<td>3002</td>
<td>18.1</td>
<td>5535</td>
<td>21.9</td>
<td>8470</td>
<td>25.7</td>
<td>11250</td>
<td>28.2</td>
</tr>
<tr>
<td>TOTAL TOWN</td>
<td>16596</td>
<td>100.0</td>
<td>25325</td>
<td>100.0</td>
<td>33070</td>
<td>100.0</td>
<td>39920</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: 1990 Census; Consultant Calculations.

HOUSING

The Southeast Sector has a relatively young housing stock with the median year built being 1974 while the North Sector median is 1982. Housing is also in generally good condition with only very few containing substandard plumbing or any overcrowding conditions. Median housing value is only $69,900 in the southeast (88.5% of the town median value) and $87,300 in the north which exceeds the town-wide median substantially (110.5%).

The diversity of housing types is broad in the southeast with a greater range of singles (detached and attached), multiples and mobile homes. However, 97.8% of the mobile homes are concentrated in this sector primarily along Transit Road south of Robinson. Multiples in this sector are equal to the Southwest Sector (49.6% of the town) with its urban development character, but spread out over a much larger land area. These are in the east town section and on Dysinger Road. The north area is more homogeneous in housing type with the majority of dwelling units being single family. Only 1.0% of the town multiples and mobile homes are located in the North Sector which is more characteristic of the rural area (Table 4).
Household size has been declining in the town, historically, and is expected to continue. The Transit Road area is attractive to commuters to nearby communities in both Niagara and Erie Counties suggesting that multi-family development will continue to be a significant housing form in this sector. Out of town workers are also residing in the east town area and using secondary roads to find a travel path to Transit Road and destinations south. The North Sector has traditionally been occupied by local area workers. But that is changing as the Southwest Lockport Bypass (NY Route 93) and Campbell Boulevard have reduced travel times from the Sunset and the northwest portions of the town.

Housing projections for the town followed the trends in population (Table 1). This produces 11,685 dwelling units in 2010. Both sectors are expected to expand as the decline in household size and general growth encourage increased dwellings. This produces a trend for housing that is actually greater than the population growth. As a result, 11,685 dwelling units are estimated for 2010 in the town. Housing development is likely to be primarily single-family in the north portion consistent with new subdivision development. Multi-family is more likely in the east town and along Transit Road consistent with public utility availability and arterial access. Rising housing costs and declining household size indicate that town-houses, apartments and clustered housing may be the most appropriate residential development form in the future.
### TABLE 4

**SELECTED DEMOGRAPHICS**  
**TOWN OF LOCKPORT AND SECTORS**  
**1990**

<table>
<thead>
<tr>
<th>DEMOGRAPHIC CHARACTERISTICS:</th>
<th>TOWN</th>
<th>SOUTHEAST SECTOR</th>
<th>%</th>
<th>NORTH SECTOR</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>16596</td>
<td>6768</td>
<td>40.7</td>
<td>3002</td>
<td>18.1</td>
</tr>
<tr>
<td>% Elderly</td>
<td>10.3</td>
<td>9.9</td>
<td>---</td>
<td>10.1</td>
<td>---</td>
</tr>
<tr>
<td>% Minority</td>
<td>3.7</td>
<td>2.5</td>
<td>---</td>
<td>0.8</td>
<td>---</td>
</tr>
<tr>
<td>Median Age (yrs)</td>
<td>32.6</td>
<td>31.9</td>
<td>---</td>
<td>33.4</td>
<td>---</td>
</tr>
<tr>
<td>Housing Units</td>
<td>5948</td>
<td>2575</td>
<td>43.2</td>
<td>1145</td>
<td>19.3</td>
</tr>
<tr>
<td>Single Family</td>
<td>3622</td>
<td>994</td>
<td>27.4</td>
<td>1118</td>
<td>30.9</td>
</tr>
<tr>
<td>Multi Family</td>
<td>1286</td>
<td>639</td>
<td>49.6</td>
<td>14</td>
<td>1.1</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>1247</td>
<td>1220</td>
<td>97.8</td>
<td>13</td>
<td>1.0</td>
</tr>
<tr>
<td>Median House Value</td>
<td>$79000</td>
<td>$69900</td>
<td>88.5</td>
<td>$87300</td>
<td>110.5</td>
</tr>
<tr>
<td>Population, 16+ years</td>
<td>12769</td>
<td>5043</td>
<td>39.5</td>
<td>2285</td>
<td>17.9</td>
</tr>
<tr>
<td>Labor Force</td>
<td>8457</td>
<td>3066</td>
<td>36.3</td>
<td>1687</td>
<td>20.0</td>
</tr>
<tr>
<td>Participation Rate</td>
<td>66.2</td>
<td>60.8</td>
<td>---</td>
<td>73.8</td>
<td>---</td>
</tr>
</tbody>
</table>

**SOURCE:** 1990 Census of Population; Consultant Calculations.
ECONOMIC BASE

The industrial base of the town rests in the west portion north of Route 31 to Upper Mountain Road. Minor retail and office uses also contributed to the town economy along Route 78 north of the city and east on Route 31. Other commercial areas exist on South Transit Road, Dysinger Road and Lincoln Avenue Extended. These commercial areas are insignificant compared to the retail employment on Transit Road north of Robinson Road which is a major employment base and destination for regional shoppers. The retail and service industries produce the largest employment for residents in the town (Table 4) and serve the town and city as well as parts of the surrounding counties (Erie and Niagara). The third highest employment group is manufacturing attesting to the strong industrial base of the Town and City of Lockport which includes Harrison Radiator, The Stone Quarry, The Lockport Industrial Park and others.

Employment of the resident population is quite stable with a diversity of industries represented. The east section produced 36.37% of the labor force in the town and has a 60.8% participation rate (Table 4). This is slightly lower than the town rate. The north had only 20.0% of the labor force, but the participation rate was very high (73.8%) reflecting the strong work ethic and trend toward two worker families prevalent in the town. Median family incomes are quite high ($37,707 for the town in 1990) reflecting the general mobility of area residents.

Similar to most communities in the region, Lockport is slowly evolving from heavy manufacturing to light manufacturing, service industries and retail. The fact that the town has been successful in capturing certain job losses in the Lockport Industrial Park and along Transit Road is a significant benefit to the area economic base. The continued pursuit of these industries is the goal for economic stability and continued growth in Lockport.
### Table 5

**Resident Workers by Industrial Town of Lockport**

1990

<table>
<thead>
<tr>
<th>Industry</th>
<th>Town of Lockport</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry</td>
<td>100</td>
<td>1.2</td>
</tr>
<tr>
<td>Mining</td>
<td>46</td>
<td>0.6</td>
</tr>
<tr>
<td>Construction</td>
<td>473</td>
<td>5.9</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>2058</td>
<td>25.5</td>
</tr>
<tr>
<td>Transportation</td>
<td>244</td>
<td>3.0</td>
</tr>
<tr>
<td>Communications, Utilities</td>
<td>240</td>
<td>2.9</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>191</td>
<td>2.3</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>1640</td>
<td>20.0</td>
</tr>
<tr>
<td>Finance, Insurance, Real Estate</td>
<td>473</td>
<td>5.9</td>
</tr>
<tr>
<td>Health Services</td>
<td>2361</td>
<td>29.2</td>
</tr>
<tr>
<td>Public Administration</td>
<td>284</td>
<td>3.5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8074</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

Source: 1990 Census; Consultant Calculations.
HISTORIC

A review of state historic maps revealed no specific sites of state-wide significance although numerous general locales exist that are of potential historic or archaeologic significance due to their association with important geologic features conducive to these resources (ie: glacial lake shorelines) or conditions relevant to prior site discovery. Such sites are concentrated along Eighteen Mile Creek, Route 31/the escarpment and Tonawanda Creek. These are likely spots for prehistoric archaeology from deposits and early native settlement evidence.

A number of historic sites of local importance have been identified by the Town Historian and are documented on Figure 3 along with the potential state sites. Included are the old brick kiln on Sunset Drive (Wasik property), the cobblestone house in Warrens Corners (actually residing in four towns, simultaneously), a number of sites along the canal, the Solomon Wright House on Route 104, the salt springs at the bend in Wicks Road (Joseph Ellicott farm on Red Creek), the Professor Othniel Charles Marsh birthplace home on Chestnut Ridge Road, Potters Field cemetery north of Niagara Street Extended and numerous dwellings scattered on the rural roads of the town which were residents of the families for which the road was named (Keck, Bowmiller, Wynkoop, Dysinger, etc.).

The New York State Office of Parks, Recreation and Historic Preservation has identified the property along the power line right-of-way as being a prospective site for potential artifacts. A survey would be warranted should the property be involved in future development actions. This could be undertaken separately or as part of site development activities under qualified review.

RECREATION

Recreation in Lockport is a well coordinated effort of public and private resources and facilities. The rural character of the town and the availability of service in the adjacent city have meant that few facilities were necessary in the town. Many facilities in the town are passive such as trails, Niagara County Park and the public picnic areas or are private land used for hunting, hiking or skiing/snowmobiling. The town supports organized baseball, swimming and ice skating programs at these facilities as a compliment to the investments in public recreation.

The town enjoys numerous existing recreation opportunities that contribute to and are part of the community resources. These provide relief from development and offer an alternative activity to town residents. Existing facilities include:

- **The New York State Erie Barge Canal** - Under the control of the New York State Thruway Authority, this facility has been improved and is now being developed for state-wide recreation. A walking/jogging trail has recently been completed in the area and provides for year-round use. Recreational boating is still strong and a marina is located on the town/city line for local mooring. There is a picnic area on state land at Day and Canal Roads (north side) with further recreational
opportunities for future development at Harrington Road. This is a major active and passive facility available to town residents for safe use as a linear park without obligation to the town budget for operating expenses.

- **Golf Courses** - The public course on Day Road is owned by Niagara County and is well subscribed. This is complimented by the private facilities that include the Town and County Country Club (18 holes) on Route 31 at Cold Springs Road, Willowbrook Golf Course (18 holes with a driving range) and the Oak Run Golf Course (18 holes with clubhouse) both of which are on Route 78 south of Wright's Corners.

- **Ball Fields** - The town coordinates structured recreation activity with civic organizations to provide for league and open play through the Moose Lodge, Optimists and Little League groups. Baseball, softball and soccer are supported at the Allie Brandt Field on Lincoln Avenue (7 diamonds) and the Kenan Center at Carlisle Gardens (3 diamonds and a soccer field).

- **County/Town Park** - Niagara County owns over 200 acres on Day Road in the town that has been used for recreation. The 100 acres that is not dedicated to the public golf course currently contains two (2) ball fields and a model airplane field constructed by the town. An additional four (4) ball fields are planned for the property and additional passive recreation is possible. Such town development with county or private ownership and maintenance is an appropriate partnership for recreation services.

