

Village of Hamburg

2012 Comprehensive Plan Update



Leveraging Community Revitalization Successes and Capitalizing on New Opportunities To Create a Brighter Future

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Acknowledgements

Proactive community planning demands considerable time and effort from community volunteers. The Village of Hamburg was fortunate to have a dedicated steering committee who oversaw the update process and provided valuable insight and feedback to the plan document's development.

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The plan's completion and future implementation would not be possible without the support and stewardship offered by our Village Board of Trustees.

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Table of Contents

1. Introduction.....	1
2. Confirmation and Discovery.....	5
3. Plan for the Future.....	16-52
Revised Vision Statement.....	16
Future Land Use and Development.....	18
Public Realm	30
Economic Development	36
Transportation	41
Environmental Resources.....	45
Historical and Cultural Resources	47
Parks and Recreation.....	49
Community Facilities	51
Utilities	52
4. Implementation.....	53
Community Design and Public Spaces	54
Healthy Village Neighborhoods.....	58
Economic Development.....	60
Zoning and Regulatory.....	63
Grant Funding Opportunities.....	66

Appendices

A: 2003 Comprehensive Plan

B: Existing Conditions and Proposed Future Land Use Mapping

C: State Environmental Quality Review Act (SEQRA) Documentation

D: Existing Zoning Code Summary



Map 1: Regional Setting Map



1. Introduction

Introduction

The Village of Hamburg is located in the southeastern portion of the Town of Hamburg in Erie County. Originally settled as service center for surrounding rural communities, the Village's role in the region has remained largely unchanged. The Village boasts a traditional central business district, a diverse housing stock, high-quality schools, access to the New York State Thruway and Route 219 and convenient proximity to the City of Buffalo and skiing. Building on its many assets, the Village has worked diligently to ensure its long-term viability and to enhance residents' quality of life. These efforts have been challenged, however, by changing local and regional economies, decreased public funding streams, and increased demand for community service and public amenities. Municipalities like The Village of Hamburg are continuously searching for ways to do more with less.

Proactive planning and well-conceived community development initiatives have been integral tools for the Village of Hamburg. Utilizing asset-based planning to address the challenges inherent in community development and municipal decision making has yielded very positive results. That success was the driving factor in the Village's decision to update its Comprehensive Plan.

What is a Comprehensive Plan and Why is It Important?

When well crafted and regularly utilized, a comprehensive plan is a policy document that guides community decision making, policy creation, community development preferences and capital investments. As the name indicates, a comprehensive plan addresses a wide range of community issues and provides a logical framework for addressing various community-based goals.

Most comprehensive planning processes and documents feature similar elements: community input; existing conditions analysis; vision and goals; and



The new development pictured above is just one example of the major changes that have occurred since the last plan was adopted.



implementation. However, the specific content, format, approach and style of comprehensive plans, and the processes used to create them, can vary widely across communities. A comprehensive plan's effectiveness and usefulness vary accordingly as a result.

In order to be a relevant community resource, the comprehensive plan document should accurately reflect current and planned conditions and provide strategies to respond to changing community concerns and needs.

Why Update the Village's Comprehensive Plan Now?

The adoption of the 2003 Comprehensive Plan, utilization of recently created design standards for the Central Business, Professional Office and Commercial Districts, updated zoning, and the completion of Historic Preservation Inventory are just a few examples of the Village's commitment to progressive community planning. The Village's proactive planning efforts have spurred the revitalization of the Central Business District, prompted improvements to public gathering spaces, guided streetscape enhancements with a traffic calming road design that shifted focus on the pedestrian experience during decision making, established new stakeholder partnerships and reinvigorated the Village's community spirit and pride.

Although the Village has experienced significant planning achievements and implementation successes, community leaders and stakeholders recognized that sustaining these efforts and advancing the community's priorities would require continued progressive planning. To that end, they reviewed the 2003 comprehensive plan in detail and considered emerging issues and opportunities. Business and government leaders and residents concluded a plan update was needed to achieve the Village's long-term redevelopment goals and to address recent changes and trends. Village leaders identified key issues and geographic areas within the Village that required more focus than the 2003 plan had provided. They determined a 2010 Comprehensive Plan Update was needed to provide clear guidance on future investments and decision making.



1. Introduction

How Does This Comprehensive Plan Relate to the 2003 Plan?

The 2003 Comprehensive Plan was prepared based on widespread community input gathered through a community survey, public meetings, stakeholder interviews and steering committee guidance. The resulting plan's vision and policy framework reflected that input. Since the community's overall vision for the future has not altered significantly since 2003, much of the plan's core components are still relevant.

The 2010 Comprehensive Plan Update utilized the vision and policy framework from the 2003 Plan as the foundation. The planning effort focused primarily on the geographic areas and issues that required more detailed attention. Some of the key topic areas yielded little to no changes in the update. The 2010 Comprehensive Plan addresses all of the key topics, either through new or revised narrative and includes a new policy area for public realm. For reference purposes, the entire 2003 Comprehensive Plan has been included as Appendix A of this document.

Who Participated in the Planning Process?

The plan update was guided by a Steering Committee that represented diverse community interests and perspectives. The committee's composition is provided in the acknowledgments section on the inside cover. Several public meetings were conducted at key stages of the planning process to solicit preliminary input on conditions and needs and to provide feedback on plan recommendations. Key staff members from the Village and community organizations were interviewed to obtain information about existing conditions and needs. Additionally the process included focus group sessions with residents, merchants and property owners along Lake Street, which was one of the key areas of focus in the update.

The comments and ideas generated through public outreach and participation guided the plan's overall direction and informed specific recommendations. In the sections that follow, community input is reflected both directly and indirectly in the plan's narrative.

Sample Public Input

- Town/Village boundary needs improvement
- Continue enhancing streetscapes, traffic calming and crosswalks
- Auto stores are not attractive
- Lake Street needs to be improved (safety and appearance); the village needs to undo what was done by DOT
- Concerns about commercial creeping into neighborhoods
- Could the Village have a circulating trolley?



Community Planning and Design Successes



Enhanced park spaces encourage community gathering and help defined the village's sense of place.



The new roundabouts and the combination of new development and rehabilitated properties have completely changed the Village's image.



This new building reflects historic elements of Hamburg's traditional central business district.



Historically significant structures have been restored throughout the village.



Pedestrian amenities, such as new sidewalks and benches create gathering spaces throughout the village.



Façade enhancements reflect varying building styles and architectural character.



2. Confirmation and Discovery

2. Confirmation and Discovery – Understanding Current Conditions

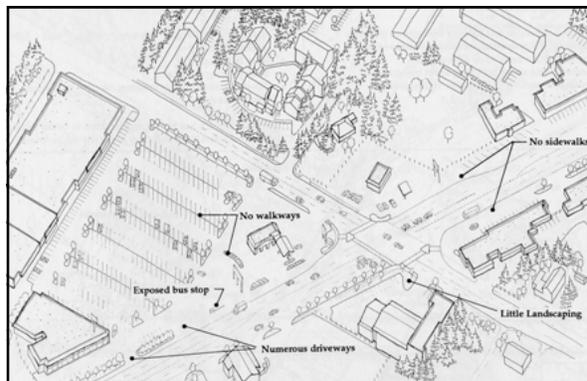
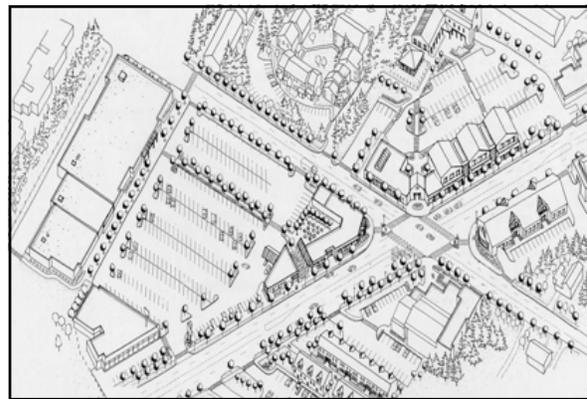
What Distinguishes a Village from Other Places?

Without a visible welcome sign to provide a clear indication, most people know when they have arrived in a village because they are easy to identify. Up close and from a distance, Villages have physical attributes unlike other places that make them easy to discern.

Most villages are compact, with houses and buildings located in close proximity to one another. Village centers (downtown areas) often feature one street or more that have traditional “main street” development, where buildings meet the sidewalk and stand shoulder to shoulder with one another. Many village main streets are comprised of multi-story buildings, with retail space on the street level and residential or office uses above. Parking is provided on the streets and in lots that are located behind buildings or in well buffered side lots.

Villages naturally support a mix of uses because they are typically organized around a focal point of concentrated social, economic and cultural activities and needs. Villages have smaller blocks arranged in linear grids, well-connected sidewalk systems and nearby neighborhoods and residential development, which make them very walkable. Villages often feature public greenspaces located at the centers and along the edges that make them a natural location for public events and social gatherings. Consequently, villages often foster a strong sense of community and interaction.

Many villages throughout New York state date back to the 1800s and 1900s, giving them an important sense of history and architectural



The top graphic depicts a well designed village center. The graphic below illustrates suburban scaled development in a village-like setting.



character. Villages offer a collection of assets and a quality of life that can be very difficult to replicate in non-village settings.

These shared physical development themes are part of what make villages unique and important and why it is critical that they be preserved and enhanced over time.

The Village of Hamburg's leaders, volunteers, residents, merchants and other key stakeholders have always known the qualities and attributes that make this place special. They have demonstrated their esteem for their community and their commitment to its long-term viability by engaging in community planning and development efforts, including this updated comprehensive plan.

How Has the Village's Past Shaped What It Is Today?

The Village's valued heritage is well document in its Historic Reconnaissance Survey. The following brief overview of the Village's history provides a framework to better understand its physical, social and cultural past as a way of guiding future development.

The Village of Hamburg was first settled in 1806 as rural farming community and was known as White's Corners. Early settlers located in the southeast corner of what is now the village center. In the early days, the variety of crops grown in Hamburg helped support Buffalo's quality of life. Over time, city residents relocated to the rural areas to set up businesses and build homes as well as farm the countryside.

As Hamburg's population increased, new businesses and residences were built. In 1874, the hamlet was incorporated as the Village of Hamburg. At that time, the population of the young village was a little more than 700. By 1900, the Village's population had grown to approximately 2,000 and it boasted a robust mix of development, including general stores, groceries, drug stores, clothing stores, jewelry stores, furniture stores, hardware stores, clothing and shoe stores, meat markets, tailors, millinery shops, banks, printing offices, hotels, a canning factory, mills, coal dealers, professional services, churches and religious organizations.

Through the early 1900s, the Village's oldest neighborhoods were formed, reflecting the traditional neighborhood design practices and architectural standards of the time. After World War II, the Village grew at an accelerated rate to accommodate the increased demand for new



2. Confirmation and Discovery

housing. It was during this time and afterward that some of the Village's more suburban-scaled neighborhoods and commercial nodes were developed. As a result, the Village of Hamburg boasts a diverse range of residential and commercial environments.

By the 1990s and early 2000s, the Village of Hamburg suffered from the typical ills that afflict so many American small towns:

- Excessive development in a region experiencing significant population loss;
- Proliferation of big box retail and national chain stores outside of village and city centers;
- suburban style zoning policies in the Village;
- Altered character of village arterial streets due to the growth in traffic and the resulting road widening; and
- Decline of the village's downtown because the village's primary streets were becoming increasingly hostile to pedestrians and aesthetically unattractive due to a focus on the automobile and moving traffic.

Although the Village's established residential neighborhoods remained stable and livable, the unchecked spread of commercial uses was eroding residential edges, threatening home values and diminishing the quality of life in vulnerable areas.

Recognizing the need for drastic change, Village leaders initiated a comprehensive planning process to examine critical community issues. In 2003, the Village adopted an updated Village Comprehensive Plan, which emphasized traditional neighborhood planning tools to preserve, enhance, and restore the Village's livability and economic viability.

What Changes Have Occurred Since the 2003 Plan's Adoption?

The Village of Hamburg has experienced a dramatic transformation since the adoption of its 2003 plan.

The Village was able to influence the design of a major NYSDOT road construction project that affected two of the village's primary arterial streets. A village-based committee worked closely with the New York State Department of Transportation to ensure the reconstruction project produced a village compatible streetscape. The effort included the involvement of recognized traffic calming expert Dan Burden to identify more pedestrian friendly design alternatives. The final project, which



included four roundabouts, is a model of context sensitive design in a traditional village setting.

The hard-fought effort to incorporate comprehensive streetscape, traffic calming, and pedestrian amenities throughout the NYSDOT village road reconstruction project ensured that a project that could have weakened the pedestrian climate actually helped reclaim the center of the village by making it comfortable and inviting for people and businesses. As is often the case with well-designed public infrastructure enhancements, especially ones that redefine public spaces, the road reconstruction project spurred additional revitalization efforts and changes.

The Village took steps to revise the Village's zoning ordinance to reflect the comprehensive plan and incorporate form-based design standards. Initially, the Design Standards addressed the Central Business District to ensure that investment and revitalization in The Village of Hamburg's core was conducive to its traditional village setting. Later, design standards were developed for the Commercial and Professional Office Districts as well.

The Village also conducted a historic resource inventory and enacted a local historic preservation ordinance. The Village obtained, and now maintains, Certified Local Government status.

With an updated comprehensive plan and newly adopted design guidelines, the Village was well positioned to pursue grant funding through the New York Main Street program. The Village has enjoyed tremendous success obtaining and targeting Main Street grant funds to address the façade and building renovations needed to restore and revitalize formerly underutilized properties. The \$800,000 in grant funds have spurred significant private investment, which has yielded noticeable changes in the Village's Central Business District.

The Village of Hamburg is one of only a few communities that have succeeded in revitalizing its traditional downtown commercial district. Many of the elements of the transformation were addressed in the 2003 plan and have shaped this community into a "place of pride" for both residents and business owners.



2. Confirmation and Discovery

Based on Current Conditions, What Critical Issues Need to Be Addressed?

The Village is fortunate to have addressed many of the key issues from the 2003 plan in a relatively short period of time. The rapid succession of infrastructure and community development projects and regulatory changes have had a noticeable impact on the community. The Village of Hamburg is receiving well deserved attention at the local, regional and national levels for the various projects and policies it has in place.

Vigilant attention will be required to maintain and build upon what has been accomplished to date. This update is focused on providing a well-defined framework to continue applying pedestrian based solutions to public realm enhancements, encourage well designed transitions between neighborhoods and commercial areas and develop a well-conceived approach to future land use and development.

Within that broader framework, the Village has identified several key geographic areas requiring specific attention:

- Lake Street (north of Pierce and Main Street);
- Pine Street
- South Buffalo Street
- Main Street (between Lake and Center Street)
- West End (light industrial zone located along the railroad tracks).

Many of these targeted areas include underutilized properties and zoning that encourage uses that may either have undesirable consequences, such as decreased property values or increases traffic and parking demand, or may not be suitable to the size, location, or configuration of the properties.

General Observations

Excessive Commercial Zoning – Currently, the village has too much commercially zoned property. The presence of too much commercial property can deflate real estate values, create vacancies and conflict with the goal of keeping business and activity concentrated in the central business district. Too much commercial zoning also encourages commercial uses in buildings not designed to accommodate them and on properties not suited to accommodate associated parking and traffic flow. Over time, these conditions would likely erode the quality of residential neighborhoods.



Neighborhood Edges— Areas where residential streets abut the central business district and/or commercial nodes are often the places where neighborhood edges become frayed, especially when adjacent commercial uses are either poorly designed and/or poorly maintained. Neighborhood edges are often the first places that convert to rental units, multi-family dwellings or non-residential uses. As the edges weaken, negative perceptions may increase, which can lead to decreases in property value and reduction in investment and maintenance over time.

Although the village boasts vibrant neighborhoods, there are places where neighborhood edges have become distressed. Examples of declining neighborhood edges include under utilized or ill-maintained properties, poorly designed additions/alterations, abrupt or non-existent transitions and buffers between residential dwellings and adjacent commercial properties.

Walkability and Connectivity Issues— The Village boasts a relatively well-connected system of sidewalks. However, there are areas throughout the village where sidewalk improvements are warranted to either address poor conditions and maintenance or to meet today's codes for ADA accessibility. Additionally, there are segments of sidewalk throughout the village that do not have an adequate buffer between pedestrian and vehicular travel zones (e.g. former Blockbuster and where crosswalks are insufficient or not identified).

Additionally, the Village lacks a well-defined trail and bike route system to connect



Pleasant Avenue links the Village center with the Lake Erie Shore. However, its current configura-



Example of unsafe pedestrian environment, with no buffer to separate pedestrian and vehicular movements.



2. Confirmation and Discovery

various destinations within the Village and beyond. The Village needs to examine opportunities to enhance its current sidewalk system and fill in any existing gaps. There is also an opportunity to explore connections to nearby destinations and regional trail opportunities, including access to Lake Erie in the Town of Hamburg.

Weak Village Gateways—The Village’s primary gateways are located on: Pleasant Avenue, Camp Road/Lake Street (from the Thruway); Buffalo Street (from the City of Buffalo and points north); East Main Street (from Boston, Springville and ski areas); Newton Road (from Orchard Park and East Aurora); S. Buffalo Street (from East Eden); and Pierce Ave (from agricultural areas) and Clark Street coming from Orchard Park. The context and sense of arrival vary considerably from gateway to gateway. It will be important to strengthen all of the Village’s gateways and ensure the arrival into the village is obvious, pleasant and memorable. Given the ranging settings at each gateway area (e.g., varying street configurations and land use patterns); streetscape improvements may not be exactly the same at every one. Instead, the Village should identify themes or signature streetscape elements that can be incorporated into future improvements to promote the Village’s character, promote its identity and create a sense of arrival.

Inconsistent Streetscape Conditions—The improvements throughout the Central Business District have demonstrated the power of public spaces and their ability to impact revitalization and private investment. The Village needs to assess and improve streetscape conditions in other key areas of the village. In general, the Village needs to promote traffic calming road designs, ensure consistently located street trees, well-maintained sidewalks, pedestrian scaled lighting and defined pedestrian zones and crosswalks. Primary routes to/from the Village should consider multi-modal access opportunities to accommodate vehicles, bikes and pedestrians. The Village should also consider public landscaping and other decorative features.

Area-Specific Observations

Lake Street—Input from the public and key stakeholders consistently identified Lake Street as a priority target for future capital improvements. The corridor’s mix of land uses, residential conversions, predominantly suburban styled development, varying lots sizes, range



of property maintenance, and hostile pedestrian environment does not reflect the Village's character and support its goals for walkability and sense of place.



One example of current streetscape conditions along Lake Street. In this image there is no buffer between the sidewalk and adjacent parking or roadway. There are no streetscape amenities, such as street trees or pedestrian scaled lighting— to improve comfort or aesthetics.

The Village needs to identify both short and long-term opportunities to improve the streetscape, encourage the most appropriate mixes of development and improve property maintenance. Although Lake Street may not be on NYSDOT's reconstruction cycle for a major construction project, the Village should maintain an ongoing dialogue related to its reconstruction to restore the Village qualities that were undermined during the last reconstruction project. In addition, the village should work actively with NYSDOT and the regional transportation council to ensure that the Lake Street/Pierce Avenue/Main Street intersection is identified as priority location for round-about conversion.

Pine Street and East Union Street— Despite its current zoning classification, Pine Street looks, feels and functions like a residential street. The Village should make zoning and design guideline changes to maintain the residential character of the street and limit future commercial development to the areas where it exists now. With its proximity to the Central Business District, the Village should explore opportunities to expand residential living



Village should identify opportunities for higher-density residential redevelopment like the example pictured here instead of permitting the conversion of residential properties into commercial uses along Pine Street.