- **Tonawanda Creek** - This deep creek is currently used for private recreational boating and mooring. It connects to the Erie Barge Canal and in the past was used for upstream freight transport. Its potential is the continuation of boating, launching, trails, picnicking and passive recreation, especially in the Rapids area to compliment that community.

As the town grows and becomes more suburban in character, demand will increases for recreation services and facilities. While these can be expensive facilities to construct and maintain, the current town approach is to combine actions with other public and private groups and civic organizations to maximize the effectiveness of public investment and broaden the availability of service to town residents. In addition to the joint implementation of facilities at the county park, the town work with the City of Lockport to support city facilities for their availability to town residents. The development of a joint recreation plan should be considered to solidify future uses for city and town residents and produce a more cost-effective means of recreational improvement and maintenance.
The town also contains many informal recreation areas that offer opportunities in different parts of the community, both neighborhood and town-wide. These include facilities such as area fire halls, the power line rights-of-way and various fields/vacant woods throughout the area. These sites support jogging, hiking, biking, baseball/football/soccer, hunting, fishing and other sport activities.

Recreation standards for suburban areas suggest that the Southeast Sector needs one community recreation area of approximately twenty (20) acres (3 acres per 1000 persons) and the North Sector needs a neighborhood scale area of five to ten (5-10) acres. Appropriate locations are The Rapids along Tonawanda Creek, East Town in the Lincoln-Akron area, the canal and in the vicinity of Wright's Corners. The town owns 25 acres along the canal (at Harrington) and 100 acres on Slayton Settlement Road that can be utilized for future recreational needs as open space or developed facilities that will accommodate marine, picnic/trail and/or park objectives such as ball fields, hiking, skiing and passive activities.

Individual neighborhood facilities are not considered necessary as adequate church and school facilities exist to compliment the developed part of the sector. However, intensive development of over 200 dwelling units or mobile home park must consider open and recreational facilities as the small lot size and high density can only be supported through opportunities for social and physical variety within the development. Two (2) regional bike routes are also planned in the area (NFTC, 1981) - a North Tonawanda/Lockport route along the canal and a Niagara Falls/Lockport route along Route 31. No alignment exists for either of these routes as yet.

COMMUNITY FACILITIES

Public facilities include schools, churches, utilities, government facilities and fire protection among others. The Southeast Sector contains a South Transit Fire Company substation on Ernest Road between Lincoln and East High and the Rapids Volunteer Fire Company on Tonawanda Creek Road in The Rapids. The North Sector has the Wright's Corners Volunteer Fire Company on Route 78 at Wicks Road. The town is crossed by numerous east-west utility rights-of-ways and sub-stations owned by NYSEG or Niagara Mohawk for power transmission or natural gas transport.

The Town Hall is at the southeast corner of Robinson and Beattie along with the building office and the town highway garage. A new town court facility and state police station was recently added to this government complex and offers unified public services at one town location. Other cultural and institutional facilities are also available to residents in cooperation with private or municipal agencies in the city (eg. hospital, social services, cultural recreation, etc.) such as the Niagara County Fairgrounds/Farm and Home Center on Route 78 north, the county health services and hospital on Upper Mountain Road, the Wyndham Lawn Home for Children on Route 78 at Stone Road and the Niagara County Infirmary on Davidson Road.
Town growth is not expected to alter most of these facilities significantly or require their expansion. The fire company, however, may need to expand their substations to provide better coverage as population density increases in the town. Likely areas include Upper Mountain Road (Sunset/Leete area) and South Transit Road (Rapids Road area south of Robinson).

Public schools, however are operated by the Lockport School District and will need to expand to accommodate the anticipated population growth. The 35% growth over the next twenty (20) years would generate another 1350-1500 children town wide. The Southwest Sector impact is estimated at 450-500 children from the Phase I Plan (adopted May 1993) which would effect the Lockport Central School System. Approximately 25% of the remaining 900-1000 students would seek private/parochial schools as suggested by current demographic trends. This leaves 675-750 new students that would predominantly affect the southeast sector and its school facilities.

Elementary school expansion and new classroom space additions in the middle and high schools is anticipated to handle this growth as it materializes. New facilities are best located in the designated village centers to contribute to the neighborhood environment being created in the rural and adjacent urban areas (Lincoln-Akron, Wright’s Corners). The close proximity of the city and adjacent school systems may enable the transfer of students between neighboring facilities to accommodate capacity inequities without the investment in new expensive classroom space. The excess capacity in one system may offer an opportunity to better utilize facilities through student transfer from a school system that may otherwise be facing the construction of new space.
PHYSICAL DEVELOPMENT INVENTORY
LAND USE

The Town of Lockport has 29,888 acres which were 18.2 per cent developed in June, 1992. Town land development has increased 246% since the last land use survey in 1963 for the 1963 Town Comprehensive Plan. Figures 4 and 5 document the land use for the Southeast and North Sectors.

The Southeast Sector of the town is 14,538.8 acres which represents the largest portion of the town at 48.6% of town land (Table 6). The sector is 17.3% developed with the majority of uses concentrated in the three (3) areas - The Rapids, east town from East High Street south to the power line right-of-way and Chestnut Ridge Road/Route 31. The Rapids area is a rural village in development density surrounded by scattered residences along the nearby town roads. This strip road development is characteristic of the rural area with the consolidated Rapids community the focus of commercial and social activity in the area. The other two (2) development areas are a result of subdivision and the suburban growth produced by public sewer and water availability. Transit Road from Robinson Road south to Rapids Road is the primary expansion of the South Transit area and its urban type development. This area is experiencing small lots, multiples and mobile homes at substantially high densities for single family development.

The North Sector contains 12,251.5 acres which is 41.0% of the town land area (Table 7). Developed land represents only 13.2% of the sector and this is concentrated in the west portion north of Upper Mountain Road and east of Route 78 north of the city. Most of the western residential growth is south of Stone Road in strip lots along the road front. A few subdivisions are located on Sunset Drive, Gothic Road and Leete Road. Residential development along Route 78 is more concentrated in subdivisions being subject to the more recent town codes. Very few mobile homes or multiple dwellings are located in this sector.

Single family development is the largest developed land use in both sectors. This category represents 7.9% of the land in the southeast and 5.5% in the north. The second largest use is the combined public facilities and roads/utilities which comprise 7.4% in the southeast and 3.9% in the north. Commercial uses total one hundred seventy six (176) acres in the southeast (1.2%) and seventy seven and four tenths (77.4) acres in the north(0.6%). Commercial uses are located on South Transit Road, Lincoln Avenue Extended, Chestnut Ridge Road and at Wrights’s Corners. Minor convenience stores are also located at The Rapids and Warrens Corners. These uses represent 64.7% of town commercial development. Although larger than the Transit Road retail acreage, the scattered nature of the uses do not produce the impact or the square footage of Phase I. Concentrated retail facilities area in Wright’s Corners and Chestnut Ridge Road at Route 31 with scattered services on south Transit Road.

Similarly, multi-family development is exclusively in the Southeast Sector with 71.5 acres representing 639 units. These uses are located on Transit and Dysinger Roads and on Lincoln Avenue. The extensive multi-family development in this sector suggests that only moderate growth of apartments is expected in the future. Some growth on Route 78 in the North Sector is anticipated due to the lack of such facilities and the projected growth subject to utilities.
**TABLE 6**  
COMPARISON OF PLANS:  
1979 MASTER PLAN AND 1996 PLAN - PHASE II  
Town of Lockport

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>EXISTING LAND USE</th>
<th>1979 MASTER PLAN</th>
<th>2010 MASTER PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
</tr>
<tr>
<td>Rural/Agricultural</td>
<td>6755.2</td>
<td>46.5</td>
<td>8877.9</td>
</tr>
<tr>
<td>Low Density Resid.</td>
<td>1151.1</td>
<td>7.9</td>
<td>1594.0</td>
</tr>
<tr>
<td>Med. Density Resid.</td>
<td>71.5</td>
<td>0.5</td>
<td>955.6</td>
</tr>
<tr>
<td>Multi-Family Resid.</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Village/Neighborhd. Commercial</td>
<td>--</td>
<td>--</td>
<td>22.1</td>
</tr>
<tr>
<td>General Commercial</td>
<td>176.0</td>
<td>1.2</td>
<td>394.6</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>33.5</td>
<td>0.3</td>
<td>62.0</td>
</tr>
<tr>
<td>Planned Industrial</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Office</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>542.5</td>
<td>3.7</td>
<td>157.9</td>
</tr>
<tr>
<td>Recreation/Open Space</td>
<td>5265.9*</td>
<td>36.2</td>
<td>649.6</td>
</tr>
<tr>
<td>Resource Conservation</td>
<td>--</td>
<td>--</td>
<td>1371.4</td>
</tr>
<tr>
<td>Roads/Utilities</td>
<td>543.1</td>
<td>3.7</td>
<td>453.8</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>14,538.8</td>
<td>100.0</td>
<td>14,538.8</td>
</tr>
<tr>
<td>Residential Density (persons per acre)</td>
<td>5.54</td>
<td>--</td>
<td>3.81</td>
</tr>
</tbody>
</table>


TABLE 7
COMPARISON OF PLANS:
1979 MASTER PLAN AND 1996 PLAN - PHASE III
Town of Lockport

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>EXISTING LAND USE</th>
<th>1979 MASTER PLAN</th>
<th>2010 MASTER PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
</tr>
<tr>
<td>Rural/Agricultural</td>
<td>9762.4</td>
<td>79.6</td>
<td>6606.9</td>
</tr>
<tr>
<td>Low Density Resid.</td>
<td>668.3</td>
<td>5.5</td>
<td>3526.2</td>
</tr>
<tr>
<td>Med. Density Resid.</td>
<td>10.4</td>
<td>0.1</td>
<td>--</td>
</tr>
<tr>
<td>Multi-Family Resid.</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Village/Neighborhd. Commercial</td>
<td>--</td>
<td>--</td>
<td>27.9</td>
</tr>
<tr>
<td>General Commercial</td>
<td>77.4</td>
<td>0.6</td>
<td>43.4</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>108.2</td>
<td>0.9</td>
<td>515.0</td>
</tr>
<tr>
<td>Planned Industrial</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Office</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>364.8</td>
<td>3.0</td>
<td>167.7</td>
</tr>
<tr>
<td>Recreation/Open Space</td>
<td>868.1*</td>
<td>7.1</td>
<td>299.6</td>
</tr>
<tr>
<td>Resource Conservation</td>
<td>--</td>
<td>--</td>
<td>554.8</td>
</tr>
<tr>
<td>Roads/Utilities</td>
<td>391.9</td>
<td>3.2</td>
<td>581.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>12,251.5</td>
<td>100.0</td>
<td>12251.5</td>
</tr>
<tr>
<td>Residential Density</td>
<td>--</td>
<td>--</td>
<td>2.33</td>
</tr>
</tbody>
</table>


Mobile homes are concentrated in the Southwest Sector in the area bounded by Transit and Dysinger Roads. With entrances on both roads, two (2) parks have been developed with over 1000 lots approved. Though not yet fully developed, these parks represent 20.0% of the town dwelling units and nearly 50.0% of those in the Southeast Sector. The concentration of mobile homes in parks does provide the opportunity for services and amenities commensurate with the density and comparable investment levels to traditional subdivisions. However, these parks do not possess such amenities and their expansion must include open space, recreation and occupant services to support the development density and avoid becoming a burden on the town. No additional mobile homes or parks are anticipated by this plan as the existing parks provide an excess of this type of housing for the town.

Industrial uses are located along the canal to the east and in the Lockport Industrial Park between Route 31 and Upper Mountain Road. The uses along the canal are mostly extractive industries (sand, gravel) using the existing resource while the western area is predominantly light industry and uses that support Harrison Radiator. These two (2) areas total 141.7 acres which is 37.7% of the town industrial land. The North Sector contains most of this acreage due to the designated industrial park and the town commitment to industrial development through the extension of sewer, water and roads and the efforts of the Lockport Industrial Development Agency.

Agricultural land is by far the greatest land use in both sectors representing 46.5% of the total land area in the south/east and 79.7% of the north area. These uses are primarily crop land and pasture for livestock in the southeast portion of the town (Rapids Road to Dysinger Road) and the northeast and northwest corners (east of Day Road and west of Purdy Road). Very little high-intensity or orchard land is included in the use, but consolidated farming has produced viable, high-value areas that are part of the designated agricultural districts. These areas are an economic and natural (soil) resource to the town that should be protected from substantial change or compromise from development. The North Sector contains two (2) county agricultural districts - AG-6 located at Warren’s Corners in the northwest and AG-5 east of Day Road.

Vacant land uses include environmentally sensitive areas flood plain, federal and state designated wetlands and other undeveloped lands. Very few vacant area are identified in the North Sector (only 7.1%) due to the extensive farm land that dominates the sector. Key planning concepts for future land use are the conservation of agriculture and environmentally sensitive lands, enhancement of rural development areas such as The Rapids and Wright’s Corners and directing new development into limited areas such as East Town and the Route 78 North corridor to coordinate roads and utility implementation.

ZONING

The current zoning of the Southeast Sector is shown in Figure 6. The area east of the City of Lockport is generally residential from Route 31 south to Akron Roan. Residential strip zoning also exists on Beattie Avenue, Bowmiller, Oak Lane, Wisteria and Tonawanda Creek Road. Business districts are strip zoned along Transit Road and Lincoln Avenue with consolidated zones.
at Lincoln-Akron and The Rapids. Multi-family zoning is mixed with the commercial strip areas and large areas are devoted to mobile home park between Transit and Beattie and near Rapids and Minnick Roads. The rest of the land is agricultural zoning which allows for a broad range of non-agricultural uses.

The areas of the town and the differing types of residential development requires a greater variety of use and density opportunities than are currently available in the code. In addition to other residential districts to encourage more flexibility in types of development, clustering and/or mixing of dwelling unit types is needed to address the variety of market and land conditions in the town. Cluster provision can specifically accommodate the extensive environmental situations and offer land development options to respond without eliminating land best suited to residential use.

The North Sector is a mixture of agricultural and residential districts with the residential zoning stripped along nearly every road. This produces the most intrusion on continuity of agricultural activity due to the potential of strip development in farm areas and the threat of nuisance from those residents. A rural development district could address this conflict and accommodate limited residential use while conserving farm uses. The western portion of the sector is almost exclusively industrial associated with the Lockport Industrial Park. Commercial zoning is concentrated along Route 78 and Saunders Settlement Road with minor areas designated at Warrens Corners and on Campbell Road at Route 31.

Zoning can help resolve land use conflicts and separate or buffer incompatible uses by creating an order or transition of uses that will offer a more natural compatibility through adjacency. Pressures along town arterials suggest the need to study the boundary between different uses and their transitions to encourage the buffering of commercial and residential activities through the use of office, multi-family or lower intensity neighborhood retail uses where typically non-compatible uses collide. The town recently revised the commercial and industrial districts of the zoning ordinance and expanded the site plan review process. Equal effort should now be placed the agricultural and residential sections of the code to provide further flexibility and diversity for future development.

Additional provisions are needed to allow for the siting of dwellings and the performance of lots rather than traditional development. The extensive mobile home parks in the town have developed without necessary community amenities such as open space, landscaping, community facilities, recreation and other facilities to support high density occupancy. Minimum development standards should be adopted to insure that occupants can easily live with each other and retain privacy to encourage continued use and promote a sense of neighborhood scale for residents to relate to.

Mixed uses on a limited basis and in a different classification to address the unique issues of the rural area are also needed to assure the co-existence of residential and agricultural uses - protect agriculture without the threat of development displacement, yet offer a separate rural residential area to allow limited residential growth consistent with the character of the rural area. This suggests a low density district that requires shared driveways, clustering, protection of
ZONING MAP OF THE TOWN OF LOCKPORT
AS OF DECEMBER 1961,
AS AMENDED MAY 1986, MARCH 1990, JULY 1991,
APRIL 1993.

Figure 5
environmental or agrarian features through development flexibility and other techniques to enhance and maintain the rural area of the town. An overlay district of critical environmental standards or unique development circumstances (clustering, vista opportunity or the escarpment for example) should be considered for special conditions.

**TRANSPORTATION**

The transportation network is crucial to any community development plan. The Southeast Sector of the town is the gateway to the city from Buffalo and Erie County. The Buffalo-Lockport route has become an important regional travelway attracting commuters, shoppers, new residents and continuing improvement and expansion of the highway links - Millersport, Lockport Expressway, Transit Road, Southwest Lockport Bypass. This route passes through the south border of the sector and simultaneously provides local access and circulation for local land development and accommodates through traffic north to the intense retail facilities and the city beyond.

The other major regional travelway is the Niagara Falls-Lockport route via Route 31. Running through the center of the town, this route accesses Harrison Radiator at the intersection with the Southwest Lockport Bypass (NY Route 93) and east toward Rochester. Farther north, Route 78 connects the town with other communities in northern Niagara County and the substantial recreational resources of Lake Ontario. These routes comprise the major arterial network and link the Town of Lockport with Buffalo, Niagara Fall and Rochester. These routes also provide circulation into and through the city from all parts of the town. The minor arterial network feeds into the primary routes to insure continuity of the system these are Route 104 on the north border; Route 93 from the west, across the Southwest Lockport Bypass and east on Robinson/Dysinger Roads; Campbell Boulevard on the west border; Stone Road and Sunset Drive linking Route 31; Akron and Rapids Roads in the east. All of these provide predominantly east-west travel leaving a significant void in north-south traffic routes in the town.

The major collector system of local roads compliments the arterial network and facilitates access and circulation to subdivisions streets and land development for convenience. These roads include east-west links of Tonawanda Creek Road, Lincoln Avenue Extended, chestnut Ridge Road, Slayton Settlement Road and Leete Road. Corollary north-south links include Beattie Avenue, Crosby Road, Shaffer/Keck Roads and Ernest/Day Roads. Minor collectors complete the circulation system and include Canal Road, Saunders Settlement Road, Wick Road, Jackson Street and Bartz Road.

The largest traffic generators affecting town roads are Harrison Radiator and the adjacent industrial park, South Transit commercial area (city line to Rapids Road), the Lincoln-Akron area and Wright's Corners. The development in these areas contribute to the local traffic generation and produce congestion that must be accommodated by the town road system. Traffic on South Transit Road grew 31.7% from 1986 to 1992 attesting to the increased development and traffic activity. The 1994 average daily vehicle count was 25,500 at Dysinger Road (Figure 7) indicating heavy usage for a five-lane road with center turn lanes. The mounting congestion and problems with traffic access in this area has forced traffic onto nearby secondary roads where it becomes
disruptive. The lack of north-south routes for commercial traffic and the lack of a connection to Route 31 and north placed undue traffic load on Tonawanda Creek, Rapids, Dysinger, Bowmiller and Day Roads. It has also left Transit Road with extensive congestion that compromises the road and the uses it serves along its frontage.

Table 7 summarizes the recent traffic counts for major roads in the town. Traffic growth and rising congestion problems are spreading throughout the town and affecting all areas. Dysinger Road near Beattie has experienced a 17.6% per year increase in traffic and now has 16,000 vehicles per day (1994, average annual vehicle trips). Route 104 at Wright’s Corners is currently carrying 10,400 vehicles per day from a combination of through east-west travel and local retail traffic. Route 270, Campbell Boulevard, has had a 4.3% growth in traffic due to commuter travel from the north and the Upper Mountain Road/Sunset Drive area has increased 7.9% per year from 1990 to 1994 for the same reason. This phenomenon does not seem unreasonable for state route that are designed to accommodate such traffic. However, the problems are on local roads not intended for this level of travel such as Sunset Drive, Day Road, Beattie Avenue, Rapids Road, Stone Road and others.

The last network issue is the continuity of the arterial network in relation to the local generators that are intended to accommodate traffic flow. Harrison Radiator (and city industrial) employee traffic cannot move across the congested city streets and therefore attempts to avoid this traffic by finding route around the city. Use of the Southwest Lockport Bypass is thwarted by its discontinuity to the south and east forcing work traffic to use Sunset, Leete, Stone, Gothic and other residential streets to circumvent the city and connect to the network elsewhere. Commuter travel from Medina and east destined toward Erie County or Niagara Falls enter the town on Route 31 or Dysinger Road and travel Day and Bowmiller Road to Dysinger Road for continuation west or access to Transit Road and south. Increasingly, the south-bound traffic is using Crosby, Raymond or Beattie to Rapids Road rather than the congested intersection at Transit and Robinson.

The provision of north-south links in the town and the continuity of the arterial network are crucial to the transportation system. On the west side of town, this means extension of the Southwest Lockport Bypass (NY Route 93) south to eventually link with the Lockport Expressway in the Town of Amherst in Erie County. This supplements Transit Road and offers the only alternative to congestion, the proliferation of through traffic on local roads and the improvement of traffic access opportunities on Transit Road south of Robinson Road.