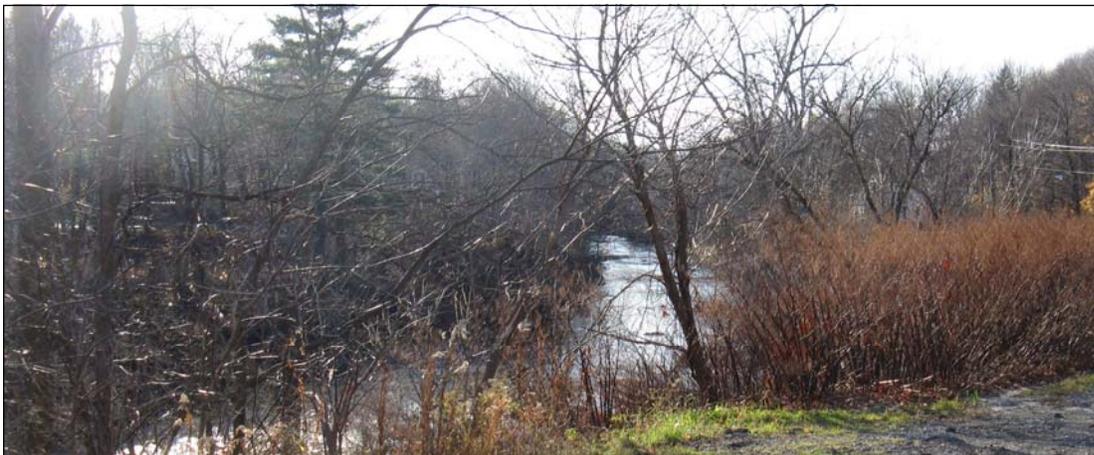
2. Confirmation and Discovery

opportunities. For this area of the Village, efforts should be made to enhance the small amount of existing commercial, rehabilitate existing residential properties, and promote high-quality future residential land uses. This area may be a prime location for higher density residential development that maintains the village’s historic charm and character.

South Buffalo Street— South Buffalo Street provides a critical link between residential neighborhoods, the Eighteen Mile Creek, Centennial Park, and the Central Business District. However, this critical connection has been weakened by deferred maintenance of existing buildings, underutilized/vacant parcels, inadequate buffers between residential and commercial development and a lack of streetscape defining elements. The properties on the east side of S. Buffalo Street are currently the focus on the Village’s 2009 Main Street grant. The Village will also need to take steps to explore redevelopment of the vacant parcel along the creek and improve the public realm amenities through this area.



This view of S. Buffalo Street heading north toward the Central Business District demonstrates the need for enhanced streetscape and physical connections.



Eighteen Mile Creek presents significant opportunities for waterfront access, new development and expanded local/regional trail connectivity. Future redevelopment should explore connectivity improvements.



Main Street (Lake and Center Streets) - The prestigious homes located along this section of Main Street create a grand entrance into the Village's downtown. They represent many architectural styles with details that should be preserved over time. Although residential uses of these properties should be promoted, commercial uses may be appropriate if carefully considered. The Village should take steps to maintain the residential character of the street and individual properties. Large parking facilities, excessive lighting and signage, and large traffic generators should not be permitted in these areas.



The residential appearance of the properties along this section of Main Street should be maintained to enhance the entry into the Village and retain historic character.



2. Confirmation and Discovery

West End – The scale and context of development in this area of the Village has been influenced most significantly by the railroad and the industrial uses that located in close proximity. Generally defined as the area bounded by the railroad, Church Street, Lake Street and Evans Street, the West End area features a diverse collection of industrial, commercial and residential properties ranging in scale and lot size. Going forward the Village will need to identify ways to reposition and redevelop this area to improve connectivity and expand the tax base. Because of changing demands for industrial development, the focus in this area will need to consider alternative, adaptive reuse options. Also, the Village may want to consider if and how it's DPW facilities located on Pleasant Avenue could be relocated to expand redevelopment opportunities through this area.



Larger industrial buildings can be reused over time to accommodate non-industrial uses that require larger spaces, such as gyms or indoor storage.



Vision Statement

In the future, the Village of Hamburg will be described as follows:

The Village of Hamburg embodies the best characteristics of village living and smart growth. The Village's pleasant, safe, walkable streets connect proudly maintained neighborhoods, a vibrant central business district and thriving commercial nodes, fine neighborhood schools, and recreational areas. The Village of Hamburg's public realm and private development create a welcoming pedestrian experience and promote traditional neighborhood design. The Village's tree shaded streets, well preserved historic character, cultural offerings and strong sense of community appeal to new residents, visitors and business and give the village a competitive edge within the region. The Village's open and responsive government provides high quality services, consistent code enforcement, wise capital investments, and the updated policies required to meet community needs and to enhance the Village's outstanding quality of life.





3. Plan for the Future

3. Plan for the Future

Overview

With a clear understanding of needs, opportunities and constraints, the Village identified the following key topics:

- Future Land Use
- Public Realm
- Economic Development
- Transportation
- Environmental Characteristics
- Historic and Cultural Resources
- Parks and Recreation Facilities
- Community Facilities
- Utilities

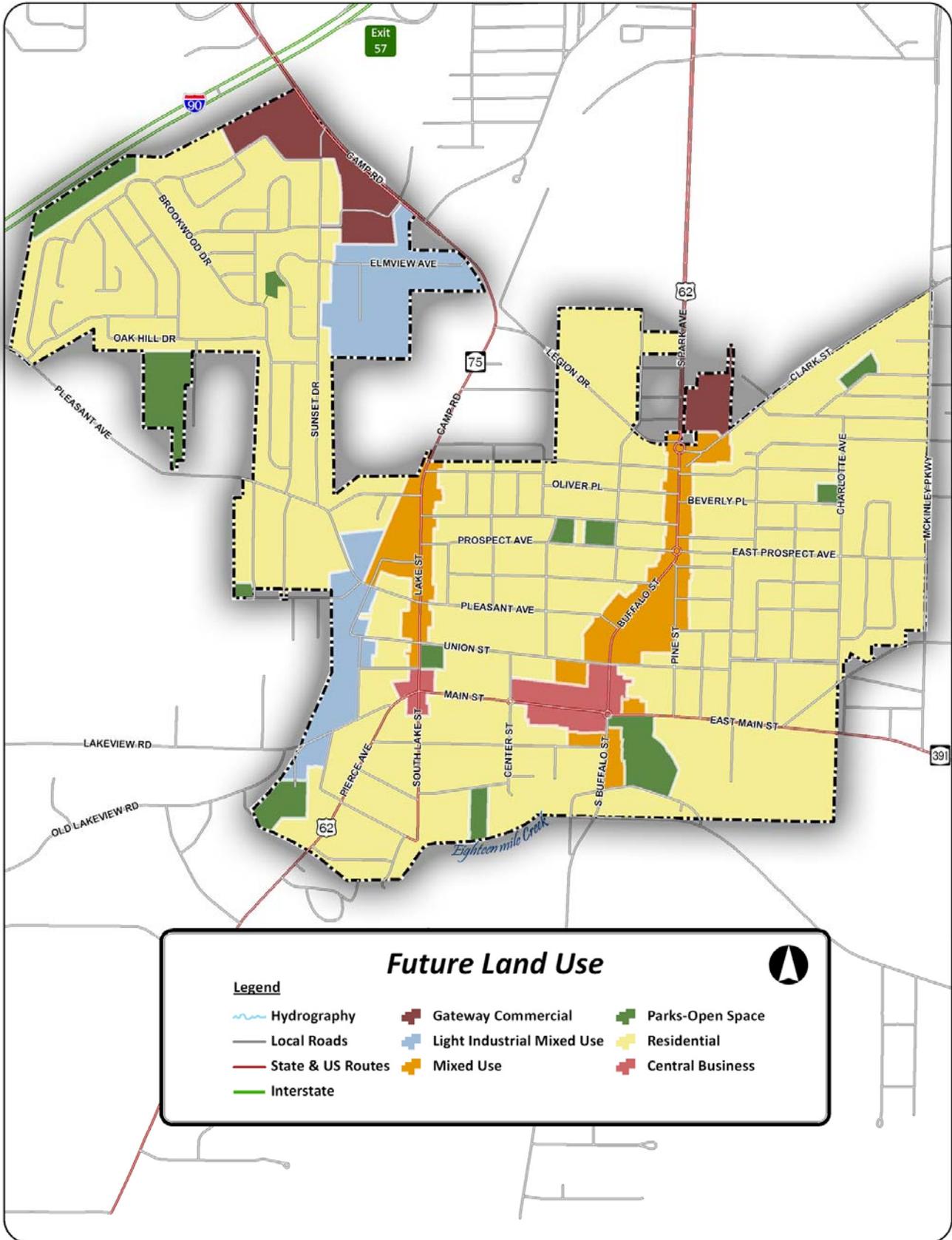


The public realm plays a significant role in defining the Village's sense of place. The success of recent streetscape improvements has prompted the Village to explore how future public realm enhancements could have transformative impacts on other areas throughout the Village.

With the exception of public realm, all of these topics were addressed in the 2003 comprehensive plan. The extent to which the previously identified goals, policies and strategies for each topic were modified or enhanced varied considerably based on observed trends in the community and emerging needs and opportunities.

In some cases, the strategies and actions identified for a particular topic area have been implemented extensively or the community's needs shifted, which required new policies and strategies to be developed. In other cases, the direction and guidance offered within a topic area are still very relevant and required little adjustment. In those instances, the information was modified mostly in format, with limited substantive changes.

Recognizing its foundational role in the plan, the Village revised its vision statement to initiate the refinement of the individual key topics. While the spirit of the community vision remained largely unchanged, the Village expanded upon specific issues and areas of interest that will help direct the community's future actions.



Map 2: Future Land Use Map



3. Plan for the Future

Future Land Use and Development

The Village of Hamburg will promote balanced land use and development practices that preserve, enhance, and create healthy and attractive neighborhoods, walkable streets, economic development, vibrant retail business districts, and increased property values. Appropriate development and land use management will enhance the Village's character and quality of life over time.

The Village will encourage public and private investments that strengthen the community's built environment while also protecting its natural resources and expanding recreational opportunities. The full-size version of the Future Land Use is provided in Appendix B.

Policy:

Future land use decisions will consider the current physical configuration of the village. They will also consider the impacts that proposed development, new construction or changes in property use will have on residential, aesthetic, and pedestrian qualities as well as other aspects of neighborhood character. The Village will utilize the Future Land Use Map to guide future decision making and to update zoning and land use regulations so that underutilized and underperforming areas achieve their highest and best use.

Strategies:

- Protect existing residential neighborhoods and strengthen residential areas at risk, especially in area bordering commercial development.
- Continue the Village's well established and successful efforts to revitalize the central business district.
- Strengthen the existing commercial district surrounding the Lake/Main/Pierce intersection.
- Protect the residential character of Main Street between Lake and Center Street.
- Improve the character and enhance traffic calming elements along the Lake Street corridor.
- Enhance residential uses along Buffalo Street.



- Allow for a mixture of residential, commercial and office uses within the village's two primary north/south arterials (Buffalo Street and Lake Street).
- Remove industrial uses where the introduction of such uses would create detrimental effects on adjacent neighborhoods.
- Promote the introduction of varied mixed uses in the industrial area paralleling the rail road tracks on the west side of the village.
- Identify opportunities for new compact residential development close to the village's central business district.
- Establish and/or maintain logical boundaries between contrasting uses by providing adequate buffers to prevent nuisances and minimize conflicts of use.
- Protect and enhance recreational amenities as a component of neighborhood building and revitalization efforts.
- Consider how land use and roadway design decisions impact the Village's pedestrian experience, connectivity and walkability.

Future Land Use Categories

Map 2 depicts future land use preferences for the Village of Hamburg. The following discussion describes the intent and potential uses in each of the categories.

Residential

The Village of Hamburg's land area will continue to be dominated by residential land uses. Comprised of residential development that varies considerably in terms of age, building styles, scale and density, the Village is fortunate to boast a vast collection of healthy, walkable neighborhoods.

These neighborhoods will continue to consist mostly of single-family homes. However, two-family, multi-family and senior housing developments may be encouraged in areas that can adequately support higher intensity development. In general, higher density housing, such as town homes, apartments or multi-family dwellings should be located near major thoroughfares where existing infrastructure can support the



3. Plan for the Future

traffic and utility demands associated with those types of development. Also higher density residential should be located in close proximity to commercial centers, which will establish a physical transition between commercial and residential areas and provide the critical mass needed to support long-term commercial viability.

Because the residential areas of the village are largely built out, there will be very few opportunities for new single-family residential construction within the areas designated as residential. However opportunities for redevelopment may arise as older or underperforming residential development is razed and replaced.

In existing residential areas, the Village will need to ensure that property maintenance standards from local and State building codes are consistently enforced. They should work directly with residents to enhance their neighborhoods by encouraging maintenance and beautification efforts. To ensure that future residential development supports the Village’s long-term goals for walkability and quality, the Village should consider establishing residential design standards based on Historic Preservation Standards to protect the character and atmosphere of the surrounding neighborhoods.

Residential Area Considerations



A



B



C



D

- A. Residential design standards would help limit poorly designed renovations/additions.
- B. Lack of buffer between residential streets and abutting commercial areas has negative impacts on visual appearance and property values.
- C. Historic and architecturally significant homes like this one require vigilant maintenance and upkeep over time.
- D. Higher density housing like the example shown here could be incorporated in residential neighborhoods to provide alternative housing options that appeal to all age groups, from young professionals to empty nesters.



For this category future land use would likely be limited to:

- Single-family homes
- Double-family homes
- Town houses
- Appropriately scaled multi-unit apartments (e.g. garden apartments)
- Senior living facilities

Future residential development should be located and designed in way that reflects the surrounding physical context. Based on existing scale of buildings in the village, future residential development should be largely comprised of one and two-story structures, with three to four story structures located in areas where they would be appropriate both aesthetically and physically.

Central Business District

In a thriving village, the central business district is the social, cultural, economic and civic hub. It is where people come to shop, do business, meet friends and neighbors, enjoy community events, go out to eat, and carry out many of their daily activities. The central business district is much more than the business center, as the title implies. It is the heart of the community.

The future land use plan depicts the Village's Central Business District along portions of Main Street and Buffalo Street and at the intersection of Lake and Main Streets. This designation was determined based on the presence of traditional "main street" characteristics and reflects the need to distinguish the Central Business District from other commercial or mixed use areas in the village.



In these areas, development is, and

Buildings create the physical and visual edges of the public space. They should be well designed and well maintained with limited gaps. The picture above demonstrates appropriate scale and setbacks for the CBD.



3. Plan for the Future

will continue to be, comprised mostly of multi-story buildings with zero setbacks. The buildings accommodate a mix of uses with retail and offices located at street level and office or residential development on upper floors. The predominantly historic buildings engage the street through their interesting architectural features and transparent, well designed facades.

The land area designated as CBD decreased compared to the 2003 land use plan. This change was made based on the Village’s desire to concentrate investment within the core downtown area, avoid market saturation and ensure the scale of style of development does not adversely affect the quality of nearby residential neighborhoods. These areas were also deemed best suited for central business development based on existing infrastructure, especially the road network.

In this land use category, a mix of commercial and residential uses should be encouraged, including, but not limited to:

- Restaurants
- Services (such as banks, dry cleaners, etc.)
- Village scaled retail (under 7,500 SF per floor)
- Professional offices (e.g., doctors, lawyers, dentist, etc.)
- Civic uses (e.g. government offices)
- Multi-family residential
- Upper-story apartments or condos

The current CBD Design guidelines have been successfully implemented in numerous redevelopment projects undertaken over the last five years. The Village should continue to enforce its design standards and modify them as needed to ensure they continue to be a relevant guide for high-quality development.

The Village should continue to encourage and improve shared and/or public parking facilities, where feasible and appropriate. All public and private parking should be



The adverse visual impacts of corner parking lots and ill-suited buffer materials and design are demonstrated in the top image. The bottom image illustrates an effective approach to create an attractive, defined edge between the parking lot and pedestrian space.



located at the rear of buildings. Side parking lots should be minimized to the greatest extent possible and only be located between buildings to avoid corner surface lots, especially at prominent intersections. Side-lots or corner parking create gaps and disrupt the connectivity of downtown destinations. In the Central Business District, it is critical to maintain a continuous, well defined physical edge along public spaces (e.g. streets and sidewalks).

Looking ahead, the Village may want to limit or prohibit additional future gas stations from locating in the CBD. The intensity of vehicular movement and the site design issues associated with a gas station, even a well designed one, would not be in keeping with the function, design or pedestrian focus of the area.

Mixed Use

The term mixed use varies widely in its definition and its application as a land use category. For the Village of Hamburg, the areas designated as mixed use will not only welcome a mix of land uses, they will accommodate a range of building types and lot configurations. This land use designation reflects the village's history of physical development and the need to provide a range of economic development options. Some businesses and/or development types are better suited outside the central business district.



In the Village, the mixed use areas outside the Central Business District (example pictured above) do not create an ideal environment for residential neighbors. The example below demonstrates how former residential structures can be effectively adapted in a way that makes them neighborhood assets and increases property values.

In the mixed use areas, future development or significant renovations should promote site configurations that maintain consistent setbacks and consistent tree plantings. In these areas, a setback range, with a minimum and maximum distance from edge of right-of-way, would help create a consistent front yard, which would establish more cohesive physical relationships among adjacent lots, regardless of use.

Complementary design themes that help tie the structures together, such as front



3. Plan for the Future

porches and decorative façade elements (e.g. shutters) should be encouraged, or perhaps required via design standards. Future development should also incorporate front lawns and lush landscaping that provides year-round color and visual interest. As redevelopment opportunities arise in these areas, front lawns should be restored and parking should not be permitted between front façade and adjacent roadway.

The mixed use areas would encourage existing residences be retained and maintained. Only non-residential uses that can function well, given physical opportunities and limitations found within the designated areas, should be permitted. For example, properties along Lake Street tend to have smaller lot sizes, limited parking (off-street) and a range of architectural styles. Businesses that require a lot of parking and/or generate high volumes (e.g., drive-throughs) may not be well suited for the mixed use areas. The Village may want to include traffic and/or parking generation indicators as part of the site plan review process for projects located within mixed use areas.

Additionally future zoning revisions in these areas designated for mixed use should clearly express intentions to retain and enhance residential dwellings on arterial roadways. Revisions will need to address and prohibit wrap around zoning to avoid commercial encroachment into adjacent residential streets. Commercial uses, even in mixed use areas, should be located only along major corridors, not on local neighborhood side streets. Modifying design standards for Lake Street and the other mixed-use areas will allow existing residential structures to remain intact and encourage commercial or office development that will not negatively impact nearby residents.

Industrial Mixed Use

Market forces related to industrial development have changed considerably over the last several decades. Traditionally, industrial businesses located in urbanized areas to capitalize on transportation networks, access to utilities, and employment base. Over the last few decades, large-scale industrial



Interesting hardscapes, signage, artistic gate treatments, and lush landscaping are just a few of the design elements that have helped transform this former industrial site into an eclectic mix of restaurants, shops, galleries, and living spaces. Similar strategies should be employed as industrial buildings in the Village are retrofitted for new uses.



developments migrated out of cities and villages due to the outward expansion of transportation networks, the abundance of inexpensive land and a geographically expanded suburban employment base. Consequently, today's large-scale industrial developments tend to locate in outlying areas that have good access to highway-based transportation networks.

This shift in development preferences, combined with the Village of Hamburg's limited ability to accommodate large freight trucks, has diminished the Village's capacity to attract and maintain traditional, large-scale industrial businesses within its boundary. In addition to the physical limitations, the Village desires less intensive, smaller-scale industrial development than what was historically envisioned in the areas designated for industrial use.

In response to these trends and given the opportunities for adaptive reuse of existing industrial facilities, the Village determined a need to reposition its existing industrial facilities and consider creative new ways to redevelop these areas.

The Industrial Mixed Use area, which is generally bounded by the railroad, Church Street, Lake Street and Evans Street, will afford the Village continued opportunities for appropriately scaled industrial development while allowing for creative redevelopment of sites and buildings. This could be the perfect location for arts and craft studios, live-work spaces and other niche development enterprises that require larger buildings and/or sites. These mixed-use industrial areas' future viability will require improvements to the public realm that will restore a sense of physical connectivity, improve walkability and enhance the pedestrian experience.

Appropriate uses in these areas may include, but not be limited to:

- Shops and restaurants
- Galleries and arts/crafts studios
- Loft housing
- Warehousing
- Live-work spaces
- Gymnasiums, dance studios and martial arts facilities
- Small-scale light industrial development



3. Plan for the Future

The design for new development in these areas should reflect the scale, massing and building materials typically found in turn of the century industrial districts. The Village should consider developing design guidelines that guide landscaping and site design and identify design strategies that will celebrate the area’s railroad heritage, enhance landscaping and site amenities, and guide building massing and façade design to ensure the existing physical context is retained over time.

Gateway Commercial

The Gateway Commercial land use category is characterized by its location at two main entrances into the Village that border the Town of Hamburg.

Land uses in these areas are, and will likely continue to be, more suburban in terms of scale, site configurations and development types. However, future development or redevelopment in these areas should better reflect the Village’s character and promote complementary design standards. Despite their suburban character, great efforts should be made to ensure future development and redevelopment is more attractive, comfortable and safe.

Public realm enhancements, such as roadway reconstruction, enhancements to sidewalks, decorative street lighting, pedestrian amenities (e.g. benches), and landscaped gateway features should be pursued as a catalyst for private investment. The Village should explore strategies to enhance private development, through the establishment of design standards and pursuit of grant funding.

Appropriate uses in these areas may include, but not be limited to:

- Small to mid-size general or market-specific retail
- Banks and other professional offices
- Gas stations and convenience stores



The Village should work with the Town to enhance public and private spaces in transition zones to improve the sense of arrival into the community of Hamburg. Existing development in, and adjacent to, areas designated as future gateway commercial lack character and design quality found elsewhere in the village.



- Grocery, pharmacy and other personal products retail establishments
- Multi-family residential development (e.g. townhomes and/or apartments)
- Gymnasiums, dance studios and similar facilities

Development within these areas should incorporate access management practices to minimize curb-cuts along major arterials and improve safety of motorists and pedestrians through the area.

Parks and Open Space

Including the schools and St. Peter and Paul cemetery, the Village of Hamburg boasts a wide array of parks and open spaces, encompassing 18 locations and more than 140 acres of land. With the exception of regular maintenance and occasional facility enhancements, little has changed in the parks and recreational spaces since the 2003 comprehensive plan.

Although the Village does not anticipate significant changes in parks and open space going forward, opportunities to expand public greenways should be explored within village boundaries and in partnership with the Town of Hamburg and other adjacent communities.

Trails provide both recreational, transportation and economic development benefits. Trails, especially those situated in parks, along water bodies and in natural settings, provide a safe and enjoyable environment for biking, walking, jogging, rollerblading, birding, snow shoeing, cross-country and other passive recreational activities year-round. Depending on how they are located and the linkages that are made, trail systems also provide another viable transportation option for people interested in biking or walking to and from nearby destinations. If the Village is connected to a regional trail system, there may be opportunities to promote tourism and trail-related business development.

The Town of Hamburg's Local Waterfront Redevelopment Plan includes Eighteen Mile Creek in the immediate vicinity of Lake Erie. The Town



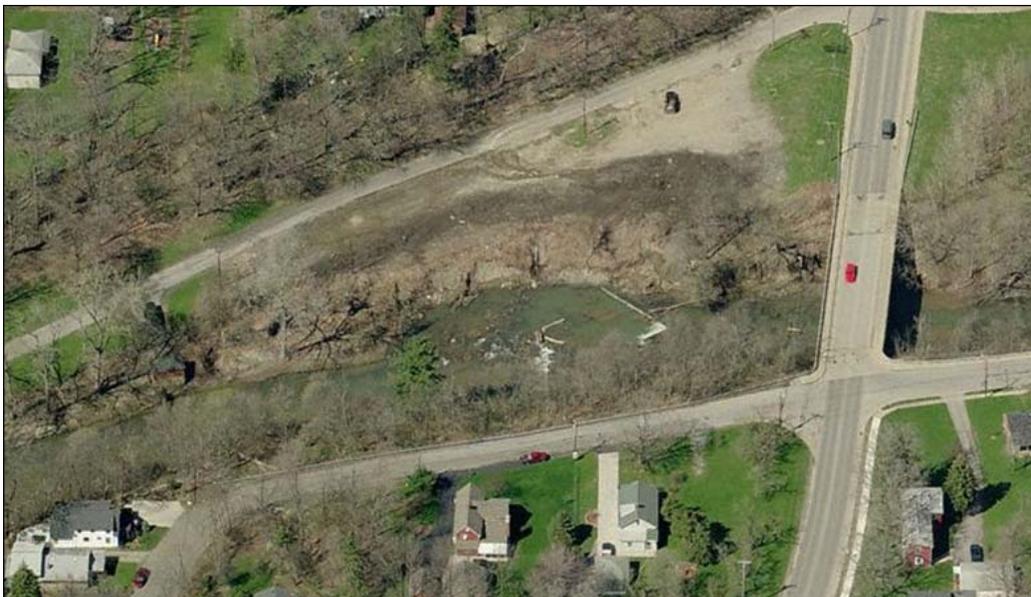
3. Plan for the Future

and Village should explore opportunities to extend the defined LWRP boundary to include creek's location in the Village.

The Village should continue to explore collaborative opportunities with the Town and other municipal entities to expand the use and enjoyment of nearby parks and open space amenities located outside the village boundary.

Although not shown on the future land use map, there may be an opportunity to create future public park space with the redevelopment of the village owned parcel adjacent to the creek on South Buffalo Street. Creating dedicated park space along the creek edge will enable the Village to preserve public access regardless of future redevelopment that takes place on the remainder of the parcel. In addition developed park space, with well design waterfront amenities and design features will increase the value of, and interest in, future development that takes place on that site. The parcel's creekside location, proximity to the Central Business District and nearby residential neighborhoods, make this the perfect location for future high-density residential development. The Village should promote compact development that preserve views and access to the waterfront while at the same time maximizing potential tax base.

If the Village pursues the creation of public park space, the location and amount of public parkland would need to be carefully determined to minimize a reduction in future tax base and ensure the parcel's ability to attract investment is not diminished.



Opportunities to improve and protect natural features and open space in the Village, like this parcel along Eighteen Mile Creek, must ensure that public access is maintained for the entire community's enjoyment.



Public Realm

The Village values its public realm and recognizes the critical impact it has on the Village of Hamburg's identity and image, people's access and mobility, and the community's overall quality of life.

For the Village of Hamburg, the public realm serves as a primary gateway, defining the edges of the built environment and often differentiating the village from the town. It also establishes critical linkages and connections through and between the Village's neighborhoods, retail centers, and civic institutions.

What is the Public Realm?

In community planning and design, the public realm is generally defined as the area outside of privately owned property. It is comprised of publicly owned streets, sidewalks, rights-of-ways, parks and other open spaces accessible by the public.

Policy:

The Village of Hamburg's public realm will be designed to ensure that public spaces throughout the village are attractive, comfortable, efficient and safe for all modes of movement (e.g., foot, bike or car). Public realm elements and amenities should consider the human scale and reflect the Village's history and pattern of development.

Cohesive themes should be incorporated into public space design. However, public realm elements should vary according to location, intensity of development and immediately surrounding context. The Village will ensure public spaces are adequately maintained over time, with special care and attention given landscaping and other public amenities (e.g. banners, signage, planters and benches).

Strategies:

Improve the Village's gateways so they are attractive and better reflect the Village's history, quality and image.

A community's main entry points are the basis for people's first impressions about a place. Attractive gateways invite visitors and activity. This is especially important given the Village's proximity to the



3. Plan for the Future

Thruway and the potential to attract tourism activity through the region. The Village of Hamburg must ensure that its entryways reflect the quality and character of its neighborhoods and revitalized central business district. Public realm amenities – including signage, public art and landscaping – are relatively inexpensive components of successful gateways. The quality of private development near gateway points also impacts their success. The Village will need to partner with property owners and merchants to ensure that properties located at the Village’s main entry points represent the Village’s character and charm.

Maintain or increase the number of street trees, planting strips and other permanent landscaping opportunities.

Well designed and maintained landscaping in the public right-of-way is

Preferred Development Survey Results



In the preferred development survey administered at the public kick-off meeting, most of the top-rated images featured attractive public realms, with wide pedestrian zones, street trees and other people-oriented amenities.

The community’s clear preference for attractive public spaces prompted the Village to establish a separate policy area to address these areas in greater detail in the future.



perhaps one of the most inexpensive way to enhance the quality and visual appeal of public spaces, particularly along corridors. Street trees are especially valuable streetcaping tools because they establish visual continuity, provide shade, and serve as a barrier between vehicular and pedestrian spaces. Street trees provide a defined physical boundary for the pedestrian travel and amenity zones. The Village should be steadfast in its landscaping requirements and ensure that trees are replaced and/or added whenever possible.

Accommodate all modes of transportation (walking, biking, driving, transit,) comfortably within the right-of-way and ensure that vehicular access does not dominate the design considerations.

Village streets should be designed and maintained to provide safe, comfortable access to pedestrians, drivers and bicyclists. Roadways needs to be designed to facilitate safe pedestrian access, as well as vehicular safety. The existing sidewalk system must be maintained consistently. Gaps or deficient conditions in the sidewalk system should be addressed as funds are available. Well-defined crosswalks, landscaped buffers and other traffic calming measures should be utilized to the greatest extent practicable throughout the village.

Establish public realm design themes that correspond to future land use categories.

Although there will be common elements that tie the village together, different areas of the village should incorporate unique design themes that help distinguish their character and context. The public realm treatments in residential neighborhoods should look different than those utilized in the central business district or gateway mixed use areas.

Utilize a combination of physical design and public policy (e.g. enforcement) to create a comfortable pedestrian environments and encourage safe vehicular speeds throughout the village.

The Village's compact design and desire for a highly walkable community require it to be a place where drivers travel at comfortable speeds. Physical design strategies can be very effective in reducing travel speeds. Narrow travel lanes, created either by road reconstruction or more simply by restriping pavement, can significantly reduce travel speeds. Additionally, on-street parking, street trees, bulb-outs, and dedicated bike lanes also provide physical and visual cues that slow speeds. Speeding awareness, through temporary or permanent radar



3. Plan for the Future

signs, and increased enforcement will encourage motorists to travel at the speed limit.

Identify corridors, blocks and/or other public areas that are threatened by physical decline and determine appropriate public realm enhancements to help stabilize them.

Creating and maintaining a public realm conditions map and corresponding improvement “to-do” list will allow the Village to prioritize improvements, funding and programming on a regular basis or as funding streams become available.

Maintain and expand public parking in a way that preserves existing structures, protects the continuity of the built environment and promotes shared uses.

The existing municipal lot and any future public lots should be designed to easily accommodate large public events as needed (e.g. festivals, concerts and other community gatherings).

Although parking is an important amenity for business development, especially in the Central Business District and other commercial development areas, building demolition should be a last resort to provide a parking lot or increase parking at an existing site. If demolition is deemed necessary, a substantial addition to the existing structure, or a smaller new structure would be preferred. In instances where that’s not possible, another physical structure (e.g. decorative knee or half walls) should be created to shield views of the parking area.



The examples above illustrate the positive impact of well designed streetscapes. Although the treatments vary in each example, there are common themes such as separate pedestrian and vehicular travel ways, use of landscaping and street trees and wide sidewalk facilities. The village should encourage these kinds of techniques be incorporated into future road reconstruction projects.



Pedestrian Focused Community Design

Many of the community development and infrastructure design decisions made over the last 40 years were made based on the “need” to move the most cars through a given location as fast and as safely as possible, with little consideration for the pedestrian experience.

As communities embrace the fundamental principles of traditional neighborhood development, focus on the pedestrian experience has been restored, especially in villages and cities that depend on highly walkable environments. The Village of Hamburg is determined to create pedestrian-oriented public spaces throughout the Village to ensure that residents have a safe and enjoyable experience as they walk their community’s streets. The images below demonstrate some of the primary attributes of pedestrian-focused community design.



A



B



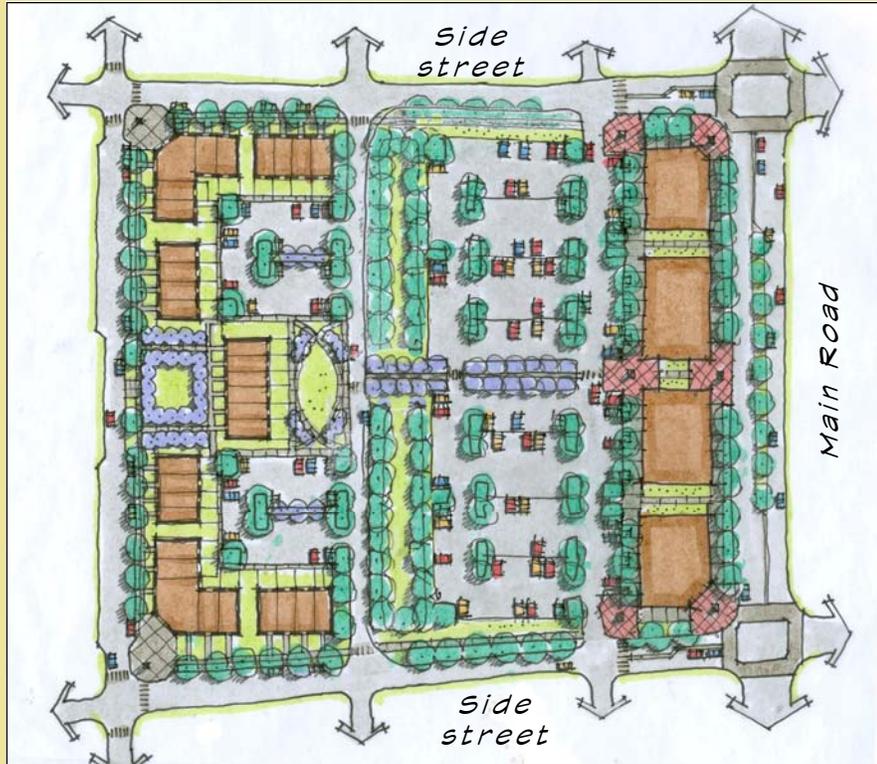
C

- A. If the public realm is considered a public, outdoor room, the buildings on either side of the street form the outer walls of the room. Consistent building setbacks are needed to establish continuity for the pedestrian.
- B. The pedestrian zone should be sufficiently sized and buffered from the vehicular zone to provide a comfortable space for pedestrian movement and other activities (e.g. sitting, eating, etc.)
- C. In areas where zero setbacks are NOT desired, pedestrian linkages should still be provided and ample landscaping should be provided to create a welcoming, comfortable environment.



3. Plan for the Future

Bird's Eye View of Good Community Design



The conceptual graphic above demonstrates basic design principles that can be applied throughout the Village of Hamburg. As redevelopment of the gateway mixed use or industrial mixed use occurs, the design elements conveyed above should be incorporated to the extent possible.

Cross-Access: The site provides multiple points of visual and physical access for pedestrians, including sidewalks throughout. Vehicular movements are limited to side street, which minimizes conflict points on the main road and establishes safe, predictable patterns of movement.

Parking: The lot is located behind the buildings that front the main corridor and feature regularly spaced plantings to reduce visual and environmental impacts.

Landscaping: The concept includes ample vegetations and trees as well as hardscaped areas (plazas and seating areas).

Mixed use: Commercial, office and residential uses can be easily accommodated on one large site.



Economic Development

The Village of Hamburg has a relatively healthy mix of retail, commercial, office and industrial businesses. The Village's commercial nodes are diverse in terms of business types, location, building style and lot sizes. As a result, the Village offers a wide range of goods and services within its boundaries. The businesses located in the Central Business District's traditional main street setting contrast significantly from the more suburban-scaled businesses located in outlying commercial areas along Lake Street and Camp Road.

Preserving and strengthening economic vitality will depend upon the Village's continued ability to provide diverse goods and services, promote its own unique identity, support local and regional job opportunities, identify new markets and maintain a stable tax base based. A clear understanding of local consumers' needs and an understanding of larger market trends should inform development decisions. The Village will need to maintain an appropriate balance of land uses and development types. Doing so will sustain long-term economic development opportunities and increase property values over time.

Policy:

The Village will continue to support existing and new retail, commercial and industrial enterprises within the Village by strengthening partnerships among economic development proponents, identifying grant opportunities (e.g. Main Street Grant Program), investing in public streetscape improvements and enforcing property maintenance and upkeep. The Village will proactively market available storefronts to maintain a lively village center. Working with local and regional economic development organizations, the Village will actively market itself as the ideal place for local, regional and village-scaled franchise businesses, ensuring that new development and redevelopment are appropriately designed and located.

Strategies:

Identify emerging economic development trends and niche markets that would be suitable in the Village and market them to associated developers, businesses and merchants to the extent practicable.



3. Plan for the Future

Taking a proactive approach to economic development will require the Village and business organizations within the village to actively pursue desired development opportunities. The Village should maintain an active “wish list” of preferred services, retail and other commercial or industrial businesses. The Village can use this list to pursue developers and businesses that would be well suited in the Village of Hamburg. These could include local, regional and national business enterprises.

The Village should regularly update the community consumer survey to ensure an accurate understanding of residents’ retail and service needs.

Pursue village-based community and economic development programs and resources.

Municipalities and non-profit organizations have access to a wide range of economic and community development grants and loan programs. Building on its success with the Main Street Grants, the Village should continue diligently monitoring and pursuing all relevant grant and loan program funds that could be used to maintain existing or attract new businesses and investment.

Increased competition for economic development grant funds will require the Village to approach applications strategically. For this reason, the Village may want to focus on Gateway Commercial areas, where partnerships with adjoining municipalities may strengthen grant applications.

Coordinate Village economic development activities with regional development efforts.

The Village should cooperate with other governmental agencies such as the Town of Hamburg and Erie County to advance shared economic development goals. A concerted regional marketing effort will improve opportunities for attracting new businesses and therefore improve the economic climate of the village. The Village’s plan supports the goals and strategies set forth in the Erie and Niagara Counties Framework for Regional Growth and will utilize that framework to identify potential collaborative opportunities.

Attract new customers for existing businesses to sustain existing business enterprises and allow them to expand employment and/or services or offerings.



Monitor development and real estate opportunities and transactions within the Village.

Maintain a database of development sites and real estate transactions, with updates conducted every six months or sooner, will help village officials and real estate agencies understand the local market and enhance marketing efforts.

As development sites become available, that information should be communicated to area and regional developers and real estate brokers. Information regarding loans for business expansion and facade rehabilitation should also be shared regularly with businesses, property owners, developers and real estate professionals.

Identify areas where existing buildings or sites could be adapted for new and better uses to expand development potential and increase the tax base.

The Village's west end, located near the railroad, represents the most significant opportunities for adaptive re-use. Although industrial development will continue to be part of Hamburg's economic development formula, the intensity should reduce over time.

Instead these historically industrial areas should be repurposed to incorporate a mix of uses that maximizes available land and the larger building footprints, like those discussed in the future land use section on page 25-27.

Expand the Village's tourism efforts by creating and/or enhancing attractions and destinations and building partnerships in the tourism industry.

Village leaders should support the Chamber of Commerce's efforts to work with the Buffalo-Niagara Visitors Bureau to understand the local tourism market and identify opportunities to draw visitors to the region into the Village of Hamburg.

Given the Village's proximity to Niagara Falls, the Village should identify and capitalize on opportunities to attract and engage international travelers who seek unique community settings and experiences in the U.S., particularly New York.



3. Plan for the Future

Additionally the Village is located in close proximity to the Route 219 corridor, which provides direct access to local ski centers and points of interest along the corridor. The Village should explore ways to attract travelers along Route 219 into the Village.

The Village should also explore opportunities to create tourism experiences and destinations associated with its many significant historic structures and sites. For example, the former train depot in the West End and the old engines on site could be the focus of an expanded tourist attraction with interpretative signage and/or interactive, museum quality displays.