Transit Road Corridor

It was identified previously that Transit Road is the heart of the town. It connects the town with the city and regional areas north and south. The section south of Robinson Road must be coordinated with the Town of Pendleton for intersection alignment and traffic management of entries, turning movements and signalization. Strip commercial development can completely compromise the arterial function to provide through-trip circulation to city and suburban residents. The use of larger commercial lots and consolidating commercial development and
access, where possible, will protect the capacity of this road and enable reasonable development at the same time. The transportation plan (Figure 7) identifies a number of commercial collectors to consolidate retail access on South Transit Road and serve large commercial lots. However, small strip lot development must be discouraged to produce this benefit.

Additional north-south circulation options also need to be developed to provide for alternative travel to Transit Road. The establishment of Rapids as a major interval intersection between Tonawanda Creek and Robinson for off-arterial circulation will aide local traffic. The only arterial relief can be from the extension of the Lockport Expressway. With over 26,000 vehicles per day currently on Transit Road, only an expressway facility will divert enough traffic to reduce the anticipated growth in congestion and maintain the current function of Transit Road. The continuation of these problems will likely force arterial traffic onto local streets. Commercial customers will end up using residential streets for circulation and, eventually, commercial businesses will begin looking for other less congested locations for their customers’ convenience.

**Tonawanda Creek Road**

This road is the current county east-west circulation route and traverses the creek shore. It is predominantly a residential area and difficult to maintain due to the close proximity to the creek and the high degree of erosion of the creek banks. The lack of proper intersection alignment with Transit Road and the crossing into Pendleton makes this road marginal as an arterial to serve county travel. Either the road must be relocated off of Tonawanda Creek or another road selected for east-west arterial traffic. Recent county studies revealed that the area north of the creek contains a substantial number of wetlands that interfere with a road relocation or a connection with Bartz Road as an alternative egress to Transit Road.

Rapids Road is a continuation of the county route from The Rapids to Transit Road. Its use for relocation of the county arterial route is logical and its current level of improvement can accommodate anticipated traffic. This intersection must be re-aligned at Transit to coordinate travel into Pendleton at Fisk/Feigel Road. Such an connection would facilitate access to the Lockport Expressway interchange when it is built. Tonawanda Creek Road could then be improved (as it currently is in need of bank stabilization and road structure repair), but to town highway standards, not county design requirements and turned over to the town. This arrangement would be far less costly to the county than the relocation of Tonawanda Creek Road.

**Lincoln-Akron Area**

The Lincoln and Akron Roads area is becoming congested and difficult to accommodate circulation due to the awkward pattern of roads. Lincoln is a major route into the city and collects local subdivision and office employment traffic from Davidson Road. Day/Ernest Roads bring traffic from the north and Route 31 to the area, but this traffic must jog west through the Akron Road intersection to travel west or south. The confluence of Bowmiller Road complicated the intersection even more and forces traffic to be stopped in all directions to avoid accidents and provide safety through the area.
The plan proposes to relocate Bowmiller Road east and remove from the intersection while extending Day/Ernest Roads south on a new alignment to bypass the area. This will provide a much needed north-south connection in the east part of the town and greatly reduce the traffic congestion at the Lincoln-Akron Roads intersection promoting safer travel and offering new opportunities for local development and residential use.

**Route 31 - Chestnut Ridge Road**

The split of these two (2) routes and the local development of retail services with a nearby trucking facility have complicated the intersection and produced significant congestion. The angular meeting of these two (2) roads has developed for commercial uses and the entries to these facilities can further produce congestion problems. The alignment of the Chestnut Ridge Road intersection With Route 31 can be altered to improve sight distance and turning movements (through channelization for left and right movements). Ultimately, a traffic signal could be installed as traffic increases.

The retail activity is likely to increase as area growth and traffic attract commercial services. In order to provide a boundary to limit commercial development and facilitate circulation in the area, an extension of Wilson Road south across Route 31 is proposed to split traffic flow. This short commercial collector is far enough from the Chestnut Ridge Road intersection to provide for turning and weaving and would offer an alternative route for directional choice of travel - east bound traffic could use the new collector and west bound traffic would use the existing intersection. The new collector would also serve as an egress for commercial traffic that may even be used to relocate some of the existing land use entrances.

**Day Road Bridge**

Day Road is the only north-south circulation route in the town originating north in the Town of Newfane and traversing the town to its current terminus at Lincoln Avenue Extended. It is also the only route east of the city with the potential to be extended south through the town on predominantly public right-of-way designated for that purpose. In addition, Day Road provides the primary connection from the northern Lockport and Newfane farm areas to the city and urban markets to the south. It is truly a lifeline for the residential and agricultural populace of the town.

The bridge on Day Road across the New York State Erie Barge Canal has fallen into disrepair and recently was closed due to structural deterioration for safety reasons. It has since been revealed that it is unlikely to be improved by the state due to the expense and the close proximity of other bridges for detour - Cold Springs or the Harrington Road bridges. However, Day Road and the bridge it depends for continuous circulation to the south is the only alternative route to Route 78 in the town and the only option around the Cold Springs Bridge that is scheduled for reconstruction and detour in 1997. This route is critical for access from the east and the north and essential to the movement of farm products that cannot tolerate circuitous travel.
Recent public meetings on planning issues for this master plan identified the significance of Day Road to the farm community for supplies, access and markets. Discussion of alternative routes revealed that Cold Springs Road did not offer reasonable truck or farm equipment routing and that Harrington Road improvement would also encourage development by increasing access directly into the heart of the northeast town farm area. The priority of travel on Harrington Road would compromise agriculture which was protected by an Agricultural District, while the improvement of Day Road bridge which was on the boundary of the district would compliment the area and not threaten the land use with potential development.

*Sunset Drive/Leete Road/Stone Road*

The use of these roads for work trip bypass has become substantial and a problem for streets that were intended to be residential in character. The traffic on Sunset is 3800 vehicles per day (1992) and represents 3-4 times the traffic generated by local land development. A number of alternatives were reviewed concentrating on the potential of a bypass from Upper Mountain Road to north of Stone Road and east to Route 31 beyond. All of these had to be north of the city as the north city boundary is Stone Road.

Any new alignment north of Stone Road resulted in an intrusion into the agricultural area and the prospect that such new access would encourage development that was unwarranted in farmland. The route also were required to traverse various tributaries to Eighteen Mile Creek which created environmental, hydraulic and drainage problems. With the Cold Springs Bridge scheduled for repair and improvement, it was suggested that existing roads be utilized with traffic management improvement to handle the increases rather than compromise farmland and promote excessive costs for new road development.

The strategy to re-routing traffic in the area was to divert it from Sunset and Leete to avoid the residential neighborhoods and the intersection of Sunset and Stone Road. The critical element to accomplish this was the diversion of traffic east as soon as possible toward Stone Road. Jackson Street into the city offers the most plausible existing route for traffic to Stone Road from Sunset. Traffic is directed to Sunset over the escarpment and east on a southern extension of Jackson Street. A new town location is shown on the plan to offer an alternative that the town can implement. However, negotiations should be initiated to re-route Jackson through the city to a more appropriate alignment with Stone Road that would also benefit city property and/or development. The intersections of Upper Mountain Road/Sunset Drive and Jackson Street/Stone Road would be improved for circulation as would Stone Road to Cold Springs Bridge for capacity and arterial traffic flow. This would complete an improved route to Route 31 with nearly double the capability to accommodate commuter travel.
UTILITIES

Water

The Town of Lockport receives its drinking water from the Niagara County Water District (NCWD) and distributes it to town residents. An adequate supply exists for town use from the 22 MGD plant on the Niagara River. Water service is available throughout both sectors along road rights-of-way and to all subdivisions.

Primary water service to the area is provided by a thirty inch (30") transmission line on Robinson Road, a twenty-four inch (24") line on Murphy Road supplying transmission mains on Route 31 and Harrison Radiator. Distribution is provided via 10"and 8" mains on major roads to offer a stable, consistent supply to residential and commercial users.

Ten (10) inch transmission mains are located on Transit and Dysinger Roads and Route 31 and Day Road for the Southeast Sector. These feed eight (8) inch distribution mains on Rapids Road, Tonawanda Creek Road, Raymond Road, Akron Road, Lincoln Avenue Extended Day Road, East High Street, Chestnut Ridge Road and Groff/North Canal Roads. Reserve storage for the area is located at East High Street and Keck Road (200,000 gallons, on the south side of Kinne Road at Crosby (200,000 gallons) and the 3.0 million gallon reservoir at the southeast corner of Transit and Robinson Roads (see Figure 9).

Distribution of water in the North Sector is provided by ten (10) inch transmission mains on Route 104, Route 78 south of Wright's Corners and Cold Springs Road to Route 31. Eight (8) inch distribution mains carry water to Slayton Settlement Road, Johnson and Sunset, Jackson Street to the city, Gothic Road, Upper Mountain Road, Campbell Boulevard and Saunders Settlement Road. Reserve storage facilities are located atop the escarpment at Day Road (300,000 gallons), on Route 78 north of Stone Road (300,000 gallons) and at the northeast corner of Upper Mountain Road and Campbell Boulevard (300,00 gallons).

Water service in both sectors is expandable for development as proposed in the master plan. Main sizes are adequate and will be looped and extended where appropriate at the expense of the new development which it is intended to serve. Additional connections to Niagara County Water District facilities are being evaluated to insure continuous water pressure in the town as growth occurs. Current storage facilities may prove unnecessary in this analysis and be retired rather than be restored or maintained in the system. Minor loop connections and increased pump augmentation are proposed to assure pressure balance and fire flows in the system as it is extended.
Sanitary Sewers

The town obtains sanitary treatment services from two (2) sources:

1. The City of Lockport Sewer Treatment Plant (22 MGD) on Plank Road; and
2. The Niagara County Sewer District No. 1 facility in Wheatfield.

This affords the town the opportunity to choose efficiency and operational flexibility for the most cost effective service to town residents. Generally, the south and southeast portion of the town receive adequate sanitary service for the existing development. Rural areas are not served and extensions are only at the expense of the developer based on available treatment and adequate line capacity. This area flows by gravity collection to the Niagara County Sewer District #1 (NCSD) trunk in Pendleton (Figure 9). Collection mains are located on Beattie Avenue, Rapids Road, Tonawanda Creek Road and Dysinger Road. The east portion of the town along Lincoln Avenue Extended and East High Street can have limited expansion without major new facilities as this area flows into the City of Lockport treatment plant. However, pumping facilities and line capacity will restrict the growth in this area.