Building on the West End's railroad heritage and industrial roots is just one example of the creative market development the Village should explore going forward.

Consider infrastructure improvements and public space enhancements needed to support business development, especially within the Central Business District.

Identify opportunities for expanded parking and/or shared parking arrangements to ensure businesses have adequate parking facilities to meet customers' needs.

South Buffalo Street – Leveraging Resources

The Village owned parcel on S. Buffalo Street, located south of Main Street adjacent to Eighteen Mile Creek, is an important redevelopment site within the Village. Its proximity to the Central Business District and waterfront location make it a prime location for higher density residential and/or mixed use development.

Future development of this parcel should address the following critical issues:

Public Access – Regardless of development type, the Village should maintain a meaningful public space area along the shoreline to allow continued public access for fishing, walking and other passive recreational pursuits.

Density and design – This site should accommodate higher density development to increase critical mass in the heart of the Village. Also, site design should consider pedestrian connection to S. Buffalo Street and on-site circulation to ensure a walkable, pedestrian-friendly environment.





Brownfield Opportunity Area Program – A Redevelopment Resource

The Brownfield Opportunity Area Program is a collaboration between the New York State Department of State's Division of Coastal Resources and Department of Environmental Conservation. The Brownfield Opportunity Areas (BOA) Program is designed to assist communities in fostering redevelopment and returning underutilized land into productive and catalytic areas while restoring environmental quality. The purpose of the BOA program is to establish a community -based revitalization plan and implementation strategy to achieve brownfield redevelopment.

The BOA program is composed of three steps:

- Step 1 - Pre-nomination Study
- Step 2 - Nomination
- Step 3 - Implementation Strategy

Benefits of BOA Program

The BOA program provides benefits to both the community and property owners. Benefits to the community include the establishment of a community vision and strategy for revitalization for a parcel, collection of parcels or larger defined program boundary. It defines future uses and potential businesses, improves environmental quality, and provides an inventory of sites. The BOA also serves to foster partnerships with State agencies and will increase the competitiveness for other funding programs. Property owners benefit from the tax incentives and other potential funding vehicles available to properties included in a designated BOA.

What areas in the Village of Hamburg Could Be Eligible?

This program would be well suited to areas that have a long-standing history of industrial uses, including vehicle maintenance facilities. The Village's west end, an area targeted for future mixed use development, would be the primary focus of future BOA program inquiries. The Village should work with the Program's regional representatives to review potential sites, such as the DPW site along the railroad tracks, and discuss the application process to determine the specific next steps required by the Village.



3. Plan for the Future

Transportation

The Village's transportation system includes more than 33 miles of roadway, which is owned and maintained by various municipal entities. The Village owns and maintains the vast majority of the roadways within its borders (27.5 miles) and are classified as minor arterials and neighborhood streets. A map of the current transportation network is featured on Map 3 in Appendix B.

The Village of Hamburg's ability to move people and goods safely, efficiently and comfortably is directly correlated to its ability to sustain businesses and maintain its high quality of life. The Village's current transportation system is well equipped to accommodate traffic to and through the Village. In recent years, transportation planning and design has played a significant role in the Village's redevelopment experience. The reconstruction of Route 62, with roundabouts, safety lanes, crosswalks and an attractive streetscape, established a new standard for transportation facilities within the village and beyond. Going forward, the Village's future transportation decisions and investments should promote multi-modal access in a way that mirrors past successes and balances design, function and aesthetic quality.

Policy:

The Village of Hamburg's transportation system will be maintained and enhanced in ways that support all modes of transportation. Although vehicular access will continue to be the primary source of travel, pedestrian and bicycle access will be considered equally when making future capital improvement decisions. The Village will ensure that pedestrian accommodations, landscaping and other streetscape amenities are incorporated into future roadway improvement projects. The Village will partner with transportation organizations to enhance transportation systems, facilities and services to and through the Village, including transit service.

Strategies:

Utilize access management strategies to improve safety and operation, especially on arterial roadways.

Access management encompasses a range of roadway and site design measures that when implemented reduce the number and severity of



conflict points, limits excessive speeding, enhances operational efficiency and safety, changes driver behaviors and supports safer pedestrian activity. The following access management tools should be considered either individually or as part of a new access management ordinance incorporated into future zoning updates:

- Establish more stringent minimum spacing requirements between unsignalized driveways and intersections.
- Reduce the number and severity of conflict points to make corridors more comfortable places to drive, bike and walk.
- Target driveway reductions on the approach side of intersections to improve the flow and capacity and reduce the likelihood of accidents.
- Align new site access with existing access drives or streets to minimize the number of off-set intersections along a corridor.
- Encourage or require right-in/ right-out only turn lanes at unsignalized entrances to larger site development to limit turning movements and improve traffic flow.
- Reduce curb cuts and increase distances between curb cuts and intersections by consolidating existing driveways and/or requiring shared access and/or shared parking.

Reduce, to the extent practicable, the amount of pass-through, non-local truck traffic through the Village.

Truck traffic passing through the Village along Route 75 and Route 62 causes traffic congestion within the CBD and compromises quality of life in a quaint rural Village. Although this issue has been mitigated to some extent by the installation of roundabouts on Route 62, the negative impacts of truck traffic within the village continues to be a concern. The Village should work with County and State DOT to devise a suitable truck route that diverts pass-through truck traffic around the Village center. Utilizing signage near main village gateways, truck traffic could be redirected along McKinley Parkway where higher traffic volumes can be more easily accommodated.

The Village should communicate regularly with businesses within the Village to determine their delivery and freight needs. If smaller trucks are available to service businesses within the village, that should be the expressed preference. If they are not, businesses should be encouraged to coordinate deliveries at off-peak travel times to lessen negative impacts on traffic conditions in the heart of the village.



3. Plan for the Future

Enhance parking facilities and expand shared parking within the Village, especially within the Central Business District and in gateway commercial centers.

Utilize a combination of on-street and off-street parking to meet parking demand for existing and future residents and businesses. In the Central Business District, parking should be located behind buildings to the greatest extent practicable.

Identify and advocate for future round-about locations.

The Village of Hamburg's success with roundabouts is already a model for other communities. The Village hopes to extend this success by replacing other congested intersections with roundabouts. The Village has identified the intersection of Lake Street and Main Street as its next priority for a future round-about. The Village will maintain an ongoing dialogue with NYSDOT and the local MPO to ensure that its transportation improvement priorities are advanced as funding becomes available.

Identify key pedestrian crossing locations and determine physical improvements needed to make those locations safer and higher functioning.

All crosswalks should be clearly identified with pavement markers and pedestrian crossing signs to define pedestrian crossing. Crosswalk treatments should be maintained well over time to ensure high visibility. The Village should consider and encourage the use of alternative materials to enhance key crosswalk locations, including major intersections and key school crossing areas. Stamped concrete or stamped/dyed asphalt should be considered since they enhance the appearance of the corridor and make pedestrian crossing areas more visible to motorists.

The Village should also explore the use of tabled intersections, pedestrian crossing signals and lighted crosswalks to improve visibility and provide advance warning to drivers.

Expand multi-modal access and safety throughout the Village.

The Village should work with the Niagara Frontier Transportation Authority (NFTA) to enhance bus routes to and through the Village. The Village should also determine the feasibility of establishing a park and



ride location for commuters who depend upon or choose to use transit services. Additionally, the Village should consider designating preferred bike routes to and through and Village and identify them with adequate signage. The Village's compact street network configuration would easily accommodate bike travel along neighborhood streets that have considerable lower volumes than the main east-west and north-south thoroughfares. As roadways are reconstructed, bike travel should be considered in the design considerations. In some areas, dedicated bike lanes or widened shoulder may be needed to safely accommodate bike travel. In general, the Village should avoid increased vehicular travel lane widths, since that is often correlated to higher vehicle speeds. The Village may want to consider establishing a local road design standard that establishes a maximum vehicle travel lane width.

Explore collaborative opportunities for community development and infrastructure enhancements that address the Village's transportation, parking, and economic development needs.

Work with property owners, funding agencies and other involved stakeholders to address public infrastructure and parking improvements. The Village should explore the feasibility of developing a business improvement development (BID) or other cooperative agreements to address physical upgrades and regular upkeep.



As redevelopment occurs, the Village should actively pursue improvements to site circulation and design to minimize the conflicts between pedestrian and vehicular mobility.



3. Plan for the Future

Environmental Resources

The Village of Hamburg boasts an array of natural features, including the Eighteen Mile Creek, the FEMA floodplain located immediately adjacent to the creek and Federal and State regulated wetlands. Water features are shown on Map 4 in Appendix B. These features provide habitat for wildlife, help accommodate stormwater and provide opportunities for recreational enjoyment (e.g. fishing and boating). These kinds of environmental features need to be proactively protected and preserved to ensure they are not irreparably damaged or permanently lost. These are often the kinds of assets that communities take for granted until they become endangered or lost. The Village of Hamburg will also need to consider operational and policy enhancements it can make to support a healthy environment in the community and be an environmental steward in the region.

Policy

Village leaders will take all possible steps to protect and promote its environmental resources, recognizing the positive impact that a healthy environment has on the community's overall quality of life. The Village will control development and utilize other regulatory measures to ensure its environmental assets are preserved for future generations' enjoyment and use. Additionally, the Village will take a more progressive role in encouraging sustainability by advocating green building and design and promoting efficient operation and maintenance practices. The Village will lead by example in its sustainable practices, including but not limited to its recycling and reuse activities and efficient building systems operations and maintenance.

Strategies

Protect environmentally sensitive areas from future development.

The Village will explore zoning regulation changes to better protect the Village's floodplain areas and other sensitive environmental features. Riparian buffers and floodplain overlays are just a couple of examples of the zoning updates that could be utilized by the Village.

Utilize New York State's State Environmental Quality Review Act (SEQRA) as a tool to protect ecologically sensitive areas. Rather than viewing SEQRA as an obstacle, the Village will utilize the SEQRA process as a framework for development and redevelopment projects.



Collaborate with local and regional partners to address shared environmental protection issues.

The Village is encompassed entirely by the Town of Hamburg. As a result, physical changes in certain parts of the town could influence environmental conditions within the village. The Village should request the Town notify the village of any changes/impacts to wetlands, water bodies or other sensitive natural features that directly or indirectly affect the Village.

The Village of Hamburg should actively participate in regional dialogues and activities related to environmental stewardship to understand how regional conditions and issues might impact the Village's natural assets and/or quality of life. For example, the Village should work with the NYSDEC and local organizations to verify the current condition of the creek water quality within the Village boundary.

Incorporate sustainable practices in Village operations and decision making, either by implementing individual sustainability practices as resources and/or opportunities become available or by establishing a comprehensive sustainability policy.

More and more communities are considering steps they can take to reduce their carbon footprint by utilizing sustainable development practices and incorporating efficient operations. The village should identify the small and large steps it can take to be more friendly to the planet and actively participate in preserving it for future generations. Some of the following sustainable strategies are directly related to other Village priorities:

- Promote compact, walkable development patterns that reduces dependency on cars and encourage people to walk and bike to, from and between destinations.
- Use high-efficiency light bulbs and sensor light switches to minimize electricity consumption.
- Utilize local or recycled materials and high efficiency building systems to limit water and utility consumption at Village facilities.
- Consider creating incentives for developers to pursue building projects that achieve certification or would be eligible for LEED certification.
- Implement a no-idle (or time-limited idle) policy for all Village fleet vehicles to reduce carbon monoxide production.
- Pursue New York State Energy and Research Development grant funds to implement energy saving initiatives within the Village.



3. Plan for the Future

Historic and Cultural Resources

The Village of Hamburg's historic and cultural resources are an important part of the community's physical and social fabric. The buildings, sites, events and people that have defined the village over time deserve recognition, restoration and preservation. The Village of Hamburg values its history and culture, not just because it defines what the Village once was, but because it helps define the path for what it will be in the future. The Village of Hamburg is a Certified Local Government that actively promotes cultural and historic preservation in its decision making.

Policy:

The Village of Hamburg will continue to monitor and preserve its historic sites and structures and celebrate its cultural attractions and events. Building on its historic resources inventory, the Village will actively pursue the preservation and restoration of historically significant sites and structures. The Village's Historic Preservation Commission will continue to be a resource in the community's development and redevelopment processes to ensure that its historic character is adequately reflected and promoted. The Village will also proactively promote and enhance cultural activities and events that bring community residents and visitors together to celebrate the Village's unique attractions and strengths.

Strategies:

Maintain an up-to-date historic resources inventory to determine future rehabilitation priorities and seek the outside funding needed to advance them.

An updated inventory will be a critical resource in the Village's efforts to preserve and rehabilitate historic buildings and pursue local, state and federal grant funding to assist with these efforts. Although the primary focus of recent preservation efforts has been on CBD properties, Village leaders should also focus efforts on preserving key residential structures in nearby neighborhoods, especially on main gateways into the Village. In the Historic Reconnaissance Level Survey, the Village identified three historic residential districts eligible for future designation.

Promote and expand the cultural events currently conducted within the village.

Cultural activities, including fairs, festivals, concerts, and other similar events bring community members together, attract visitors from near and far and support local businesses. The Village should maintain and strengthen its cultural activities calendar each year to ensure a steady stream of Village activity.



Celebrate and Preserve the Village's development patterns.

The diversity and density of the Village's built environment – the fabric of the community – provides the Village with a unique character. This cultural "quaintness" should be maintained and in-filled where gaps have occurred from previous demolitions or losses due to unfortunate events such as fires.

The Village will have to proactively prevent additional gaps in the built environment from occurring, in order to protect the traditional development pattern . Creating new gaps in the Village fabric by removing buildings is counterproductive to the Village community in so much as this will cause a loss of the historic continuity and loss in economic opportunities. A sustained reduction in the density of the built environment will result in the blending with the surrounding suburban township and a loss in the identity of the Village of Hamburg's unique character.



Historic preservation efforts ensure that valuable physical resources are preserved, restored and/or maintained over time. The Village is fortunate to have a variety of historically significant properties, both commercial and residential, worthy of ongoing preservation efforts.



3. Plan for the Future

Parks and Recreation Facilities

Ranging from dedicated indoor facilities at the youth center to athletic fields at Union Pleasant Elementary School to serene atmosphere of the Highland Avenue Tree Grove Park, the Village offers various community recreational opportunities. The Village's primary focus has been on maintaining and enhancing its network of park and recreational facilities.

Policy:

The Village will continue to maintain and upgrade existing parks to respond to evolving recreational needs of the community. The Village will regularly review its parks planning efforts to prioritize required capital investment and identify project partners and funding streams to assist with implementing improvements. The Village of Hamburg will cooperate with regional partners to expand linkages between Village and surrounding recreational amenities, including trails, blueways and recreation facilities.

Strategies:

Review and update parks planning documents regularly.

More and more grant funding sources require an updated parks and recreations plan to be eligible to apply. Planning is no longer an extra credit item for some funding sources, it is a prerequisite. The Village's five year parks master plan should be reviewed annually to document progress. Updates to the plan should be conducted formally at the end of each planning horizon, based on community input and feedback. Maintaining current parks plans will help the Village ensure its facilities and programming accurately address community recreation needs.

Continue and expand opportunities for shared recreational facilities and programs within the community and with adjacent municipalities.

The Village should continue utilizing Hamburg School District facilities as it currently does. The Village may want to consider entering into a cooperative agreements with the Hamburg School District and the Town of Hamburg to develop additional playing fields for recreational and athletic play. For example, the land located east of Glen Meadows Park within the Town of Hamburg which is owned by the Hamburg School



District could be developed for youth sports organizations (e.g. soccer, football, baseball, lacrosse, etc.) and be shared by both the Town and Village.

Explore future opportunities to expand non-profit or non-governmental recreation facilities and programming to augment Village recreational services. For example, the Village may want to consider reaching out to learn about YMCA Buffalo Niagara's future expansion plans to determine whether a future facility location or additional programming could be targeted in the Village.

Explore opportunities to connect the village to regional trail systems.

The Greater Buffalo-Niagara Regional Transportation Council provides mapping for various bike trails or on-street biking corridors throughout the region, including the Eighteen Mile Creek. The Village should work with the GBNRTC to identify on-street and off-street trail enhancement opportunities. The Village should also pursue available planning funds to conduct conceptual planning for future trail alignments, especially those that link directly to trail systems in adjacent communities. Ultimately, the Village should be an integral connection within the regional trail system.

Seek outside grant funding to enhance municipal recreational and trail facilities.

Every municipality is struggling to provide more service with less funding. The Village of Hamburg is no different. Recreation and parks facilities are often the first to be cut when budgets get tight. However, degraded recreational facilities can have a tremendous impact on perceived quality of life and community character. The Village will need to explore all available funding opportunities – through public and private grant sources – to implement its parks and recreation enhancements.

Expand recreational opportunities linked to the Village's natural and cultural assets.

Promote the awareness and use of recreational resources, such as the creek, for fishing, boating, creek walks and educational opportunities.

Consider installation of a pedestrian bridge over Eighteen Mile Creek to link Overlook Park and the Central Business District to the Bird Sanctuary.



3. Plan for the Future

Community Facilities

The Village of Hamburg offers a wide range of community services required to protect the public health, safety and welfare of village residents.

Policy:

The Village of Hamburg will maintain community facilities in a responsive and cost effective manner, identifying opportunities for shared services where appropriate and beneficial to Village property owners. It will support the provision of high-quality fire and emergency services to residents within the Village. The Village will continue its efforts to effectively communicate with residents and build consensus on important community issues.

Strategies:

Pursue opportunities for shared services in a way that will maintain the high quality, attentive service and attention to detail Village residents and property owners rely upon.

The Village is already working cooperatively with the town to provide shared services. The Village will continue to seek ways to streamline delivery of services in a manner that doesn't compromise the best interests of village residents and property owners.

Encourage public participation and input by communicating regularly with the public at large and ensuring an open community dialogue about community issues.

The Village has established an excellent track record for communicating with and soliciting input from the community at large. Village leaders, elected officials, staff and board members should continue their efforts to build consensus among residents on major issues within the Village.

The Village should consider utilizing a regularly scheduled public survey to gauge community members' needs and opinions related to various village-focused issues.

Additionally, the Village should continue to utilize its website and engage local media to inform residents, merchants and property owners about important activities, updates, events, decisions or changes.



Utilities

The community's infrastructure is often only considered when something fails or problems are encountered. However, proactive utilities planning often avoids disaster and saves money associated with emergency repairs.

Policy:

The Village of Hamburg will continue to proactively maintain its utilities to protect the public's health safety and welfare and reduce the likelihood of loss of life or property associated with flooding. The Village will continue to maintain and improve its water and sewer systems. The Village will actively pursue grant funding and state program aid to offset the costs associated with any required utilities upgrades.

Strategies:

Upgrade water system to maintain high-quality, potable water supply, ensure adequate water flow and pressure required to meet fire suppression standards and allow for the transfer of the system to the Erie County Water Authority.

To determine required system upgrades, the Village should commission a Water System study to determine the best suited system upgrades.

Work with the Storm Water Coalition to further identify the capacity of the storm water system and determine the locations of problem areas.

Implement a remediation plan to address the problems associated with stormwater management and identify future improvements that may be developer funded if future projects are located in close proximity to identified problem areas.

Work with Erie County to monitor the sanitary sewer system facilities and make improvements as needed.

Although the Village no longer operates the sanitary sewer system, it does work cooperatively with Erie County's Division of Sewage to address local improvements.



4. Plan Implementation

4. Implementation

The Village of Hamburg does not envision drastic changes to achieve its desired outcomes. This plan reflects that sentiment. Its recommendations have been informed largely by the community's expressed interest in maintaining and enhancing its current assets and resources.

There are several complex issues that must be addressed in the future, such as the need for redevelopment in the West End and South Buffalo Street and for traffic calming road design, including roundabouts along Lake Street to enhance walkability and the pedestrian experience. The goals and strategies contained in this plan identify ways to maintain current delivery of services and/or enhance existing conditions within the public realm.

Many of the issues and needs of the Village encompass multiple policy areas outlined in the previous section of the plan. Rather than identifying one dimensional actions within each policy area, the implementation and phasing section is organized by the four primary themes that emerged during the Comprehensive Plan Update:

- Community Design and Public Spaces
- Healthy Village Neighborhoods
- Economic Development
- Zoning and Regulatory Updates

Within all categories, except Zoning and Regulatory Updates, the recommendations for future actions have been categorized according to the anticipated timeframe it will take to either initiate and/or complete the action.

- Short Range actions range from 0-3 Years
- Mid-Range actions range from 3-7 years; and
- Long-Range actions will require more than 7 years. (Items in this category may also be continuous activities and projects.)

The recommendations that follow were developed based on community input and established best practices in community planning. They are not presented in any particular order within each timeframe and should not be interpreted as an exhaustive list of actions. In the future, new or different opportunities may emerge that relate to the Village's vision but do not correspond directly with a proposed action. Rather than consider



the following recommendations a to-do list, they should serve as guide posts for future decision making and public/private investment.

Community Design and Public Spaces

Short-Term

1. Develop a street tree and public landscaping inventory that tracks the location, species and condition of existing public landscaping resources. Work with the County to track the information graphically utilizing Geographic Information Systems (GIS) software. The inventory should be updated annually.
2. Consistently enforce the Village's policy related to street tree planting. Periodically review the regulations and practices associated with the Village's street trees to evaluate their effectiveness in achieving the Village's urban forest objectives. Some communities divide their geographic boundary into quadrants to manage plantings, maintenance and upkeep.
3. Compile an assessment of existing infrastructure systems and create a corresponding infrastructure conditions mapping to track public realm conditions. This information will help the Village prioritize capital improvements and focus private investment as opportunities become available. The conditions map should provide an assessment of road conditions, sidewalk system and conditions, street lighting, public landscaping installments, sewer and water system components and any other conditions that influence the performance, function or appearance of the public realm.



Example of a tabled crosswalk. The crosswalk area is gradually raised on both approaches which elevates pedestrians and provides a physical reminder to motorists driving across the crosswalk.

4. Identify key intersections and pedestrian crossings in need of improvement and pursue grant funding and other support needed to make physical improvements at those locations. Improvements could include: striping and lane demarcation, tabled crosswalks or lighted pedestrian paths. Coordinate with NYSDOT to explore use of tabled intersection at mid-block crossing along Buffalo Street at Pleasant Avenue and Dudley Street.

5. Develop an access management law or provision within zoning regulations that clearly defines site and roadway design regulations



4. Plan Implementation

regarding driveway locations, curb cut spacing (driveways and intersections), shared driveways, cross connections between lots, controlled turning movements to/from sites, signalized intersection criteria.

6. Identify additional areas where public art can be installed at gateways, parks, public spaces or other areas that will benefit the surrounding neighborhood.
7. Establish formal meeting cycle and/or other communication processes with NYSDOT to discuss road improvement project and funding priorities to ensure that the Village's transportation needs are being address adequately.
8. Work with the Town of Hamburg to improve code enforcement efforts as a means to improving property maintenance and appearance.
9. Develop a master plan for the West End to identify redevelopment scenarios including enhancement to the existing street grid pattern and enhanced pedestrian connections through the area.
10. Explore physical enhancements and safety improvements, such as tabled crosswalks and curb bump-outs, that can be implemented to improve the crosswalks on Buffalo Street at Dudley Street and Pleasant Avenue.
11. Redesign Lake Street to enhance the pedestrian environment and establish a defined gateway to the Village. Streetscape and roadway design improvements need to allow better east-west connectivity across Lake Street to reduce or eliminate the barriers that Lake Street currently causes.



Left: Representative conditions in various locations in the village. Below: Illustrates one option for defining separation between public right-of-way and private property.





Industrial Mixed Use Design Considerations



- A. In industrial, mixed-use areas, non-traditional, eclectic signage may be appropriate.
- B. Outdoor storage or retail displays can be more easily accommodated, without distracting from surrounding development.
- C. Benches and other pedestrian amenities should incorporate interesting designs and unusual materials.
- D. Landscaping should be utilized to provide visual relief in large parking areas.
- E. Simple building forms can be transformed by façade elements painted trim and planters.
- F. Variation in building scale and style can be accommodated.
- G. Landscaping, street trees, streetscaping and façade elements will improve larger buildings' sense of human scale.



4. Plan Implementation

12. Install a roundabout at Pierce and Main to re-join that historic area of homes with those located on Main Street.

Mid-Range

1. In areas where on-street parking is permitted or possible, redesign intersections with curb bulb-out to reduce crossing distances and better define on-street parking areas.
2. Enhance South Buffalo Streetscape to include wider sidewalks, tree lawn, landscaping, bike lanes and other enhancements.
3. Identify and improve buffers between public and private realms to improve safety and appearance as properties redevelop or roadway reconstruction projects rebuild sidewalk systems. Particular attention needs to be paid in places where parking areas and pedestrian zones (e.g. sidewalks) meet. Ample physical or landscaped buffers need to be established to improve aesthetics and minimize potential conflicts.
4. Work with private and public partners to implement the public space improvements outlined in the Public Realm section of the plan (pages 30-33). Special focus should be given to the Village's West End, Buffalo Street, Pine Street, Lake Street/Camp Road.
5. Work with County and State DOT and Village Highway Department to implement traffic calming measures on roadways within the Village as reconstruction or enhancement opportunities arise. Work with Greater Buffalo Niagara Regional Transportation Council (GBNRTC) to ensure the Village's transportation improvements are included in long-term and short-term planning and funding programs.
6. Implement gateway improvements outlined in the future land use section (p. 27) and in the Public Realm section (p. 30).

Long-Range

1. Work with NYSDOT to implement preferred designs and roadway reconstruction projects along state roads that will enhance aesthetics, establish attractive gateways, improve pedestrian and vehicular safety. Future projects must utilize context sensitive design solutions that are appropriate for a village setting. Improvements should promote the Village's smart growth principles through pedestrian focused design and traffic calming features.



2. Pursue roadway and intersection improvement projects through NYSDOT and Erie County DOT to ensure safer multi-modal access throughout the village, especially at key locations. For example, the Village would like a more village-oriented design on Lake Street to undo some of the changes made during the last reconstruction project. Additionally, the Village would like to install roundabouts at other key intersections, especially at the intersection of Lake /Main /Pierce Street.

Healthy Village Neighborhoods

Short-Range

1. Continue the Village's awards and recognition program(s) that highlight good examples of property rehabilitation, design or maintenance.
2. Maintain a list of residential development sites for new development and a list of properties where redevelopment may be likely, possible or preferred. South Buffalo Street, Along the rail road tracks in the West End, the current DPW site on Pleasant Avenue and apartments along Lake Street are just a few examples. This information should be shared with local developers and real estate professionals.
3. Initiate the updates to the Village's zoning code and design standards based on recommendations to advance the goals expressed in the updated comprehensive plan. Limiting commercial zoning district boundaries and establishing mixed use zones will enhance existing commercial nodes and protect neighborhoods from negative impacts associated with commercial creep.
4. Identify a prioritized list of suitable and/or ideal locations for future senior housing or facilities and housing that will attract and keep empty nesters in the Village.
5. Enforce the street tree ordinance that requires street trees to be replaced when they are removed or be planted in areas without existing street trees.
6. Utilize temporary radar systems and other driver education tools to alert drivers to their speeds in areas known for speeding and along



4. Plan Implementation

streets near schools and other areas with concentrated pedestrian activity.

7. Continue to work with residents and/or volunteer organizations to initiate clean-up days by neighborhood or block. They can be scheduled once or twice a year to target trouble spots where debris and leaves gather or conducted regularly. This type of activity provides an opportunity for collaboration with local organizations that often seek community projects (e.g., Boy/Girl Scouts, schools, churches).
8. Develop a “welcome wagon” program to welcome new residents into the community. The program could be as simple as a mailing to new residents that contains basic information about village services and coupons to local establishments and services. Welcome information could also be addressed virtually via the village’s website under a separate tab. Or the program could be formulated to include more complex elements, such as guided tours and/or meet and greets with neighbors and local officials.
9. Update the Village website to more prominently publicize neighborhood-based activities and promote village initiatives aimed at improving the quality of life in residential neighborhoods.

Mid-Range

1. New or rehabilitated senior housing should include amenities that will increase marketability and high quality of life, such as proximity to the Central Business District or other village destinations, on-site trails and greenspaces, ample landscaping and/or community gardens.
2. Identify areas where permanent speed radar signage may be warranted to continually advise motorists of their speeds. This kind of mechanism may be needed in areas where there are significant speed limit changes (e.g., Pleasant Avenue).
3. Encourage the creation of block groups and/or neighborhood associations to formally organize residents and foster community involvement and citizen-based initiatives.



4. Expand and enhance existing bike routes throughout the Village.
5. Broaden residential living opportunities to include housing choices that attract residents of all ages.

Long-Range

1. Pursue higher density residential developments in the Village's west end that complement the industrial context and scale of existing and former buildings.
2. Develop live-work and loft residential spaces that attract arts and technology-minded residents to the village.
3. Continue collaborating with the Town's Community Development Department and Planning Department to pursue community development funding to establish residential housing rehabilitation programs. Future programming should be targeted to the elderly and low-to-moderate income households that may not be able to fund repairs needed to restore and/or maintain existing housing stock.
4. Expand and/or strengthen existing community volunteer programs (e.g. Snow Angels) and develop new ones, to encourage assistance from neighbors for property maintenance and other neighborhood maintenance issues. Work with community partners, such as local churches and volunteer organizations to build on existing resources and shared objectives. The programs should be geared toward helping seniors and economically challenged families/households within the Village.

Economic Development

Short-Term

1. Update the Village website to promote the Village as a destination for businesses and residents. Consider creating a "one-stop" business development link where all information associated with locating a business in the Village can be easily found. Develop Frequently Asked Questions (FAQ) pages or other condensed checklists and post them on the main page of the website.
2. Continue supporting the efforts of the Hamburg Chamber of Commerce, Village Business Advisory Council, and the Hamburg



4. Plan Implementation

Development Companies to attract new business enterprises to the village and to support and expand existing businesses already located here.

3. Expand relationships with regional economic development organizations and increase participation in regional business and tourism efforts. For example, the Village should build upon its connections to the Buffalo Niagara Convention & Visitors Bureau.
4. Explore memberships and increased participation in local and regional planning organizations as a means to foster future partnerships and define the Village's role in and contributions to the Buffalo area (e.g. Partners for a Livable Western New York).
5. Ensure the project review process is "business-friendly" to encourage development and investment in the community. Consider joint meetings of Planning Board, Zoning, Architectural Review Committee, Historic Preservation Commission and Village Trustees to help expedite required reviews and approvals. At a minimum, the existing process should be evaluated to determine opportunities for concurrent review during the process to reduce time between initial application and approval.
6. Implement recommended zoning, land use and design guideline modifications outlined in this plan.
7. Continue pursuing NYS Main Street Grants and other economic development grant funds to meet the Village's development and redevelopment goals.
8. Initiate meetings with New York State Department of State representatives to better understand the Village's funding potential via the Brownfield Opportunity Area Program, Local Waterfront Revitalization Program and other funding streams that focus on economic enhance and redevelopment. Once deemed eligible, the Village should submit applications for funding to conduct advanced planning in targeted areas.
9. Prepare redevelopment plans for targeted areas within the Village, such as West End, S. Buffalo Street and Lake Street to examine concepts for redevelopment that address transportation and land use modifications outlined broadly in this plan.



10. Identify grant funding partnerships with surrounding communities to help strengthen the community's chances for projects that will expand business opportunities, increase tax base or create additional jobs within the community and for Village residents. For example, the Village could partner with East Aurora and Orchard Park to create a "Southtowns Village Region" marketing strategy.
11. Support existing businesses to foster investment, expansions, and creations of additional jobs within the Village. Economic development funding sources aimed at existing businesses should be sought as eagerly as funding for new business ventures. Additionally the Village could initiate simple marketing efforts to help support local businesses (e.g., a "buy local" campaign aimed at residents and businesses to buy from their neighborhood retailers and service providers).
12. The Village should create a master plan for the village-owned parcel on South Buffalo Street that can be utilized for marketing to potential developer. Any proposed master plan should maintain continuous public access along both sides of the creek.
13. Study rails to trails conversions and other trail linkage opportunities that would expand non-motorized transportation and recreational resources in the village and improve regional connectivity.

Mid-Range

1. Create partnerships with local Colleges and Universities to attract small businesses and develop business incubator programs.
2. Continue to actively recruit businesses that are deemed desirable and well-suited to a village setting.
3. Identify developers and public funds to support redevelopment of underutilized buildings and parcels available in the Village, especially those areas for which master planning efforts have taken place.



4. Plan Implementation

Long-Range

1. Work with City of Buffalo, Town of Hamburg and other nearby communities to develop and implement a regional economic strategy to bring new jobs to the Greater Buffalo area.
2. Expand transit services (bus) to the Village to provide efficient access between the Village and points in the region.
3. Implement rails to trails conversion project to expand non-motorized transportation options in the Village and throughout the region.

Zoning and Regulatory

During the planning process, several opportunities related to zoning, land use and regulatory controls emerged. The following recommendations relate to future revisions and/or additions to existing zoning code, and local laws. Zoning code revisions would ideally be addressed in one comprehensive update process, while local law revisions or additions could be handled individually as deemed necessary or prudent.

Zoning Modifications

- Revise the zoning map and districts to be consistent with the future land use map included in this plan. The future land use plan established a gateway commercial area and two distinct mixed use districts. Buffalo Street needs to maintain its residential quality and physical character to differentiate it from the Central Business District. It also recommended a reduced boundary for the Central Business District, which better aligns with the Village's goals for economic development and neighborhood enhancement. Additionally the Village should consider converting R-2 zones to R-1 in areas where single family homes are predominantly located to limit the amount of conversions that are permitted within the Village.
- The mixed use land use designation in the future land use map does imply that future zoning in these areas will be exactly the same. Areas designated for mixed use may or may not be assigned one zoning district in future zoning code updates. The number of mixed use zoning districts will depend on the types of uses deemed appropriate for specific geographic areas of the Village. (For example, commercial nodes at the roundabouts on Buffalo Street and residential focus between the roundabouts.)



- On Main Street, it is critical that existing residential structures are maintained in their original form to promote residential living along this main corridor of the village. Non-residential uses may be permitted, but should be carefully considered and designed to ensure they do not detract from residential character of the area. These prominent homes are icons in the community and should be preserved.
- Provide new, or modify existing, purpose statements for each district. The purpose statement should describe the district's intent, including anticipated development types and character. A clearly defined district purpose provides a framework for applicants and village decision makers to determine whether proposed projects align well with the surrounding area and whether they support village's physical, economic and community development goals.
- For future mixed use districts outside the central business district, a zero set back may not be suitable or appropriate. The Village should consider establishing a maximum setback that will allow for the creation of front lawns, outdoor eating or seating or promenade spaces.
- In the Gateway Commercial areas on the future land use map, drive-throughs or convenience parking may be suitable if well designed and located on sites with shared drives and access across adjacent parcels, which will minimize curb cuts and reduce potential conflict points.
- Although the Village has done a good job of updating its existing code to incorporate design standards, in the long term the Village would benefit from the preparation of a newly drafted zoning code. Creating the zoning code from scratch would provide an opportunity to develop a form-based or hybrid code that dictates future development and redeveloped based on the performance of sites and buildings, rather than traditional Euclidean zoning that bases development on uses.
- The Village may want to limit or prohibit additional future gas stations from locating in the CBD.

Design Standards

- Conduct a review of the Village's adopted Design Standards every two years to ensure they adequately reflect community's design preferences and produce desired development and update them as needed. The review could be conducted by the Planning Board, the Architectural Review



4. Plan Implementation

Committee or a separate ad hoc group convened for the sole purpose of regulatory review.

- Until such time that a hybrid or form-based code revision takes place, design standards should be developed for all existing and future zoning districts, including residential. New design standards should be graphic-oriented, incorporating illustrative examples of preferred site and architectural design elements. These graphics could then be utilized in whatever form-based or hybrid form-based code is developed in the future.

Other Regulatory Issues

An Access Management Guideline or Policy would clearly outline the Village's intent to make pedestrian/vehicular access safer throughout the Village. This topic could be addressed as a separate local law or as a provision in the zoning regulations. The requirements established in the law/zoning code should be based on national standards, but adapted to suit the Village's specific needs. Access Management laws/codes typically regulate driveway/intersection spacing, number and distance between curb cuts, intersection design, provisions for shared access or cross access between properties and other measures that will influence safety and access of all modes of transportation.

Monitor, and revise as necessary, the Village's demolition code to ensure that the code is sufficient to protect community assets and structures. The Village needs to sustain the physical rhythm of its streets and minimize gaps created by demolition of structures.

Work with the Town to identify transition zones and create collaborative process to address issues, such as zoning, planning, streetscape and design guidelines. The area along Camp Road between Legion and Village line needs specific attention to enhance gateways.



Grant Funding Opportunities

FUNDING SOURCE	DESCRIPTION	WEB SITE
NYS Smart Growth	State clearinghouse for grants and financial assistance	http://smartgrowthny.org/grants.shtml
New York Safe Routes to School	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school — and to make walking and bicycling to school safe and appealing.	https://www.nysdot.gov/divisions/operating/opdm/local-programs-bureau/srts
Transportation Enhancement Program	In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance.	https://www.nysdot.gov/programs/tep
Statewide Transportation Improvement Program (STIP)	The STIP includes both highway and transit projects as well as urban and rural projects on both State and local roads. The STIP is required to be updated every four years and to include a minimum four-year listing of Federal-aid projects for approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).	https://www.nysdot.gov/programs/stip
New York State Industrial Access Program	The New York State Industrial Access Program has been designed to complement economic development projects throughout the State where transportation access poses a problem or may offer a unique opportunity to the viability of a project.	https://www.nysdot.gov/programs/iap
Recreational Trails Program	The Recreational Trails Program is a State-administered, Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use.	http://www.nysparks.state.ny.us/grants/recreational-trails/default.aspx