The best opportunity for expansion of service in the South Transit area is via NCSD No. 1.* Existing expansion of facilities in the District have brought a 36” trunk into the Town of Pendleton north of Feigle and Fisk Roads to Transit Road from the Conrail right-of-way. This is approximately one mile south of Lockport/Robinson Road. This trunk is adequate to serve anticipated growth in the south part of the sector. In addition, the 30” sanitary trunk in Pendleton at Transit Road can provide alternative sewer access and capacity for the southeast.

There is very little sanitary sewer service from the Route 31 area and the escarpment north due to the extensive need for expensive pump facilities to return effluent south up the slope to the city plant. Collection mains are run to the industrial park from Route 31 and Upper Mountain Road and along Sunset, Gothic Road and Niagara Street Extended into the city. Lower Sunset, the east portion of Leete Road and a portion of Stone Road are also serviced by town lines into the city system. A small section of Route 78 is served to the city and provides access to the county fair grounds and the adjacent subdivision. Wright’s Corners has access to sanitary sewers from the Newfane system, but the collection main size and distance to the plant does not offer much opportunity for service to the Town of Lockport.

During the course of development of this master plan, the Town Engineer (Wendel Engineers, report pending) embarked on the analysis of sewer service as part of a Town Facilities Plan. The land use and demographic scenarios for that study were assessed as part of the master plan development to assess the physical and facility needs for different future town growth options. The selected future develop plan for the Town Facilities Plan was drawn from the master plan (Future Land Use Plan) and will be consistent with adopted town growth policies and proposed land use patterns as contained in this document.
Sanitary sewer service to the northern portion of the Southeast Sector and the North Sector depends on the expansion of new facilities to accommodate treatment capability. Areas anticipated for service include East High Street north to Route 31 and the escarpment; Day Road and Chestnut Ridge Road area; Sunset/Leete roads to the west and portions of Stone Road where existing septic systems are failing; and the Route 78 Corridor to Wright’s Corners. The requisite densities to achieve consolidated development and the likely soil conditions (hydric, marginal percolation) depend on the availability of public sanitary sewers to avoid residential sprawl or the intrusion of development into the agricultural conservation areas. The options for such sanitary service to these areas includes:

*Divert to the City Plant* - Provide gravity sewers downstream to be collected and pumped upstream to the city plant.

*Connect to the Newfane Treatment Plant* - Direct sewer lines downstream with gravity flow to Wright’s Corners for connection to the Newfane plant at Lake Ontario; augmented line and plant capacity are required.

*New Sewer Treatment Plant in Lockport* - Construct a new facility to accommodate the flows from the east and north portions of the town (including future development expansion) on Eighteen Mile Creek or one of its tributaries.

Much of the south portion of the town contains significant environmental restrictions to development or is being used for valuable agriculture that is proposed for some level of conservation rather than residential development. Remaining areas not so designated south of Lincoln Avenue Extended can be served by reasonable extension of the existing sewer collection system. Adequate capacity exists for The Rapids which is identified as a rural development area for growth in the Southeast Sector. The growing East town areas of Lincoln-Akron to Route 31 is inadequate in line capacity and difficult to serve to major collection facilities due to the topography. Sewer availability in this area does not match the anticipated need requiring a new interceptor, most likely on Day Road and northward flow by gravity lines to one of the above identified resources.

The North Sector has very little sewer capability as most of the land is below the cost effective reach of facilities. The land use focus on conservation of agricultural uses in the northeast and northwest corners of the sector have greatly simplified the service options and reduced the need to provide extensive access to sewer facilities town-wide at substantial expense. The future land use concentrates development and growth into the Route 78 corridor and recommends protection for the east and west sections for farm use.

This directed land use pattern reduces the total area proposed for future sewer service and diminished the amount of collection, pumps and plant capacity necessary to serve town growth. The 2010 Plan identifies a possible reasonable plant location is north of the escarpment at the most optimum stream location for town service (subject to completion of engineering facility studies). Proposed interceptor routing is greatly simplified from Day Road in the east across the
escarpment near Cold Springs Bridge and north on Sunset Drive to the Eighteen Mile Creek channel and through the Route 78 growth corridor to a new plant. Prospective costs of sewer facilities and the efficiency of development is enhanced by this coordination of future land use and facility plan development.

This use of sanitary sewers in the town is imperative for all areas of poor soils. Soil analysis indicates that there are a few areas that are appropriate for septic systems or soils that can support large lots, but this is a temporary solution and a waste of land if development is intended in the area. Residential development on septic systems in the northwest portion of the town have demonstrated that although apparently warranted by the soils, eventual failures are now compromising the use of the dwelling and the need for public sewers to insure health and safety is evident.

*Gas, Electric*

Both natural gas and electric utilities are available in the town. New York State Electric and Gas (NYSEG) and Niagara Mohawk transmission lines traverse the area supplying local and cross-state service to customers. A twenty (20) inch gas pipeline owned by Tenneco from Canada runs from northwest at Route 31 southeast to Robinson Road at the Southwest Lockport Bypass. Another twenty (20) inch line runs from Route 31 east to Transit Road at Shimer following the power line right-of-way.

Electric service to the area substantially exceeds local growth needs. Three (3) high voltage lines run east-west in a single right-of-way from Route 31 across Transit and Beattie to the rest of the state. Two (2) smaller distribution lines branch off near the Bypass to Shimer and paralleling Shimer (south, rear lot lines) across Locust and Beattie. Another high voltage transmission line is parallel to Robinson Road across the town. Substations are at Robinson and the Bypass, Transit and Shimer (west side) and on Locust south of Shimer.
LOCKPORT MASTER PLAN

PHASES II and III
NORTH AND SOUTHEAST LOCKPORT
SECTOR PLANS

The Land Use Plan is the guideline for future growth in the community. It is the basis for zoning regulation and the official map. It provides a unified direction so that the goals of the community can best be realized. More importantly, the Land Use Plan represents the generalized compilation of the physical, social and economic strengths and weaknesses of the area.

The most physically, economically and socially appropriate uses of land are considered when reviewing new proposals. Each proposal must be evaluated for compatibility, effect on the immediate area and demands on the community as a whole. Consequently, a Land Use Plan may exclude a specific use in an area but the individual proposal on its own merits may prove to be suitable and consistent within its area. The Land Use Plan is a conceptual guideline for defining proposed usage of land within the Southwest Sector.

The 1979 Town of Lockport Master Plan Update reviewed the entire town and established proposed uses for a target population of 20,000. The sector plan does not attempt to replace this master plan in its entirety, but rather refine and augment its information and recommendations for the remainder of the Town - specifically, Phase II and III as a compliment to the Southwest Sector (Phase I adopted in 1993). Since the master plan update, local environmental data has become available, the Southwest Lockport Bypass (future northern terminus of I-990, the Lockport Expressway) has been constructed east of the canal and Transit Road has been recognized as a center of new development for the Town. These Sector Plans compliment the Master Plan and offer detailed recommendations for problems unique to each sector.

In the course of evaluation of the sector and its inventory, it was discovered that the development issues had more than one reasonable land use solution and that some issues conflicted with each. Alternative plans were drafted to explore the various issues and identify the concepts implicit with each issue. Each concept suggested a different master plan approach and these were refined by the Planning Board and consolidated to produce the final plan presented in this document.

The alternate concepts were the subject of public discussion and town review in formulating the selected Sector Plans. None of the alternatives were considered wholly acceptable, but the following guidelines were drawn from the public debate.
GOALS AND OBJECTIVES

The goals and objectives of the plan establish the guidelines and parameters for plan formulation and help direct development needs to solve anticipated problems in the sector. These are drawn from the Town Comprehensive Plan (revised 1979) as a current expression of town policy and were derived from attitude surveys, public workshops and presentations. Details have been added to relate them to this sector, where appropriate.

Quality of Life - Universally pursued by town residents as a goal to preserve their way of life, it generally means the protection of existing lifestyle, community and the ability to enjoy life without fear of disruption or compromise of property. Related objectives include:

- Rural atmosphere with the convenience of available suburban services.
- Quality education services.
- Security (fire and police protection).
- Clean environment.
- Protection of Neighborhoods.
- Adequate opportunity for recreation.
- Efficient, responsive government.
- Convenient centers for goods and services.

Stabilized Economy - This goal relates to the primary effect on town residents and businessmen from variations in the local economy. Residents are concerned about their livelihood/jobs, housing costs, government services and the affordability of retail goods and commercial services. Applicable objectives for long-term community stability include:

- Balanced growth and infrastructure commitments to keep housing and community development costs affordable.
- Avoid duplication of services through governmental coordination and careful infrastructure planning.
- Closely coordinate growth with utility and highway development to promote cost efficiency.
- Maintaining a healthy and modestly expanding tax base to support proper extension of utilities consistent with residential needs.
- Encourage the proper use and orderly development of land in the town to enable residents to plan and protect their investments for the future.

Improved Public Services - Residents naturally expect municipal services to be well maintained by the town. However as growth increases resident population, interest is shifted to improving existing services and expanding into new areas and diversified activities. The town is always looking to improve its service delivery and availability to residents. But these demands must be tempered with the ability to afford new services and the cost effectiveness of service expansion.
• Maintain the excellent quality of schools, libraries and community facilities in the town.
• Continue to provide snow removal, street maintenance, garbage collection, etc. as part of town services.
• Improve traffic control services through land planning and access/circulation management of major roads.
• Focus on Routes 78 and 31 Corridors to reduce congestion and improve the safety and operation; also noted-as problem areas were Harrison Radiator traffic and its circulation needs and Day Road.
• Expand town recreation facilities consistent with available resources, development densities and local support for facilities such as bike/hiking trails, picnic areas, ball fields, and other self-sufficient activities.

Community Orientation - Encourage the development of complete community functions to provide for the full range of activities for town residents (housing, retail, employment, culture, institutions, public services). This focus on all aspects of the town will enhance the local identity for the sense of community that exists in Lockport and promote resident cohesiveness. Appropriate objectives would be:

• Provide housing diversity and coordinate the density of housing types with appropriate highway capabilities.
• Plan for commercial services conveniently located to residential areas to serve local needs and area consumers alike.
• Promote the economic base of the community to attract employment and business services to the town.
• Utilize the town road network to link and integrate community activities with the residents to encourage broader community ties.
LAND USE PLAN

The future land use plan is a consolidation of demographic needs, environmental limitations, infrastructure and anticipated development for the year 2010. By taking the picture of the future and the desire it expresses for planned growth, we can stage the phasing of roads, utilities and development for the best orderly and cost effective results. The plan is targeted far enough into the future to transcend local cultural or economic trends that may not be long term influences on the community, yet near enough to be both attainable and do not compromise existing public private investments.