4. Plan Implementation

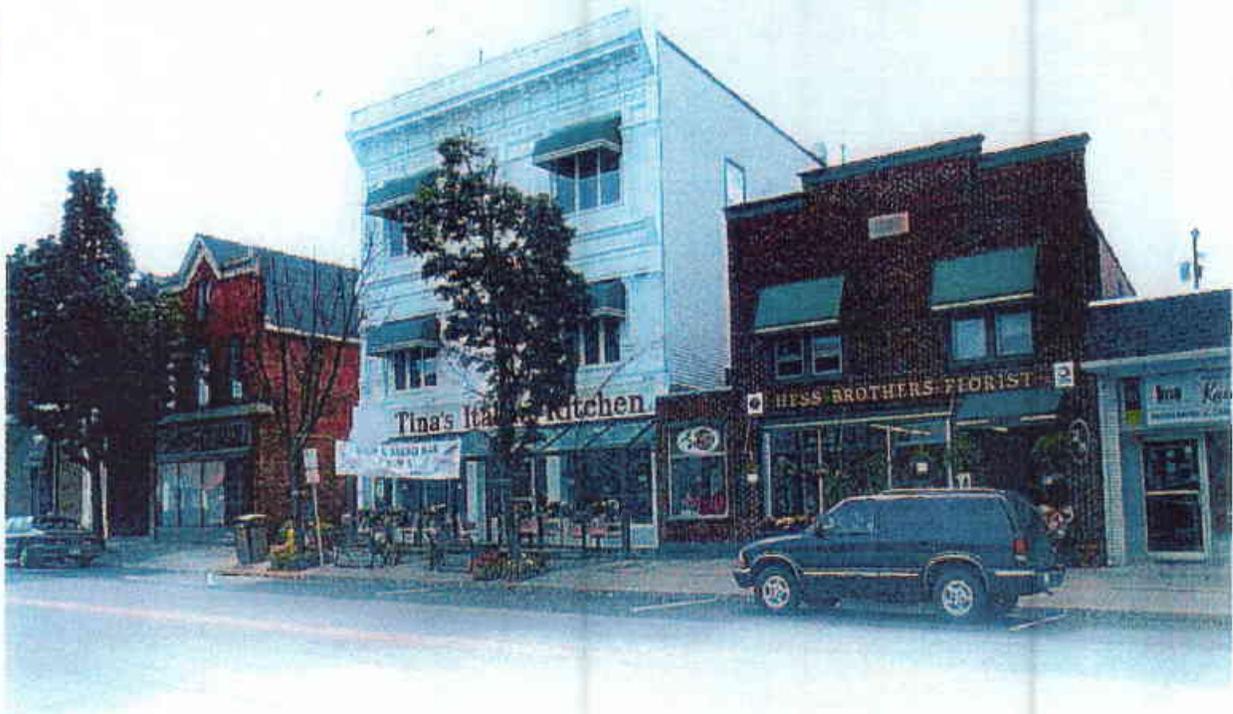
Grant Funding Opportunities

FUNDING SOURCE	DESCRIPTION	WEB SITE
NY Cleaner, Greener Communities Program	A program to encourage communities to develop regional growth strategies in housing, transportation, emissions control, and energy efficiency and revitalize urban areas. This program has been proposed by Gov. Cuomo in 2011 and has not yet been put into action.	http://www.governor.ny.gov
NYS Consolidate Local Street & Highway Improvement Program	A reimbursement program administered by the NYSDOT that provides funds to support the construction and repair of highways, bridges, highway-railroad crossings, and other facilities that are not on a State highway system. Projects must be located within the public right-of-way and have a useful life of at least 10 years.	https://www.nysdot.gov/programs/chips
Upstate Regional Blueprint & Downstate Revitalization Funds	The fund promotes economic development by financing capital improvement investments throughout the State. Funding is administered through NYS Empire State Development and are allocated through three tracks: business investment, infrastructure, and downtown redevelopment.	http://www.empire.state.ny.us/BusinessPrograms/UpstateDownstateFunds.html
Community Development Block Grant (CDBG)	The NYS Office of Community Renewal provides funding for three rounds each year, depending on available funding from State and Federal sources: an annual competitive round, economic development, and strategic planning technical assistance. The primary goal of the funding is to develop viable communities by providing affordable housing, suitable living environments, and expanding economic opportunities, especially to those of low or moderate income levels. Housing, public facilities, and public infrastructure are included in the competitive round.	http://nysdhcr.gov/Programs/NYS-CDBG



Appendix A
2003 Comprehensive Plan

Village of Hamburg



Comprehensive Plan

Generic Environmental
Impact Statement

November 2003

TABLE OF CONTENTS

	PAGE
I. INTRODUCTION.....	4
A. Overview	5
B. Legislative Authority	6
C. Vision.....	6
D. Plan Summary	6
E. SEQR Compliance.....	7
II. INVENTORY & ANALYSIS	8
A. Location	9
B. History	9
C. Population Characteristics	9
D. Economic Base	11
E. Environmental Characteristics	13
F. Land Use	14
G. Housing	17
H. Utilities	17
I. Traffic Circulation	19
J. Community Facilities	21
K. Parks & Recreation Facilities.....	22
L. Historic and Cultural Resources	25
M. Summary	25
III. PLAN FOR THE FUTURE.....	28
A. Vision Statement	29
B. Goals & Policies.....	29
B1. Land Use	30
Industrial	30
Commercial	31
Residential	34
B2. Economics	35
B3. Utilities	36
B4. Community Facilities	37
B5. Parks & Recreation Facilities	37
B6. Historic & Cultural Resources	38
B7. Environmental Characteristics	39
B8. Transportation	40
B9. Summary	41

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

IV. IMPLEMENTATION 42

- A. General Provisions 43**
- B. Land Use and Zoning 43**
- C. Utilities 44**
- D. Community Facilities, Historic & Cultural Resources 45**
- E. Parks, Recreation and Open Space 45**
- F. Traffic Circulation 45**

V. ALTERNATIVES 46

LIST OF FIGURES

FIGUREAFTER PAGE

1	Environmental Characteristics	13
2	Existing Land Uses	14
3	Transportation Infrastructure	19
4	Community Facilities	21
5	Proposed Land Use Plan	30

I. INTRODUCTION

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

I. INTRODUCTION

A. Overview

According to the New York State Department of State, the comprehensive plan is important for those communities who wish to imprint both their built and natural environments with a community-devised, long-range, goal driven plan. The primary purpose of the Village of Hamburg Comprehensive Plan is to serve as a guide to decision makers as they work to accommodate change within the village while preserving and enhancing what presently exists.

The comprehensive plan, as defined by Municipal Law (272-a.2(a)), is the "materials, written and/or graphic materials including but not limited to maps, charts, studies, resolutions, reports and other descriptive materials that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long range protection, enhancement, growth and development of the Village." A comprehensive plan is the framework for land use regulation; providing a picture of what the Village is and what it would like to be in the future. Implementation of this plan, starting with its adoption and proceeding with recommendations such as amendments to the zoning ordinance, will provide the legal authority to control development in the prescribed manner.

Erie County has identified the Village of Hamburg as one of the ten villages located within the County which serves as a rural service center. These service centers are where people within rural sections of the County go to shop, use the post office, visit the library or town hall, do their banking and to find a variety of places to meet their needs. Erie County has determined that rural service centers "are unique in many ways, and by this very nature, provide a sense of place or community often lacking in more urbanized settings." This comprehensive plan recognizes the important role the Village of Hamburg plays in the overall quality of life in the region.

This comprehensive plan is an update of a master plan which was completed for the Village in 1984. Many characteristics of the Village such as environmental qualities, distribution and type of land uses, and community facilities, have not changed significantly since 1984. This is largely due to the lack of physical growth within the Village. Growth has been limited by the lack of vacant land available within Village boundaries. The Village's commercial and residential uses have remained remarkably stable throughout the years and the village offers a variety of housing options and commercial opportunities. It is a quaint and vital community with much to offer new and longtime residents of the community. The focus of this comprehensive plan is to explore means of maintaining and enhancing the Village's existing character while identifying opportunities for

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

future development. The planning horizon for this comprehensive plan is through 2015.

B. Legislative Authority

The authority to conduct comprehensive planning and to adopt a comprehensive plan is granted by the New York State Legislature. Adoption of a comprehensive plan by the Village Board of Trustees requires that all the village land use be in accordance with the plan. Furthermore, other governmental agencies must take the plan into consideration whenever their capital projects occur on land identified in the Village comprehensive plan. This provides a village with the appropriate guidance to review future projects as well as the essential background information and justification for amending the zoning ordinance. This plan also supplies developers/project sponsors with upfront guidance on where and how their projects can be developed, facilitating the site plan review process and providing early detection of potential land use conflicts.

C. Vision

Prior to establishment of specific goals, a community must have a picture of how it wants to look and function now and in the future. This picture is referred to as the Village's "Vision" and is expressed in this Vision Statement: *The Village of Hamburg envisions itself as a quaint, pedestrian friendly and picturesque village with a strong economic base. It would like to be considered as a safe place to live with a quality of life maintained through the provision of ample job opportunities, recreational opportunities, good schools, and affordable housing. The Village would like a vital and active Village Center with shopping opportunities available to meet every day needs.* This Vision Statement generally describes the community's direction over the next 10 years; i.e. how it will guide development and manage its resources. The Comprehensive Plan is the foundation on which the Village can achieve this vision.

D. Plan Summary

The Village of Hamburg's natural and social/cultural resources were inventoried and analyzed to identify the issues and concerns for the future of the Village. These resources included existing land use, zoning, floodplains, wetlands, vehicular circulation, recreational opportunities, utilities, socioeconomic characteristics, community facilities and historic resources. The inventory and analysis provides the basis for the goals, policies and strategies determined to enhance and promote redevelopment of the Village's existing land use, recreational offerings and community facilities. The potential impacts associated with the recommended strategies were reviewed and by and large, were found to be beneficial with no significant adverse effects.

The Proposed Land Use Plan in general, preserves the Village's existing land use pattern with a few exceptions. One exception is to focus multifamily residential

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

uses to a few distinct areas within the Village such as north of the Ravenwood Industrial Park, between Milford and Pleasant Street, west of Lake Street and within the Village Center and General Commercial areas. Also, two family-unit residential development is recommended to occur west of Lake Street, within residential neighborhoods directly surrounding the Village Center, along Clark Street and McKinley Parkway. Another exception to the existing land use pattern is to extend the boundaries of the Village Center north to the intersection of Buffalo and Pine Street.

The primary goal of this Comprehensive Plan is to preserve and enhance the existing conditions of the residential neighborhoods, as well as the commercial and industrial areas through minimizing land use conflicts and enhancing functional and aesthetic aspects of the Village's community and transportation services. This will be accomplished through recommendations provided for:

- Improving the Village's economy
- Continued infrastructure maintenance and repair
- Creating a lively Village Commercial Center
- Improving traffic flow and the visual quality of Lake Street, Buffalo Avenue, Main Street, and Pine Street.
- Continued enhancement of the Village's existing park and recreation system.
- Recognition of the Village's historic resources.

E. SEQR Compliance

In accordance with State Environmental Quality Review Act (SEQR) and Town Law (§ 272-a), adoption of the Village of Hamburg Comprehensive Plan by the Village Board is a Type 1 action subject to review under 6 NYCRR 617. Pursuant to Town & Village Law § 272-a. 8, this plan also serves as a Generic Environmental Impact Statement (GEIS). The components of the GEIS are responded to in the sections of this document as indicated below.

- Executive Summary = Section I. Introduction
- Project Description = Section I, Section III. Plan For the Future
- Environmental Setting = Section II Inventory & Analysis
- Environmental Impact = Section III Plan for the Future
- Mitigation = Section III & IV Implementation
- Unavoidable Adverse Impacts = Section III
- Alternatives = Section V Alternatives
- Recommendations/Thresholds = Section III
- Growth Inducing Aspects = Section III

Further actions that are consistent with the recommendations established in this GEIS might not require any further review pursuant to SEQR. For example, zoning and other regulatory changes implemented in accordance with this Comprehensive Plan would not require further SEQR review.

II. INVENTORY & ANALYSIS

II. INVENTORY & ANALYSIS

A. Location

The Village of Hamburg is located in the southeastern portion of the Town of Hamburg which is in the south-central portion of Erie County, New York. It is a village of 2.5 square miles in area with easy and direct access to the New York State Thruway and other regional and state routes such as Route 62 and Route 75 which provide easy access to business and employment opportunities available within Erie County.

B. History

The first settlers came to Hamburg in 1806 settling in the southeast corner of what is now the village. In the early days, Hamburg's agriculture supported Buffalo's quality of life with a variety of crops. City residents moved to the rural areas to set up businesses and build homes as well as farm the countryside. The area's population increased to where public services were needed causing the hamlet of Hamburg to be incorporated (which occurred on May 9, 1874) as the Village of Hamburg. In 1874, the population of the young village was 700. After World War II, the Village of Hamburg quickly began to suburbanize to become what it is today.

C. Population Characteristics

Hamburg has been an attractive place for the settlement of a population of approximately 10,000 people. An analysis of existing available information is presented below. It provides as a description of the Village population relative to trends, age and race, households, and educational attainment. The 2000 United States Bureau of Census figures were used for the analysis. **Table 1** illustrates that the Village of Hamburg's population has remained relatively stable since 1970. There was a growth spurt of twelve percent in the village between 1970

Table 1
Population Trends
By Governmental Unit
Erie County, Town of Hamburg
and Village of Hamburg

Year	Erie County	Town of Hamburg	Village of Hamburg
1970	1,113,491	33,519	10,215
1980	1,015,472	39,400	10,582
1990	968,584	40,393	10,442
2000	950,265	56,259	10,116

SOURCE: U.S. Bureau of Census, 2000 Census of Population.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

and 1980. Between 1980 and 1990, the population remained statistically stable (one percent decline) and from 1990 to 2000 the village population dropped by three percent. This small change in population suggests a relatively stable population.

Table 2
2000 - Age Cohort
Erie County, Town of Hamburg, Village of Hamburg

Cohort	Erie County		Town of Hamburg		Village of Hamburg	
		Percent		Percent		Percent
Under 5	57,837	6%	3,367	6%	671	6%
5 to 19	197,940	21%	11,829	21%	2,186	22%
20 to 44	327,107	34%	18,713	33%	3,173	31%
45 to 64	216,123	23%	13,863	25%	2,422	24%
65 to 84	132,733	14%	7,371	13%	1,366	14%
85+	18,525	2%	1,116	2%	298	3%
Total	950,265		56,259		10,116	

Source: U.S. Bureau of Census, 2000. *Census of Population and Housing*

A basic age analysis of residents in the Village of Hamburg illustrates a normal distribution of various age cohorts (**Table 2**). Age distribution is important because an overabundance or lack of one cohort can effect other aspects of the community's "health" such as demand on schools, labor force, housing, and services. The racial composition is relatively homogeneous with 99% of the population as white. The minority population (138 persons) is about 29 percent Asian and the balance of the population is Black, American Indian and other.

A household is all of the people who occupy a housing unit. Between 1970 and 1980, the number of households in the Village of Hamburg increased by twenty percent. Between 1980 and 1990, the increase in the number of households slowed to six percent (3,817 to 4,035 households) and then declined by one percent from 1990 to 2000 (4,010 households). An economic/demographic study completed by Niagara Frontier Transportation Committee predicts there will be a slight decline in households in the village by 2020 to 3,882 households. In contrast, the Town of Hamburg households rose by 138 percent between 1970 and 2000 from 9,249 to 21,999 households.

Household size in the Village of Hamburg has been declining from 3.32 persons in 1960 to 2.50 persons per household in 2000. In Erie County, the average household size is 2.41 persons per household.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

The population of the Village of Hamburg is well educated (Table 3). The 1990 United States Bureau of Census figures were used for this section of the analysis. The 2000 figures are not yet available for social or economic characteristics. In

**Table 3
Educational Attainment
Persons 25 years and over
New York State, Erie County, and the Village of Hamburg**

Place	NYS		Erie County		Village of Hamburg	
High School (incl. equivalency)	3,485,686	30%	202,981	32%	1,711	25%
College						
Some	1,851,182	16%	104,781	16%	1,115	16%
Associates Degree	770,268	7%	53,275	8%	861	12%
Bachelor's Degree	1,561,719	13%	76,619	12%	1,473	21%
Graduate/Prof.	1,172,110	10%	51,479	8%	923	13%

SOURCE: U.S. Bureau of Census, 1990 Census of Population.

1990, approximately thirty five percent of persons 25 years of age and over had received a bachelors or graduate degree. In addition, another twelve percent received their associate's degree. This is almost double the New York State and Erie County rate. The result of higher educational attainment levels is higher paying jobs that allow for more disposable income that can be spent in the village. This also provides the opportunity to get more talented people involved in civic affairs.

D. Economic Base

Table 4 illustrates growth in employment opportunities in the Village of Hamburg from 1960 through 2020. It should be noted that there has been a steady growth in local employment in the village and it is forecasted to continue this upward trend. Statistics for recent trends in employment have not been

**Table 4
Employment Trends Village of Hamburg
1960 to 2020**

Year	Employment	Change
1960	3,476	
1970	3,874	11.4%
1980	4,368	12.8%
1990*	5,171	15.5%
2020+	6,286	21.6%

SOURCE: Village of Hamburg 1984 Comprehensive Plan, * U.S. Bureau of Census, 1990 Census of Population, + Projections from the Niagara Frontier Transportation Committee, 1997.

updated since 1990 when it was revealed that approximately 21% of the Village's employment (employed persons 16 years of age or older) is in professional activities such as the health or education fields. Local, state, or federal government employs another 18.2% of the labor force and a small portion of the labor force is self-employed (6.4%). The balance was distributed throughout the other industries.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Using the village's 1990-population, approximately 93% of village residents worked at sites in Erie County such as the City of Buffalo or in the suburb of Amherst. The balance traveled to jobs outside of the county and state to areas such as Canada or Monroe County.

Industrial classification system categorizes workers by type of industrial activity in which they are engaged as illustrated in the following table.

Table 5
Employment by Industry
Village of Hamburg & Erie County Comparison
(1992)

Industry	V.Hamburg Employees	Percent of Employment	Erie County Employees	Percent of Employment
Agri., Forestry, Fish., & Mining	40	.8%	4,207	9.5 %
Construction	240	4.7%	20,773	4.7 %
Manufacturing	721	14 %	76,375	17 %
Transport. Commun. & Util.	315	6 %	30,148	6.8 %
Whole Sale Trade	230	4.5%	20,002	4 %
Retail Trade	869	17 %	82,163	18.6 %
Service Industry*	823	16 %	65,316	14.8 %
Professional	1694	33 %	123,689	28 %
Public Administration	239	4.7%	19,453	4 %
Total Employees	5,080		442,126	

Source: 1992 Economic Census, *Service Industry includes FIRE, business, repair, personal, entertainment, & rec.

It should be noted that not all employees are residents of the village but rather those employees who make up a specific industry located in the Village. In Erie County, almost 10 percent of employment is related to agriculture, forestry and mining. The Village of Hamburg is below one percent, not uncommon for an urbanized place or village. Retail trade and the service industries together make up 33 percent of the local employment, tied with professional related services. A few of the commercial areas include Holiday Village Plaza (Route 75 at the northern boundary of the village), Ravenwood Park Industrial Complex (Grimsby Drive) and Hamburg Village Square (Pine Street). The Hamburg School District and Hamburg government are two of the larger employers in the village. In 1992, 869 jobs were related to retail sales, jumping to 1,124 employees according to the 1997 U.S. Economic Census.

The median per capita (based on people 16 years old and over) in the Village of Hamburg is \$37,448. The median household income for Erie County is \$28,005. Over 30% of the households in the village make over \$50,000 which is compared to the Town at 26% and Erie County at 21%. The high wages of village residents

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

are likely the result of high educational attainment and professional occupational class.

Table 6
Household Income Comparison
Erie County, Town of Hamburg, and Village of Hamburg
(1990)

Levels	Erie County		T. Hamburg*		V. Hamburg	
\$0 to 14,999	101,876	27%	3332	17%	659	16%
15 to 24,999	66,810	18%	3117	16%	557	14%
25 to 34,999	59,775	16%	3571	18%	632	16%
35 to 49,999	68,337	18%	4838	24%	914	23%
50 to 74,999	52,751	14%	3669	18%	844	21%
75 to 99,999	15,614	4%	1013	5%	291	7%
100,000 +	10,856	3%	545	3%	128	3%

SOURCE: U.S. Bureau of Census, 1990 Census of Population.

* Town includes the Villages of Blasdell and Hamburg.

E. Environmental Characteristics

Understanding the natural attributes of the village is an integral part of planning for the future since they represent areas, which should be preserved and respected for their importance to the natural environment. The map titled "Environmental Characteristics" (Figure 1) illustrates the location of steep slopes, wetlands designated by the United States Fish and Wildlife Service, as well as those designated by New York State Department of Environmental Service. This map also illustrates the location of watersheds and flood zones.