The Southeast and North Sector Plans have built upon the conceptual elements of the Town Master Plan and followed its guide. It has taken the town-wide issues of viable service base, residential orientation, land use diversity, promotion of economic base and balanced growth and incorporated them into the plan development. The Southwest Sector was selected due to the significant change in area development and infrastructure - the growth of South Lockport and resulting problems and the construction of the Southwest Lockport Bypass. These are formidable issues and clearly the economic importance of this to the rest of the town vitality had been demonstrated (the gateway image, proportion of town population, and traffic activity). The Southeast Sector is also influenced by the Transit Road Corridor, but possesses significant environmental restrictions to development in the southeast and portions of the area east of the city. The North Sector has the influence of Route 31 and the aesthetic prospects of the escarpment that has attracted growth. From the Master Plan came the parameters that could be further studied, explored, detailed and resolved in this sector.

In some cases the sector plan was required to resolve conflicting issues. There are always contradictions between traffic flow/circulation and neighborhood protection, between commercial and residential uses, between encroachment and environmental preservation, between growth and protectionism. These issues were the subject of the alternative plans and were put to public debate at meetings held to involve neighborhoods and business owners in the review process. This commentary was used to guide the consolidated sector plan and advise the planning Board and Town Board in their deliberations.

Therefore, key developmental issues become east-west circulation across the north sector, north-south circulation in the east/southeast sector, protection of neighborhoods such as The Rapids and Wright's Corners, and the improvement of community identity and land use transitions to reinforce separation of incompatible activities. Related issues were the need to protect prime agricultural uses in the southeast and north parts of the Town and the dominance of environmental restrictions that limit development potential in both sectors. These formed the focus of factors that helped consolidate the alternatives and produced the Land Use Map (Figure 8) attached to this Sector Plan. It is intended to address these issues for a growth of 9460 persons in 2010 and be a major force in continuing town development.
Agricultural

The northeast and northwest corners of the Town are productive and valuable farm areas that generate a viable economic base for the community. Such uses should not only limit development to avoid compromising the availability of land for farm use, but these unique soil areas should be conserved to protect the agricultural potential that cannot be replaced. Their contribution to the economy of the Town is significant and the benefit of land conservation is an asset to the future plan.

Agricultural District parcels were used to identify these areas along with the soil and environmental areas. This produced another area to be designated in the southeast to the north and west of The Rapids up to Dysinger Road. The existence of viable farmland with wetland and flood plain areas suggested the conservation of this portion for agricultural use.

While the Agricultural District is helpful, it does not assure the protection of these lands and would not avoid the intrusion of development that can raise assessed values and promote the conversion of farm land to other uses. This can only be accomplished through zoning restriction that will recognize and assist in conservation of these valuable uses until a clear need for change is evident through the rezoning process. A separate classification for agricultural use without residential potential is needed for some of these areas (ie: northeast and northwest, Sector III) to avoid the compromise of these farms by creeping development over time.

A new zone of mixed agricultural and residential is still needed for transition areas and should be established to accommodate traditional rural development. Densities would be in the range of 0.25 to 1.0 dwellings per acre in areas conducive to rural on-site utilities from wells and septic systems. Especially suitably for non-sewered areas, the development characteristics of the rural areas will include promotion of the rural atmosphere of the Town through exceptional setbacks, road buffering, limited farm uses, joint driveways or reverse frontage lots, clustering and other criteria to retain the open rural character while allowing limited residential growth consistent with the capability of the land.

Residential

Rural residential development is reserved for mixed farmland and areas adjacent to environmental facilities where development sensitivity is critical. This includes areas outside the wetlands and sensitive drainage channels along the canal and Eighteen Mile Creek and the agricultural areas in the southeast. Typical areas are east of Beattie, south of Dysinger to Mud Creek and the transition areas along Day and Johnson Roads north of the escarpment. Density is expected to be 0.5 - 2.0 dwelling units per acre consistent with a rural character and compatibility with agriculture uses. Septic systems may be suitable for these areas where soils are not hydric and percolation is acceptable and rural development techniques will be used to maintain the rural character of the town (clustering, common drives/consolidated access, etc.).
Low density residential areas are identified in the east portion of the town, along Tonawanda Creek, the sensitive escarpment and Canal areas and off Route 78 north buffering the creek and environmental areas. Density is suburban in the 2-3 unit per acre category with single-family subdivisions intended in the west and east portions of the North Sector and cluster development in the central area south of Dysinger Road to buffer multi-family uses.

Medium-density uses are reserved for high access areas on Dysinger and Transit Roads where sewer services are available. Densities of 2-5 units per acre are appropriate in townhouse and garden apartment type housing (three floor maximum). This designation also applies to the medium density townhouse developments and mobile home parks of the Town and their logical expansion. The mobile home parks near Transit and Dysinger are planned for expansion at this density and should fulfill all future town mobile home needs. While other areas are identified for medium density development, no further mobile home parks are considered appropriate in these medium density areas and the plan does not anticipate any additional mobile home uses in the town.

Multi-family uses are in areas where services and access can be available to accommodate the higher density anticipated of 5-8 units per acre in apartment style development. Identified locations include Transit Road at Tonawanda Creek (demand from Erie County), Dysinger Road to Raymond Road and Lincoln Avenue Extension to Davidson Road. Such uses may also be considered in the Village Centers mixed with commercial uses in a village setting or in limited association with office uses where designated on the plan.

**Village Centers**

The rural parts of the town are difficult to plan future land use due to the numerous influences and the large alternatives patterns that are possible. However, strip development should be avoided and there is a need to consolidate services and density in the rural areas for efficient utilities, roads and public expenditures. The rural concept to accomplish this is the Village Center proposed at three (3) existing development nodes in the town. These will be the neighborhood centers of each town sector and the focus of dense activities and uses.

Land use in the Village Center is a mixture of rural, retail business, community services, institutions and employment opportunities for the area. It is the central location for rural activity including housing (other than rural single-family dwellings at a low density or clustered dwellings), retail sales and services (postal, etc.) for the surrounding area and employment from rural industry or local services. The Centers are intended to be 1500 - 3000 in population and be self-supporting for the area they serve. They are also the center of social activities that include churches, civic associations, parks and fire protection.

**The Rapids:** This rural area in the southeast corner of the town is relatively stable and serves the surrounding agricultural community. It is likely to remain static and a traditional neighborhood as area growth is only modest. Some subdivision along Tonawanda Creek and Shaffer Roads can bolster population, but the conversion of village
dwellings to multi-family or mixed-use development is more likely. Growth in the adjacent towns will also provide support for local retail services.

**Lincoln-Akron:** This village is on the edge of the city and its urban development. It will be the commonly thought of suburban neighborhood center than the rural village in development. Convenience stores, plaza, industry and medium density or apartment dwellings will epitomize this center. It is just as important for such services to be consolidated in the suburban area as the rural area to avoid the diluted values and congestion associated with strip growth.

**Wright's Corners:** The central development node of the Northern Sector, this village build on the retail concentration that has developed from the growth in the regional market and recognizes that it will become the future growth area for the north part of the Town of Lockport. New development that is not residential or recreational oriented should be focused into this village to compliment the retail services, fire hall and other consolidated investments that serve the surrounding area.

**Commercial**

The Village Centers represent the focus of rural commerce in the Town. However, there are additional retail and service areas that area identified to insure that there is an appropriate range of commerce locations and a diversity of opportunities to meet Town needs. These include the Route 78 corridor south of Dysinger Road, Route 31 east of the city, and the northwest corner of the Town.

The South Transit Road and the Lincoln Road areas have commercial development that serves a regional need and enhances the entire town. While these are largely strip development areas, they include office uses and limited existing development that cannot easily be changed. The plan acknowledges these areas, but does not recommend their expansion or proliferation in other portions of the Town. Such strip growth is detrimental to efficient land use or traffic management and often prevents to proper use of adjacent land blocking expansion of best use of the road access for economic development. To insure the stability and continuity of the commercial group, adequate expansion, opportunity and compatible, complimentary uses must be provided.

The southern portion of Transit Road uses large blocks of land for commercial services separated from other areas to insure maximum development potential and opportunities for merging and weaving of traffic flow consistent with road capacity. Direct access to Transit is discouraged except via commercial collectors such as used successfully in the Sector I portion of Transit Road. Other commercial groups include a community business area at Route 31 and Chestnut Ridge Road to accommodate the larger market access to the east of the Town. This would include large retail goods, offices and other services.
Neighborhood service areas are identified at Warrens Corners and the intersection of Transit and Rapids Roads. These would be for local convenience goods and neighborhood services to meet local needs at an appropriate part of the Town. Community services are not envisioned at these locations due to their proximity to future residential areas or the desire to reduce traffic conflicts and require larger retail operations away from critical intersections that integrate local and through traffic. Uses such as convenience store, service station, beauty/barber shops, small offices, community services (shoe repair, accessories, etc.) all serve local needs and can help buffer neighborhoods from more intense retail and office activities.

Office and Mixed Use

A new use group is introduced with this master plan amendment that reflects the diversity of commercial services that has evolved in the town and the need to refine the development opportunities available for use transition in commercial areas. This group provides the opportunity for the development of offices and office buildings which may present an independent economic potential in the town. Prospective uses include business services, administrative services, consolidated computer operations and services, banking and insurance offices, medical offices, manufacturer representatives and general office operations.

This group of uses often co-exist with other related uses that are compatible and can compliment such activities. Typical complimentary uses include apartments (multi-family or clustered unit development), commercial services (printing, copying, business machine/computer repair, etc.), limited retail of related goods or services (eg: a pharmacy in a medical complex) and utility uses that serve the office group. Uses that require substantial storage, transport and trucking activity are contradictory to this group and cannot be compatible (eg: warehousing, equipment storage, truck terminal, contractor’s storage, etc.).

Three (3) areas are proposed for this office/mixed use group and would be subject to the drafting and execution of an appropriate zoning ordinance provision to allow the use as an independent or mixed category.

1) Davidson Road Extended, south of Lincoln - This area borders the multi-family development on Lincoln and can be representative of the outstanding office park that exists further north in the city. This area is relatively isolated and cannot offer much opportunity for mixed uses which could compromise both the marketability of the office and the surrounding retail uses. It is best developed as offices only with any mixed uses on Lincoln Avenue Extension.

2) Route 78 and Niagara Street - This intersection is dominated by institutional uses and the opportunity for a mixed retail and office use group is excellent. The service retail corner can use the high visibility of the access while the off road property could be commercial office services or medical or administrative offices that support the surrounding institutional uses.
3) Transit Road, south of Bartz Road - This area is likely to be attractive to offices relocating from Erie County and seeking the lower tax rates of Lockport. The area represents a transition between growing residential uses and the evolving strip commercial development that is discouraged by this plan. A mix of office commercial uses and medium density residential development is proposed for this area as an alternative to the continuation of sprawl. Offices on Transit Road with limited retail services is expected while the development of townhouses or cluster dwellings with opportunities for "0" lot line setbacks can be a buffer for adjacent area development. This is also an excellent opportunity for planned residential development (PRD) or mixed-use development in the zoning ordinance.

*Industrial*

New industrial activities are limited to planned, light industry development in areas appropriate to their location needs. The Only such area between Route 31 and Upper Mountain Road adjacent to the Harrison Radiator facility. Currently designated as the Lockport Industrial Park, it has been the subject of separate master planning and environmental review that are still valid and specify the development of the area. The area is compatible with Route 31 access and takes advantage of the Southwest Lockport Bypass and Campbell Boulevard to promote land development.

The industrial park is a planned mixture of light and heavy uses. In this manner, the proximity to Harrison Radiator, the rail line and the attractive, prominent location can be capitalized upon to encourage industrial development.

*Public/Semi-Public Facilities*

This group generally identifies uses that provide a service function to the community. The include churches, cemeteries, schools, libraries, medical facilities, utility services (substations, pump stations) and area recreation. New school sites are not located, but shall most surely be needed with the anticipated growth in Town population. Public facilities such as the jail and the county institutions are recognized (Upper Mountain Road) as is the Wyndham Lawn Home for Children and the Niagara County Fairgrounds on Route 78 north of the city.

Recreation facilities are identified along with the potential use of common utility corridors to consolidate certain services in a linear right-of-way for economy and convenience. The existence of numerous rights-of-way in the sector lends itself to this opportunity. Likely corridors include:

- Somerset Railway ROW - suitably for power lines, sanitary sewer transmission line, pedestrian trail.
- Power Line Rights-of-Way (east of Transit Road) - pedestrian or snowmobile trails and utility corridors.
- New York State Barge Canal - water recreation, recreational boating and marine services, pedestrian /bike trail, bicycle resource.
The Town utilizes major existing reception facilities to coordinate services and provide a broad range of opportunities at the lowest possible cost. Facilities at the Niagara County park on Day Road has been jointly developed for local and regional recreational use and will continue to be available in the future. Town participation in this and other facilities are planned for the future with the Barge Canal being a significant part of this. Marine, trail, passive picnic and outdoor sports development is planned for consolidation with the state investments in this evolving recreation facility.

Other small parks are planned on Tonawanda Creek and the Lincoln-Akron Village Center to diversify facilities throughout the Town. Public and private recreation development will be encouraged at all of the village areas to enhance the concept and reinforce the village as the social focus of each area.

Resource Conservation

Principal environmental features are identified for conservation and development limitation. Included are floodplain, wetlands, open space, hazardous sites and other sensitive environmental areas. These are restrictive areas that need to be preserved in their existing conditions for the natural processes that they represent.

The escarpment is added to the areas identified for conservation to insure that its erodible and drainage characteristics are not compromised in the development process. So to are Eighteen Mile Creek and the Canal area for their respective sensitivities.

Transportation

Transportation network improvements are proposed consistent with growth trends and future development needs. Foremost is the need for properly spaced east-west connectors in the North Sector to provide for Harrison Radiator traffic as well as local circulation. North-south traffic routing in the Southeast Sector is the most important to accommodate traffic around the city and to routes destined south into Erie County. The Lockport Expressway figures heavily in both of these needs and its current stagnation of planning will place traffic loads on local Town streets.

New development is proposed to be handled by the north-south continuity of Day/Ernest and Kick Roads feeding into Rapids Road to Transit. Rapids should replace Tonawanda Creek Road as the primary east-west county arterial across the southeast as the circulation and physical limits of Tonawanda Creek Road area restrictive. An east-west bypass of the city is proposed with the re-routing of Jackson Street north of Upper Mountain Road to carry local employment north to Old Niagara Street and east through a proposed new bridge at Cold Springs to Route 31 east. This diverts traffic out of the local subdivisions along Sunset and better manages flow in the area. The use of these street routings avoid major new highway locations/constructions that are expensive and too far off in implementation to be useful.
North-South links are important primarily in the commercial area of Transit Road to supplement Transit and intercept traffic currently using residential streets rather than the arterial. A number of local collectors are proposed for transit and Route 78 at Wright's Corners to accommodate traffic and improve the capability of the main roadway.

Other connector links are proposed to complete the sector road network and provide continuity in each area. Some proposed roads are essential to solve existing problems and provide orderly growth. Others may await proper demand or be built as part of private development. The plan also recommends the southward extension of the Lockport Expressway in Erie County to relieve Dysinger, Transit and traffic flow to the east.

*Water, Sanitary Sewer*

Sewer services are expected to be a limiting factor to achievement of the plan and its objectives. Expansion of development in the east and north portions of the Town is dependent on new service and most likely the development of new treatment capacity in the north or alternative connections to the city sewer treatment plant or the Newfane treatment facility to the north. The land use plan identified the best potential for the re-direction of sewer flows north to the Wright's Corners area for collection and treatment at one or two branches of Eighteen Mile Creek. This is consistent with the preliminary Town Wastewater Facilities Plan for service in the east and north section of the town (Wendel Engineers, 1996; report pending). Water service is generally adequate for planned growth throughout the Town based on anticipated improvement for resource expansion to insure adequate service and pressure.
<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>TOTAL 1990</th>
<th>LOW 2020</th>
<th>HIGH 2020</th>
<th>PROF. FORECAST 2020</th>
<th>% CHANGE 1990-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALDEN</td>
<td>10,372</td>
<td>11,816</td>
<td>14,637</td>
<td>13,900</td>
<td>32.23%</td>
</tr>
<tr>
<td>AMHERST</td>
<td>133,211</td>
<td>140,975</td>
<td>174,472</td>
<td>135,000</td>
<td>20.8%</td>
</tr>
<tr>
<td>AURORA</td>
<td>13,433</td>
<td>13,524</td>
<td>16,429</td>
<td>15,000</td>
<td>11.7%</td>
</tr>
<tr>
<td>BOSTON</td>
<td>7,445</td>
<td>8,339</td>
<td>10,321</td>
<td>9,000</td>
<td>20.9%</td>
</tr>
<tr>
<td>BRANT (1)</td>
<td>3,918</td>
<td>4,215</td>
<td>5,317</td>
<td>4,000</td>
<td>2.1%</td>
</tr>
<tr>
<td>BUFFALO</td>
<td>328,123</td>
<td>194,719</td>
<td>240,096</td>
<td>320,000</td>
<td>-2.5%</td>
</tr>
<tr>
<td>CHEektowAGA</td>
<td>29,314</td>
<td>89,674</td>
<td>110,985</td>
<td>100,000</td>
<td>0.7%</td>
</tr>
<tr>
<td>CLARENCE</td>
<td>20,044</td>
<td>23,740</td>
<td>29,382</td>
<td>29,000</td>
<td>44.7%</td>
</tr>
<tr>
<td>COLONIA</td>
<td>2,899</td>
<td>3,974</td>
<td>3,681</td>
<td>3,000</td>
<td>3.5%</td>
</tr>
<tr>
<td>COLLUS</td>
<td>6,020</td>
<td>6,026</td>
<td>7,457</td>
<td>7,000</td>
<td>16.3%</td>
</tr>
<tr>
<td>CONCORD</td>
<td>8,287</td>
<td>9,970</td>
<td>12,340</td>
<td>10,000</td>
<td>23.3%</td>
</tr>
<tr>
<td>EDEN</td>
<td>7,416</td>
<td>7,704</td>
<td>9,525</td>
<td>8,000</td>
<td>2.9%</td>
</tr>
<tr>
<td>ELMER</td>
<td>10,525</td>
<td>11,621</td>
<td>14,375</td>
<td>13,000</td>
<td>23.8%</td>
</tr>
<tr>
<td>EVANS</td>
<td>17,478</td>
<td>18,199</td>
<td>21,975</td>
<td>20,000</td>
<td>14.4%</td>
</tr>
<tr>
<td>GRAND ISLAND</td>
<td>17,921</td>
<td>23,081</td>
<td>28,567</td>
<td>25,000</td>
<td>42.4%</td>
</tr>
<tr>
<td>HAMBURG</td>
<td>53,735</td>
<td>64,907</td>
<td>80,333</td>
<td>61,500</td>
<td>14.5%</td>
</tr>
<tr>
<td>HOLLAND</td>
<td>3,572</td>
<td>4,219</td>
<td>5,346</td>
<td>5,000</td>
<td>40.0%</td>
</tr>
<tr>
<td>LACKAWANNA</td>
<td>10,585</td>
<td>12,656</td>
<td>15,664</td>
<td>19,000</td>
<td>-7.3%</td>
</tr>
<tr>
<td>LANCASTER</td>
<td>51,181</td>
<td>36,416</td>
<td>45,070</td>
<td>45,500</td>
<td>41.4%</td>
</tr>
<tr>
<td>MARILLA</td>
<td>5,250</td>
<td>7,990</td>
<td>9,889</td>
<td>6,000</td>
<td>41.2%</td>
</tr>
<tr>
<td>NEWSTEAD</td>
<td>4,462</td>
<td>9,399</td>
<td>11,521</td>
<td>9,000</td>
<td>21.0%</td>
</tr>
<tr>
<td>NORTH COLLINS</td>
<td>3,502</td>
<td>3,074</td>
<td>3,805</td>
<td>4,000</td>
<td>14.2%</td>
</tr>
<tr>
<td>ORCHARD PARK</td>
<td>24,632</td>
<td>31,891</td>
<td>39,470</td>
<td>32,000</td>
<td>29.9%</td>
</tr>
<tr>
<td>SARDINIA</td>
<td>2,667</td>
<td>3,057</td>
<td>3,783</td>
<td>3,000</td>
<td>12.5%</td>
</tr>
<tr>
<td>TONAWANDA (T)</td>
<td>87,444</td>
<td>59,522</td>
<td>73,667</td>
<td>75,000</td>
<td>-9.1%</td>
</tr>
<tr>
<td>TONAWANDA (C)</td>
<td>17,284</td>
<td>13,185</td>
<td>16,323</td>
<td>15,000</td>
<td>-13.2%</td>
</tr>
<tr>
<td>WAYLANDS</td>
<td>2,917</td>
<td>3,514</td>
<td>4,250</td>
<td>3,000</td>
<td>2.8%</td>
</tr>
<tr>
<td>WEST SENECA</td>
<td>47,830</td>
<td>50,787</td>
<td>61,587</td>
<td>50,000</td>
<td>4.5%</td>
</tr>
<tr>
<td>COUNTY TOTAL</td>
<td>968,532</td>
<td>870,277</td>
<td>1,077,705</td>
<td>1,039,000</td>
<td>7%</td>
</tr>
</tbody>
</table>