E1. Wetlands

As depicted on the "Environmental Characteristics Map", there are no federal or state designated wetlands located directly within the boundaries of the Village of Hamburg. Wetlands were recently discovered in the northern section of the Village but, have not been officially designated as such. Designated wetlands do exist directly north of the Village within the Town of Hamburg, near the Hamburg High School, west of the Village boundary at the end of Lenora Drive, south of the Village near Crescent Drive and north of the Village at the end of Sunset Drive. It is important to note the location of these wetlands when assessing the potential impact of future growth within the Town and adjacent to the Village boundaries. Development would not occur within these areas of the Town because of the limitations imposed by the Federal and State governments on building within a designated wetland. It is also important to note where these wetlands occur because of the natural drainage capabilities they provide for adjacent areas within the Village. Wetlands provide for the collection and overflow of storm water along stream

ENVIRONMENTAL CHARACTERISTICS

Village of Hamburg

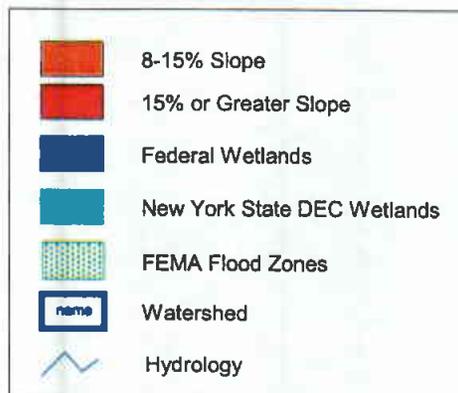
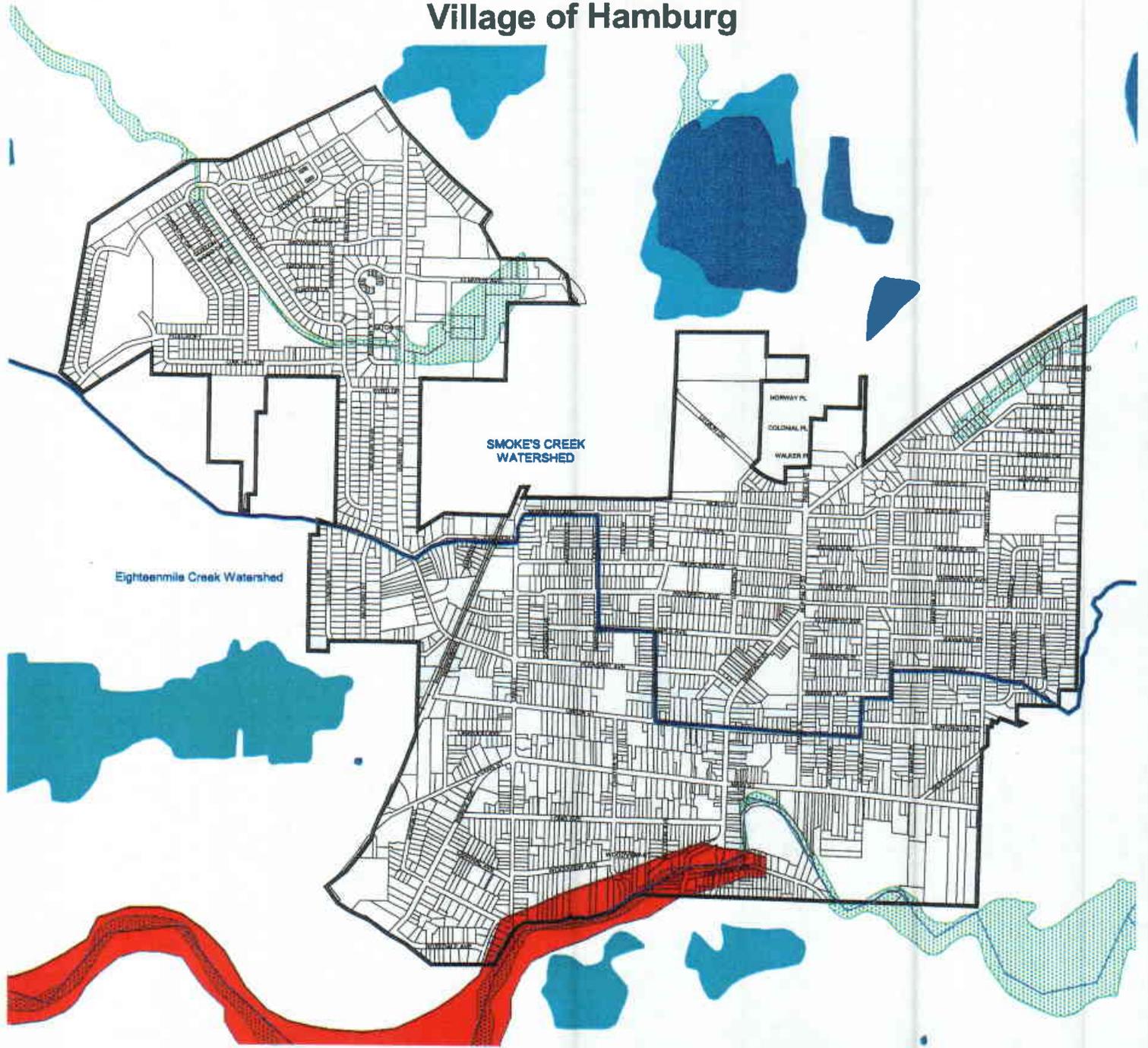


Figure 1

DISCLAIMER:
 This map is intended for general planning purposes only.
 No warranties are expressed or implied.

SOURCE:
 Data provided by Erie County Department of Planning
 March 2000.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

channels and in low-lying areas. Wetlands are found in low areas where water is trapped and retained from runoff and where marsh and natural vegetation promote wildlife formation and growth. Village officials should request that the Town of Hamburg inform the Village of any potential changes to these important natural features.

E2. Flood Zones

Flood zones are divided into two types: floodways and flood fringes. Floodways are stream channels of turbulent water, which can be destructive during flood conditions. Flood fringes are flat areas, which experience shallow flooding. Development is restricted within floodway areas and should be restricted to open space land use in flood fringe areas. Flood zones as depicted on the "Environmental Characteristics Map" are located along the following water features:

- Eighteen-Mile Creek – This is a critical drainage channel for village land, slopes in excess of fifteen percent and dramatic aesthetic features (gorge walls and wooded areas) that are of local significance.
- Smokes Creek Tributary – This is a wooded, drainage channel which is located in the northeast portion of the Village between Torry Drive and Clark Street.
- Sunset Drive Drainage Channel – This is a cleared-slope drainage area located between the industrial park/Sunset Drive and the New York State Thruway.

E3. Topography

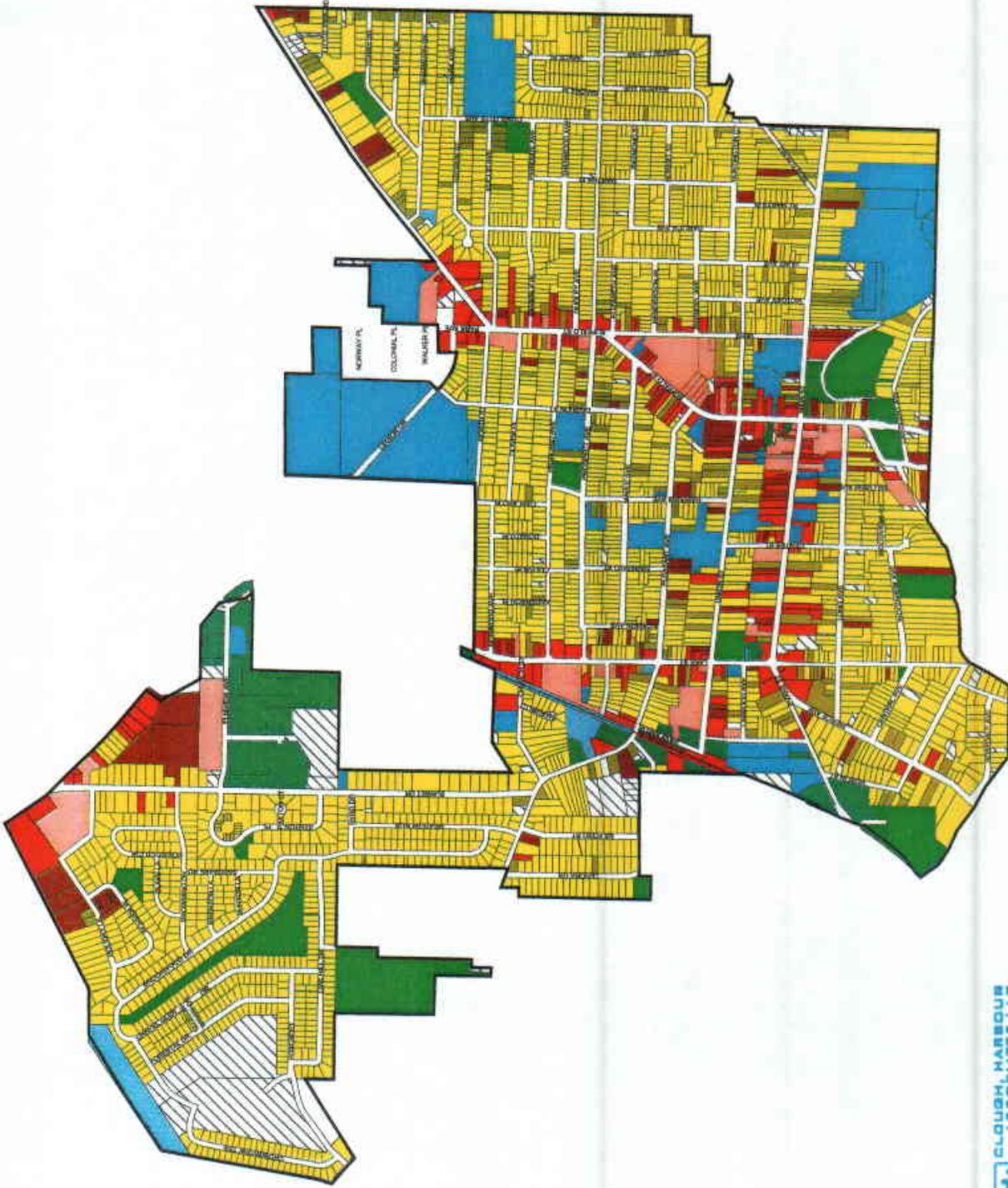
Topography is relatively flat within the Village, with the majority of the Village being 0-3 percent sloped and 3-8 percent in limited areas near the Thruway. Slopes, which are 15% or greater are, located along Eighteen-Mile Creek creating significant development limitations.

F. Land Use

Land uses within the Village were identified and documented by parcel utilizing information provided by the Erie County Department of Environment & Planning and verified by field survey. A map titled "Existing Land Uses" (**Figure 2**) is provided to show the pattern of land use existing throughout the Village. The overall pattern of land use has not changed significantly since the preparation of the most recent master plan completed approximately 16 years ago. A summary of land use is provided below.

Existing Land Use

Village of Hamburg



Existing Land Use	
	Single Family
	Two Family
	Office & Retail
	Commercial
	Utilities
	Industrial
	Public, Government & Education
	Parks/Reserved Land
	Vacant



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 Prepared by Erie County Department of Planning
 March 2008
 Created by M.C. - Project 1000
 Revised 01/14

Figure 2

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

The Village of Hamburg is almost entirely built out with nearly 91% of its land area actively developed. Residential land uses still comprise roughly 49% with public, semi-public, roads and utilities at 4%, commercial nearly 8%, roads/utilities 18%, and industrial only 2%. Vacant parcels total 9% of the land area within the village.

Commercial development, once concentrated within the center of the Village, has expanded to the corridors of Buffalo Street, Lake Street and Main Street; three major arterials which extend through the Village to other parts of the region. This commercial development is a mixture of strip and stand-alone commercial development. Some older homes are being torn down for new business sites, or renovated to suit new commercial needs. Uncontrolled driveway access occurs on these major arterials which contributes to existing traffic congestion. The numerous commercial signs which exist along these routes add to the visual clutter created by the variety of building styles, shapes and sizes. Commercial parcels located adjacent to residential parcels are in most cases too small to accommodate proper buffers to protect the privacy of its residential neighbor.

Within the past decade, commercial development occurred in the northern section of the Village along Camp Road (Route 75) as, an extension of the strip development occurring along this route in the Town of Hamburg. This commercial development has been designed to have little or no negative effects on its adjacent residential neighbor. From the viewpoint of the passerby, numerous commercial signs exist along Camp Road creating visual clutter.

A shopping plaza is located on Buffalo Street in the center of the Village. There have been few vacancies within this plaza over the years. It consists of a mix of office and retail uses with sufficient room for parking. The majority of the village's commercial activity is within buildings housing retail, office, and residential uses. This is a result of the reuse of residential properties for commercial use. The type of retail and service uses located in the Village has changed over the past decade. Uses which primarily serve the local residents such as grocery stores, dry cleaners, doctors, etc. have largely been replaced by specialty shops and auto-related services. Many of the retail and service uses have relocated to nearby strip malls. Local residents now must leave the Village for their specific shopping needs. This a problem primarily for increasing population of seniors, who reside in the Village who have been accustomed to the convenience of nearby shopping and for those who enjoy walking to from home to shop for day to day needs.

Industrial development is sparse. Industrial/heavy commercial uses, which do exist within the Village, are located adjacent to the railroad line, north along Pleasant Street approximately 800 feet from the intersection of Pleasant and Haviland Street. Conflict between these types of uses and neighboring residential

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

properties occur in this area. Excessive noise, fumes and unwanted traffic created by heavy commercial and industrial activities can negatively affect nearby residences. An industrial park is located in the northern section of the village between Elmview Avenue and Sunset Drive. The land uses within this park are compatible with the adjacent residential properties. A more detailed description of land use is provided below by section of the village as defined by major transportation routes.

The Erie County Railroad Line bounds the central portion of the Village on the west, and Buffalo Street on the east and extends north and south to the village boundaries. This section of the Village is comprised of a diverse mix of uses. It is a combination of commercial, residential, (single family and multifamily) and public/semi public uses with a few vacant parcels. Many of the stately old homes located along Main Street in particular between Center Street and Lake Street, have been converted to professional office use. These offices provide a graceful transition from residential development to the central business district. They also serve to confine retail uses to its present boundaries, strengthening the vitality of the commercial enterprises. There has been minimal, new commercial development in the central portion of the Village in recent years. Interior building renovations have been completed instead. Residential properties located in the central portion of the village, south of Main Street are well-maintained and very stable, exhibiting few conversions to nonresidential uses.

The western portion of the Village located northwest of the railroad lines, is predominately residential. It is a mixture of residential units ranging from single family to townhouses in a diversity of styles. The New York State Thruway bounds the Village to the north, residential use within the Town of Hamburg bounds the Village to the west and commercial uses extend along Camp Road to the east. The goal for this part of the Town of Hamburg surrounding the western portion of the Village(per the Town's 2010 Comprehensive Plan) is to continue residential development. Camp Road will continue as a major commercial area of the town. The Town of Hamburg's Comprehensive Plan calls for a cooperative effort by the Town and the Village in controlling commercial development along Camp Road so as to reduce its impact on traffic flow and the aesthetics of the area. The geographic location of this section of the village and the presence of the railroad line create a sense of separation from the rest of the Village for those who live in this area. The majority of the Village's vacant land exists in this section of the Village. Approximately 10 acres of vacant developable land lies within the existing industrial park.

The eastern portion of the Village, from Buffalo Street east, is predominantly single family residential comprised of older, well-established homes in the south and newer homes in the northern section. Few multi-family conversions exist and are confined mostly to Charlotte Ave. and Huntington Court. Limited through-traffic has contributed to keeping this area stable. The Charlotte Ave. Elementary School and the Hamburg Swim Center provide recreational opportunities for

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

those residing in this area. St. Peter and Paul Cemetery and the Trinity Church comprise the majority of the area east of Buffalo Street and south of Main Street to the village boundaries.

McKinley Parkway bounds this section of the Village to the east. Traffic on McKinley Parkway is heavy at times, which affects the quality of life of adjacent property owners. The Town of Hamburg's 2010 Comprehensive Plan identifies methods to improve the quality of this corridor. The Town's plan recommends that a residential overlay district be created which would limit points of access onto the parkway, and require shared access roads.

G. Housing

Almost fifty percent of the units in the Village of Hamburg were built between 1950 and 1979. The newer age of housing is the result of a building boom after the annexation of land from the Town of Hamburg to construct the Glen Meadows Subdivision. Homes in the subdivision are generally newer ranch style structures on winding cul-de-sacs. In comparison, the residential structures in the center of the village are much older.

According to the 2000 U.S. Census, there are 4,144 housing units in the Village of Hamburg. There are 4,144 total units with 134 vacant units or approximately 3% of the total housing stock. The vacancy rate is important because it is one indicator used to assess the available housing units in comparison to the demand for units. Typically a vacancy rate of 5% is considered normal. Vacant units provide buyers and renters a choice in homes. Over seventy-one percent (2,875) of the homes are owner occupied with only a small number of rental units for a village.

There is one HUD entitlement area in the southeast quadrant of the village between East Union and 18-Mile Creek and Buffalo and St. Mary's Streets. This area has one senior center that results in more low and moderate income households and in turn, make the area eligible for funding. After the 2000 Census, a second entitlement area may be designated due to a second senior center that is new to the Village of Hamburg.

H. Utilities

The Village of Hamburg has developed to the level it has because of the comprehensive system of utility services available throughout the Village. This section describes these utilities and identifies improvements that should be made to continue a quality level of service.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

H1. Water

The Village of Hamburg obtains their water supply from the Erie County Water Authority's (ECWA) Sturgeon Point Plant in the Town of Evans. The plant capacity is adequate for future development within the Village. The water distribution system located throughout the west side of the Village (Glen Meadows area) is owned by ECWA. The balance of the Village distribution system is owned by the Village and operated by ECWA through a lease management agreement. This agreement states that the Village is responsible to make all necessary capital improvements and ECWA is responsible for repairs.

The water lines that feed the Village include:

- A 42-inch diameter transmission main running easterly near Erie County owned railroad line,
- A 48-inch diameter transmission main running northeasterly near Lake Shore Road.

These lines provide water to the network of four 8-inch laterals that supply local service to each street and adjacent uses. The distribution system consists of 12-inch trunk mains on Main Street, Buffalo Street, Pine Street, East Prospect Avenue, McKinley Parkway, Camp Road, Union Street, Division Street, and Center Street. The rest of the Village water distribution system consists of 4-inch and 6-inch diameter water lines located along Village streets. The distribution system also has a small number of 2-inch diameter water lines. The Village's water system was originally installed in the early 1900's. Water line improvements have been made on Union Street, Division Street and Center Street in the late 1980s. Continued efforts should be made to update the 2 and 4-inch water lines to insure adequate pressure to all properties located within the Village. There are no plans to do so at this time.

H2. Sanitary Sewers

The Village sanitary sewer system consists of a network of sewer lines ranging in size from 8-inch to 18-inch as well as two wastewater treatment plants which treat the wastewater before discharging into a receiving body. The Southtown Wastewater treatment plant serves the entire Village. The Village sanitary sewer collection system is located throughout the Village with four lift stations, which are located near:

- East Eden Road
- Charlotte Ave
- Sherburn Drive
- McKinley Parkway

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Sewer service is provided to all Village parcels. The Southtown wastewater treatment plant has available capacity.

H3. Storm Sewers

Adequate storm water drainage is a product of two systems facilitating water flow; the principal drainage sheds in the Town of Hamburg and local Village channels serving existing development. Both drainage systems must operate properly to control water flow. The Village lies at the confluence of drainage sheds that channel water runoff toward either Lake Erie or Eighteen-Mile Creek. Drainage is provided by a combination of road ditches, open drain channels and enclosed storm water sewers to remove water from Village development.

I. Traffic Circulation

The Village of Hamburg transportation network must serve many needs including local and through traffic, and access to adjacent land uses. The map titled "Transportation Infrastructure" (**Figure 3**) illustrates the location of arterials, collector streets and traffic conflicts in the Village. The confluence of one national and two state highways (US Route 62, and State Routes 75 and 391) within the Village serves to concentrate traffic in areas where there typically is not a significant amount of land to accommodate increases in traffic. This causes localized areas of congestion and also makes access to land adjacent to these highways difficult to accomplish. Traffic circulation must provide for continuing opportunities for access and also accommodate traffic flow through the Village without causing significant amounts of congestion and safety concerns.