| CAMBRIA           | 4,779      | 5,488    | 7,102     | 6,000                | 15.8%               |
| HARTLAND          | 3,911      | 3,451    | 4,546     | 4,500                | 15.1%               |
| LEONSTON (2)      | 16,226     | 15,128   | 19,743    | 17,500               | 7.9%                |
| LOCKPORT (C)      | 2,416      | 2,298    | 3,013     | 2,000                | -5.8%               |
| LOCKPORT (T)      | 16,596     | 17,187   | 35,473    | 27,000               | 62.7%               |
| NEWFANE           | 8,996      | 8,387    | 10,880    | 10,500               | 16.7%               |
| NIAGARA           | 9,830      | 11,728   | 15,305    | 12,000               | 21.5%               |
| NIAGARA FALLS     | 61,840     | 31,102   | 40,588    | 55,500               | -10.3%              |
| NORTH TONAWANDA   | 24,989     | 33,416   | 43,668    | 35,500               | 1.5%                |
| PENDLETON         | 5,010      | 5,324    | 6,947     | 7,000                | 39.7%               |
| PORTER            | 7,110      | 6,649    | 8,677     | 7,500                | 5.5%                |
| ROYALTON          | 7,453      | 7,474    | 9,780     | 8,000                | 7.3%                |
| SOMERSET          | 2,655      | 2,606    | 3,401     | 3,000                | 13.0%               |
| WHEATFIELD        | 11,175     | 12,814   | 16,736    | 16,000               | 42.8%               |
| WILSON            | 5,761      | 6,283    | 8,199     | 6,000                | 4.1%                |
| COUNTY TOTAL      | 120,756    | 200,043  | 261,057   | 239,000              | 8.3%                |
| REGIONAL TOTAL    | 1,189,331  | 1,071,020 | 1,333,762 | 1,278,000            | 7.5%                |
## HOUSEHOLD

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>TOTAL 1990</th>
<th>TRENDS LOW 2010</th>
<th>TRENDS HIGH 2020</th>
<th>PROP. FORECAST 2020</th>
<th>% CHANGE 1990-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALDEN</td>
<td>3,010</td>
<td>3,466</td>
<td>3,964</td>
<td>2,900</td>
<td>29.6%</td>
</tr>
<tr>
<td>AMHERST</td>
<td>41,252</td>
<td>50,964</td>
<td>58,188</td>
<td>50,300</td>
<td>21.9%</td>
</tr>
<tr>
<td>AURORA</td>
<td>4,919</td>
<td>5,059</td>
<td>5,786</td>
<td>5,200</td>
<td>15.7%</td>
</tr>
<tr>
<td>BOSTON</td>
<td>3,651</td>
<td>3,132</td>
<td>3,563</td>
<td>3,200</td>
<td>20.7%</td>
</tr>
<tr>
<td>BRANT (T)</td>
<td>1,363</td>
<td>1,389</td>
<td>1,589</td>
<td>1,400</td>
<td>2.7%</td>
</tr>
<tr>
<td>BUFFALO</td>
<td>35,595</td>
<td>77,359</td>
<td>88,476</td>
<td>131,900</td>
<td>2.7%</td>
</tr>
<tr>
<td>CHEEKTOWAGA</td>
<td>39,669</td>
<td>41,794</td>
<td>47,800</td>
<td>39,900</td>
<td>6.8%</td>
</tr>
<tr>
<td>CLARENCE</td>
<td>6,977</td>
<td>8,665</td>
<td>9,931</td>
<td>10,100</td>
<td>44.3%</td>
</tr>
<tr>
<td>COLFAX</td>
<td>1,034</td>
<td>1,142</td>
<td>1,207</td>
<td>1,100</td>
<td>6.3%</td>
</tr>
<tr>
<td>COLLENS</td>
<td>1,456</td>
<td>1,686</td>
<td>1,929</td>
<td>2,000</td>
<td>20.8%</td>
</tr>
<tr>
<td>CONCORD</td>
<td>3,650</td>
<td>3,752</td>
<td>4,248</td>
<td>3,700</td>
<td>21.3%</td>
</tr>
<tr>
<td>ERIE</td>
<td>1,253</td>
<td>2,792</td>
<td>3,193</td>
<td>2,700</td>
<td>7.1%</td>
</tr>
<tr>
<td>ELMALIS</td>
<td>1,444</td>
<td>4,377</td>
<td>5,008</td>
<td>4,600</td>
<td>26.3%</td>
</tr>
<tr>
<td>EVANS</td>
<td>6,115</td>
<td>8,876</td>
<td>9,927</td>
<td>7,000</td>
<td>14.3%</td>
</tr>
<tr>
<td>GRAND ISLAND</td>
<td>6,210</td>
<td>8,830</td>
<td>10,099</td>
<td>8,900</td>
<td>41.3%</td>
</tr>
<tr>
<td>HAMBURG</td>
<td>20,085</td>
<td>26,241</td>
<td>30,013</td>
<td>23,000</td>
<td>14.5%</td>
</tr>
<tr>
<td>HOLLAND</td>
<td>1,287</td>
<td>1,567</td>
<td>1,815</td>
<td>1,850</td>
<td>42.1%</td>
</tr>
<tr>
<td>LACKAWANNA</td>
<td>8,451</td>
<td>6,444</td>
<td>7,370</td>
<td>7,500</td>
<td>-11.2%</td>
</tr>
<tr>
<td>LANCASTER</td>
<td>12,066</td>
<td>14,614</td>
<td>16,714</td>
<td>17,400</td>
<td>44.5%</td>
</tr>
<tr>
<td>MARILLA</td>
<td>1,777</td>
<td>2,793</td>
<td>3,195</td>
<td>2,000</td>
<td>12.6%</td>
</tr>
<tr>
<td>NEWPORT</td>
<td>2,543</td>
<td>3,763</td>
<td>4,404</td>
<td>3,500</td>
<td>22.2%</td>
</tr>
<tr>
<td>NORTH COLLINS</td>
<td>1,220</td>
<td>1,288</td>
<td>1,391</td>
<td>1,400</td>
<td>17.1%</td>
</tr>
<tr>
<td>ORCHARD PARK</td>
<td>8,832</td>
<td>12,350</td>
<td>14,074</td>
<td>11,500</td>
<td>30.2%</td>
</tr>
<tr>
<td>SARDINIA</td>
<td>928</td>
<td>1,049</td>
<td>1,200</td>
<td>1,000</td>
<td>10.1%</td>
</tr>
<tr>
<td>TONAWANDA (T)</td>
<td>33,836</td>
<td>30,028</td>
<td>34,343</td>
<td>29,400</td>
<td>-12.6%</td>
</tr>
<tr>
<td>TONAWANDA (C)</td>
<td>6,069</td>
<td>5,866</td>
<td>6,709</td>
<td>5,900</td>
<td>-14.1%</td>
</tr>
<tr>
<td>WALES</td>
<td>1,009</td>
<td>1,248</td>
<td>1,427</td>
<td>1,100</td>
<td>9.0%</td>
</tr>
<tr>
<td>WEST SENECIA (T)</td>
<td>17,271</td>
<td>20,448</td>
<td>22,386</td>
<td>18,500</td>
<td>7.1%</td>
</tr>
<tr>
<td>COUNTY TOTAL</td>
<td>376,919</td>
<td>349,998</td>
<td>400,299</td>
<td>399,900</td>
<td>6.4%</td>
</tr>
<tr>
<td>CAMBRIA</td>
<td>1,676</td>
<td>2,064</td>
<td>2,421</td>
<td>2,100</td>
<td>25.3%</td>
</tr>
<tr>
<td>HARTLAND</td>
<td>1,341</td>
<td>1,318</td>
<td>1,546</td>
<td>1,500</td>
<td>11.5%</td>
</tr>
<tr>
<td>LEWISTON (O)</td>
<td>5,483</td>
<td>5,019</td>
<td>6,590</td>
<td>4,000</td>
<td>-24.5%</td>
</tr>
<tr>
<td>LOCKPORT (C)</td>
<td>9,938</td>
<td>9,232</td>
<td>10,828</td>
<td>9,300</td>
<td>-5.5%</td>
</tr>
<tr>
<td>LOCKPORT (T)</td>
<td>5,925</td>
<td>10,289</td>
<td>11,161</td>
<td>9,700</td>
<td>63.7%</td>
</tr>
<tr>
<td>NEWFANE</td>
<td>3,254</td>
<td>2,948</td>
<td>3,482</td>
<td>3,800</td>
<td>14.8%</td>
</tr>
<tr>
<td>NIAGARA</td>
<td>3,801</td>
<td>5,388</td>
<td>6,296</td>
<td>4,600</td>
<td>21.0%</td>
</tr>
<tr>
<td>NIAGARA FALLS</td>
<td>25,885</td>
<td>14,521</td>
<td>17,030</td>
<td>22,200</td>
<td>-10.0%</td>
</tr>
<tr>
<td>NORTH TONAWANDA</td>
<td>13,585</td>
<td>14,339</td>
<td>14,817</td>
<td>13,800</td>
<td>1.6%</td>
</tr>
<tr>
<td>PENFIELD</td>
<td>1,695</td>
<td>1,897</td>
<td>2,225</td>
<td>2,400</td>
<td>41.6%</td>
</tr>
<tr>
<td>PORTER</td>
<td>2,508</td>
<td>2,619</td>
<td>2,955</td>
<td>2,600</td>
<td>3.8%</td>
</tr>
<tr>
<td>ROYALTON</td>
<td>1,618</td>
<td>2,702</td>
<td>3,169</td>
<td>2,900</td>
<td>10.8%</td>
</tr>
<tr>
<td>SOMERSSET</td>
<td>940</td>
<td>824</td>
<td>1,049</td>
<td>1,000</td>
<td>6.4%</td>
</tr>
<tr>
<td>WHEATFIELD</td>
<td>4,012</td>
<td>4,897</td>
<td>5,744</td>
<td>5,900</td>
<td>46.7%</td>
</tr>
<tr>
<td>WILSON</td>
<td>3,120</td>
<td>3,312</td>
<td>3,711</td>
<td>3,200</td>
<td>3.8%</td>
</tr>
<tr>
<td>COUNTY TOTAL</td>
<td>84,968</td>
<td>90,995</td>
<td>95,000</td>
<td>91,100</td>
<td>7.6%</td>
</tr>
<tr>
<td>REGIONAL TOTAL</td>
<td>460,767</td>
<td>451,900</td>
<td>495,300</td>
<td>491,000</td>
<td>6.0%</td>
</tr>
</tbody>
</table>