These major routes serve the Village of Hamburg and connect to the surrounding Town and roadway network. US Route 62 (Buffalo Street/ Main Street/Pierce Street) and State Route 75 (Lake Street/Camp Road) traverse generally in a north/south direction and carry the most amount of traffic in the Village and are classified as major arterials. They both provide for through traffic, while U.S. Route 62 also serves adjacent land use in the heart of the Village. State Route 75 (Lake Street) also connects with the New York State Thruway just outside the northwest corner of the Village. Each of these roads is a two-lane highway with development along both sides of the road. This adjacent development significantly hinders the ability to increase the capacity of the roadways. This is especially true of U.S. Route 62 through the Village. Congestion currently exists on these routes, especially during the morning and afternoon commuting period due to the conflict between through traffic and local traffic. Uncontrolled driveway access, through-truck traffic and on-street parking are many of the factors which contribute to congestion. Specific points of congestion include the intersection of U.S. Route 62 and Clark Street in the northern part of the Village and the combined intersection of U.S. Route 62/State Route 75 and Evans Street.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Again, limited right-of-way on these major routes restricts the ability to widen roadways, but there appears to be enough space to improve intersections that are currently suffering congestion problems. Also, there is a conflict with pedestrian and vehicles on Legion Drive because of a lack of sidewalks on this street. The village portion of the street does have sidewalks, but the town should consider constructing sidewalks on their section to allow students to safely walk to the High School located at the end of the street.

The New York State Department of Transportation (NYSDOT) has determined that the pavement, safety and mobility deficiencies on US Route 62 (Main Street & Buffalo Street) from NY Route 75 (Lake Street) to Legion Drive and NY Route 391 (East Main Street) from Buffalo Street to the East Village Line will be addressed with funds from New York State Dedicated Funds and Congestion Mitigation/Air Quality Program. The proposed scope of work is full depth pavement reconstruction, with a closed drainage system, curbs, sidewalks and various intersection safety/operational and capacity improvements. Construction will begin in the summer of 2004.

There are also numerous minor arterials traversing the Village that connect to the regional roadway network and provide access to local land use. These minor arterials include State Route 391 (Boston State Road), Clark Street, McKinley Parkway, South Buffalo Street and Legion Drive. Most of these minor arterials do not possess the same problems as the major arterials in terms of congestion and adjacent development, but care needs to be taken to preserve these corridors so that they do not become overburdened by traffic. One concern that has been identified is the conflict that occurs between pedestrians and vehicles, particularly in the area of the school near the intersection of Legion Drive and Divison Street. Traffic is perceived as traveling too fast through this area and there is limited traffic control. This creates concern as it relates to the functioning of the schools. There are numerous pedestrians and school buses in the area and this causes conflict with through traffic on Legion Drive.

The final vital links of the roadway system within the Village of Hamburg are the collector roadways. These roadways provide the connection for the residential areas of the Village to the arterial system. Although the collector roadway network does not currently have congestion problems, congestion problems in other parts of the Village have the ability to impact the collector roadways. Travelers tend to use the quickest route, although it may be longer. If congestion occurs on the arterial routes, then drivers will switch to the collector roadway network to reach their final destination. To assure that vehicles travel on appropriate roadways it is incumbent on the Village to manage congestion to avoid trip diversions.

The Niagara Frontier Transportation Authority (NFTA) currently provides bus service from Buffalo to Boston with two trips in each direction; one in the morning and the other in the evening. NFTA provides service from Hamburg to

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Buffalo with a frequency of 20 trips in each direction per day. Bus stops are located along Route 62 as well as a bus turnout lane and shelter at the southeast corner of the intersection of Buffalo Street and East Main Street. Many people drive to the Village, park their car for the day and ride the bus into Buffalo. This adds to the final issue of concern and that being the lack of off-street parking in the Village of Hamburg, particularly in the center of the Village. There is on-street parking on both sides of U.S. Route 62 serving local businesses, but not enough to accommodate current demand. There is very little off-street parking in the form of municipal parking lots. The lack of off-street parking causes vehicles to circulate around the center of the Village.

J. Community Facilities

There is no anticipated need for additional government facilities. However, it is advantageous to inventory and examine existing facilities to assist in decision making about the equitable distribution of services to the community. The map titled "Community, Recreation and Educational Facilities" (Figure 4) illustrates the location of these facilities.

J1. Government Offices

There is a village mayor, four trustees; (each elected to 4-year terms by voters) and an appointed Village administrator. The Board of Trustees is charged with preparing and adopting the village budget, controlling all expenditures; carrying out public improvements; appointing department heads, boards, commissions and committees; and supervising the operation of all village departments and agencies. The Hamburg Village Hall is located on East Main Street.

The public expressed during the planning process, that there is a lack of communication between government leaders and the residents as well as a lack of consensus building. The Village plans to take steps to improve this by conducting an annual public survey asking the citizens to identify their priorities and how they would like Village financial resources to be spent.

J2. Public Safety

The village employs its own police force and maintains a fleet of cars. The Village of Hamburg Police shares the building located on Main Street with the village hall. The department consists of 12 full time officers, 8 time officers, and office support staff. There are four patrol cars with at least two cars on the road at all times. In addition, there are 6 crossing guards for the village.

Transportation Infrastructure Village of Hamburg



	Major Arterial
	Minor Arterial
	Collector
	Areas of Traffic Conflict

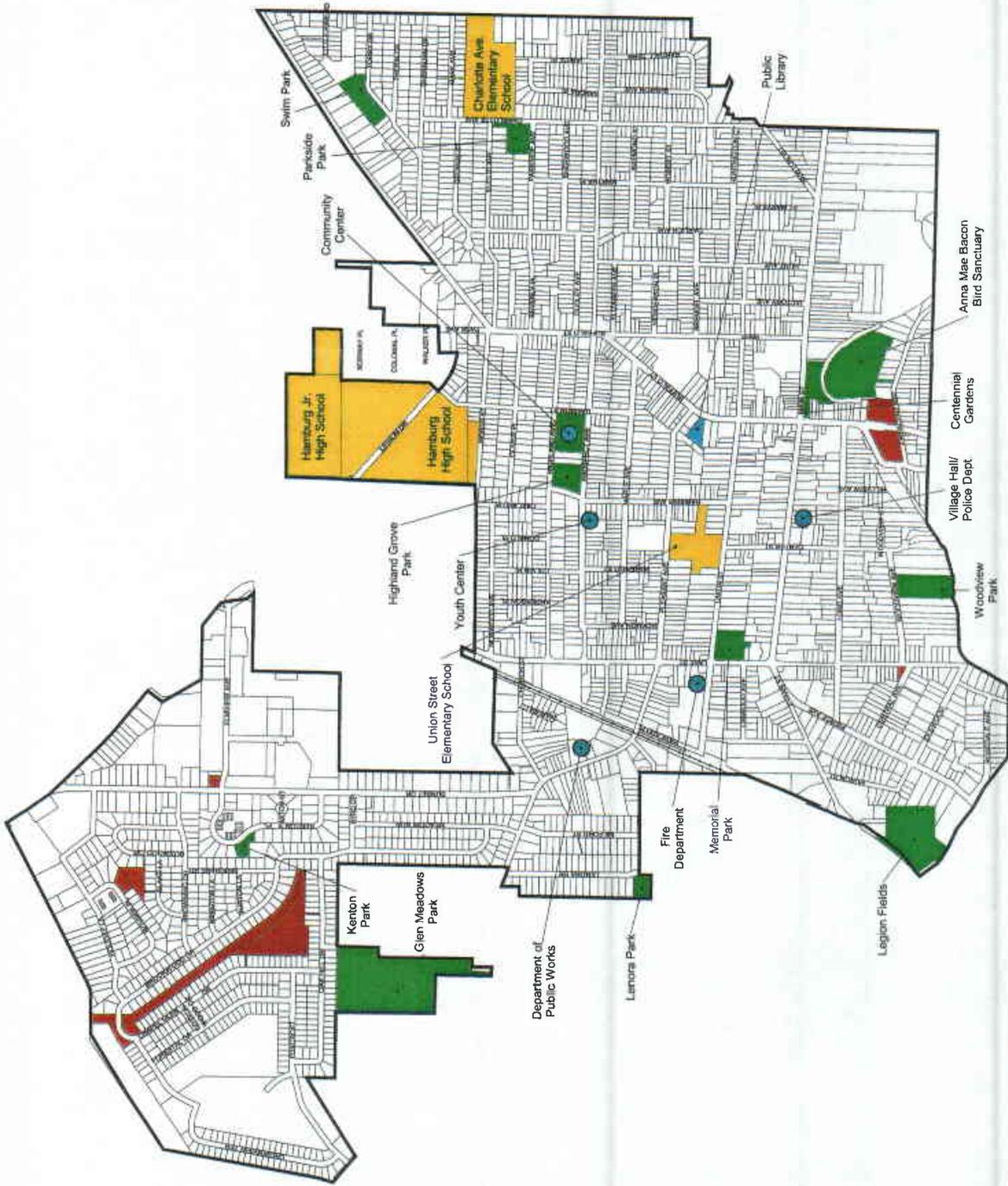
DISCLAIMER:
This map is intended for general planning purposes only. It is not intended to be used as a legal document. All measurements are approximate to 1/8 inch. Map prepared for City of Hamburg Department of Planning, March 2008.

Compiled by H.A.A. - Prepared 2008

Figure 3

Community, Recreation & Educational Facilities

Village of Hamburg



DISCLAIMER: This map is intended for general planning purposes only. No warranties are expressed or implied. DATE: March 2020. Prepared by the County Department of Planning

Figure 4

Sheet 4 of 8
 Created by M.C. Patten 1/18

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

A new centrally located fire hall now serves the Village of Hamburg. It is located at 301 Union Street. Hamburg was previously served by three firehouses: Pine Street, Long Avenue, and Lake Street Station. The consolidation of the fire operations has shortened response time.

J3. Library

The Hamburg branch of the Buffalo and Erie County Public Library system is located on Buffalo Street (U.S. Route 62) in the village between Pleasant Avenue and Union Street. This regional public library serves village and town residents. The 10,700 square foot facility is open daily with 10 personal computers for research and office applications, internet access, a meeting room, and microfiche reader/printer.

J4. Public Educational Facilities

The Hamburg Central School District covers the Village of Hamburg. There are four schools in the district that are located in the village. The schools including the Charlotte Avenue Elementary School, Union Pleasant Avenue Elementary School, Hamburg Middle School, and Hamburg High School (Table 7). The Hamburg High School graduates an average of 300 students per year. Student's attendance rate for the district is relatively high at 96% in comparison with the Town and County. In addition, the village has lower than average drop out and suspension rates. However, the drop out rate has been rising to close the gap with the county and state averages. The student drop out rate rose dramatically from 1.1 during 1994-95 school year to 1.9 in 1996-97 school year.

Table 7
1999 - Public Schools

School	Students Enrolled	Teachers	Grade Levels
Union Pleasant	734	55	K-5
Charlotte Ave.	329	25	K-5
Hamburg Middle	1,033	75	6-8
Hamburg High	1,296	85	9-12
Village Totals	3,392	240	

Source: NYS Education Department, 1999.

K. Parks & Recreation Facilities

There is a wealth of developed parks and recreation space within the Village of Hamburg which are accessible to nearly every neighborhood area. A brief

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

description of these facilities is provided as follows. The map titled "Community Facilities" illustrates where these facilities are located in the Village.

Community Center Playground is located in the center of the Village between Highland and Prospect Avenues. This two acre park includes a large wood structure playground, basketball courts which also functions as an ice skating surface in the winter, a small ballfield and an area for volleyball. A community center building is located here, which is heavily used by seniors and during the week and for small functions on the weekends.

Glen Meadows Park is located off Oakhill Drive on the west side of town. Seventeen acres is developed and maintained with a large picnic shelter, two softball fields (1 lighted) and two tennis courts as well as new playground apparatus. A restroom building has been recently added to the park. This park also houses the department's park maintenance building. A bike path which extends between two parking lots, a grass volleyball and badminton courts. There is a significant amount of undeveloped land within the park that is wooded. The department's intention is to expand the picnic facilities into this land at some point in the future.

Hamburg (Outdoor) Swim Center is accessible from Torry Drive and is located in the eastern section of the Village. A 3,000 sq.ft. heated pool is the primary feature in the park. A new wading pool with a fountain has recently replaced the existing one. The park also includes a changing facility, a small picnic area and three tennis courts.

Legion Field Baseball Complex is an 11.9-acre area located in the southwest corner of the Village off Evans Street. It includes six fields, two of which are regulation and four that are modified. The complex has two buildings; one, which is a combination storage room, umpires office, snack bar and restrooms and the other, is used as a picnic shelter.

Memorial Youth Center is located at 200 Prospect Avenue. The recreation department is housed here as well as a multi-use game room, snack bar area, restrooms, photography lab, arts & crafts room, and two lounges.

Brookwood-Kenton Park is a 1.58 acre park located in the Glen Meadows subdivision. It features a half-basketball court, grills and various play equipment.

Woodview Park is a 3.5 acre park located on Woodview Avenue and is one of the more scenic areas the Village maintains. The park's most unique feature is that it borders the 18 Mile Creek to the south of the park. The creek is bordered by grassy land sloping up to the street level and a slate bank on the other side. The park facilities include an informal play field, small basketball court, picnic tables and playground equipment.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Memorial Park is a 2.3 acre park located near Main Street. It is beautifully landscaped and is unique to the Village and surrounding communities. It features a large band shell used for summer evening concerts, art festivals and other performances.

The Village of Hamburg Recreation Department completed a five-year master plan in 1995, which identified potential improvements to these existing parks. One of the goals identified in the plan was to update all the play equipment located in the parks. This has recently been completed. This plan also pointed out that even though the Village enjoys a total of 70 acres of green space under it's authority, most of that acreage is parceled into smaller sized parks and playgrounds. The Village has few opportunities for future park development. Generally accepted standards for recreation development point out that the village has more than an adequate amount of land needed to meet the recreation needs of the community. Standards aside, the problem exists in that the Village does not own land for development of new facilities to meet the changing needs of the population. For example, organized sports such as soccer and baseball/softball have increased in popularity significantly over the years. The department uses school fields for their recreational league play. The use of these fields is limited to times when the school does not need them for school activities. Consequently, there is a shortage of playing fields for these activities and no large parcels of vacant land in the Village to accommodate these needs.

The Hamburg School District owns 16 acres of undeveloped land east of Glen Meadow Park. This land was originally purchased by the School District to locate an elementary school in the future if the need arises. Until such time, the School District would like to develop athletic fields on this land in particular for, lacrosse and soccer. The Village and the School District are discussing entering into a cooperative agreement to seek funds and develop this land for future recreational use.

The five-year plan did not address the needs of pedestrians and bicyclists. Many people today enjoy walking/biking as a form of exercise or as a means of commuting. Many highways and subdivision developments lack adequate linkages of sidewalks and paths to protect residents and encourage pedestrian activity. Linkages to parks and neighborhoods such as the Glen Meadows subdivision should be created. The Town of Hamburg has identified opportunities for a trail system to be instituted as funding allows. They have prioritized plans for pedestrians trail access, and bicycle routes in their 1997 Open Space/Recreation Plan. Proposed bike trails include two regional trails, including one constructed within the right-of way of Rogers Road which becomes Pleasant Avenue when it enters the Village. The Erie County railroad right-of way could also be used for a trail route in the future. Another location identified by the Town of Hamburg for a bike trail to be constructed through the Village is along Main Street. This route extends from the west to the east through the Village and would connect to existing parks within the Village and the Town.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Because of the narrow width of the street's right of way, a bike route separate from the road pavement would not be possible. The shoulder of the road would be designated for bike travel. The Transportation Efficiency Act for the 21st Century has provided an opportunity for the needs of pedestrian and bicyclists through the Transportation Enhancement Program. This program includes dedicated funding that goes beyond routine transportation projects to enhance the quality of life in the area. Pedestrian and bicycle corridors within the Town and Village of Hamburg could be created through the use of this funding.

L. Historic and Cultural Resources

Local preservation concerns and values have found their way into comprehensive plans and the overall planning process over the last decade. Downtown Hamburg utilizes both the aesthetic and economic value of preservation in terms of housing and community design. The Village of Hamburg has a significant number of historic residential neighborhoods. As noted previously, Hamburg was a rural agricultural community with farms that serviced the City of Buffalo population. With the development of the railroad and later the New York State Thruway, Hamburg became a transportation crossroads that increased suburban development.

There are a numerous examples of historic vernacular architecture in the Village of Hamburg. The earlier prosperity of the village can be seen in the variety of large Victorian and Queen Anne residential structures near the commercial center. Many of these homes have been turned into professional offices, creating another valuable use for the structures. Recently, the Village added a historical preservation commission to Village government. The historical preservation commission has a definitive role in development of historic properties within the village.

L1. Celebration and Festivals

Celebrations centered on the community and its history can be educational entertainment. Special events in the Village of Hamburg include year round activities such as Burger Fest, Hamburg Holidays, a seasonal Farmers Market and spill over events from the Erie County Fair. Events such as these are important to the vitality of the village in terms of community cohesiveness and economic growth.

M. Summary

The Village of Hamburg is a built out residential community with a vibrant commercial core. Its population is projected to remain relatively stable in terms of growth. The majority of those who reside in the Village maintain a high level

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

of education and work primarily in professional type positions. The median household income in the Village is significantly higher than in Erie County.

New development within the Village is limited largely due to the lack of vacant land available for development. In reviewing development data from the past five years, minimal construction in the area of commercial development has not occurred within the Village. Light industrial development has occurred but to a limited degree. The Village economy has remained relatively stable over the years in comparison to other urban centers located throughout New York State. Devising methods to maintain this present positive economical environment is critical to the health of the community. The community has expressed a deep concern about the Village's Center remaining as its center of community life. Continued commercial activity within the Village Center is critical to keeping this focus of activity. Giving existing businesses a reason to stay downtown and attracting new ones has been identified as an issue which needs attention during the preparation of this comprehensive plan. Strengthening the Village's overall economic base has also been identified as a critical issue. Approximately 10 acres of developable land is available in the Ravenwood Industrial Park.

The residential community is well maintained with few, apparent, land use conflicts. Those that do exist, are located primarily within the area of the Erie County railroad line. Other conflicts occur where commercial uses are adjacent to residential properties in particular along Buffalo Street and Main Street. Existing land use controls need to be strengthened to eliminate these conflicts from occurring.

Traffic congestion within the Village was identified during the inventory and analysis phase as being one of the largest issues of concern. The NYSDOT reconstruction project planned for US Route 62 (Main Street & Buffalo Street) from Lake Street to Legion Drive and NY Route 391 (East Main Street) from Buffalo Street to East Main Street will alleviate many of these problems. But, the Village still needs to address issues of through truck traffic, the lack of parking and uncontrolled driveway access.

The village's water supply system was constructed in the early 1900's. Continued efforts should be made to upgrade undersized water lines. Minor problems are associated to the sanitary sewer system within the Village. Wet weather conditions seem to be the cause of these problems. The Village of Hamburg is currently in the midst of a \$250,000+ inflow and infiltration study to eliminate any such sanitary sewer problems.

The Village is blessed with numerous recreation and park facilities. Pedestrian and bicycle trails should be introduced within the Village through the use of available funds to connect these parks to each other and to other parts of the

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Village. Land does not exist for the development of playing fields as needed for changing recreational needs.

Recommended solutions to the problems identified above, will be provided in the following section of this report.

III. PLAN FOR THE FUTURE

III. PLAN FOR THE FUTURE

A village's comprehensive plan is a framework as to how it may function as a community and reveals the community's collective aspirations, values and vision for the future. This "plan for the future" for the Village of Hamburg will guide the growth of the village as well as provide recommendations for how the village can maintain and enhance its quality of life. This plan is presented in the form of an overall vision for the Village's future and a series of goals, policies and strategies for specific areas of importance, (i.e. land use, economics, utilities, community facilities, parks and recreation, historic & cultural resources, and transportation).

An important part of the planning process is identifying how the community would like the village to look and function through the year of 2015. This picture is referred to as the Village's "Vision" and is expressed in the form of a Vision Statement. This statement generally describes the community's direction for the next 15 years; how it will guide development and manage its resources. The Vision Statement and goals & policies were written as a summary of comments received by the Steering Committee as well as those received during a public informational meeting that was conducted during the planning process. It is also based on the inventory and analysis of the Village's existing conditions. Village officials should review this vision statement and the goals and policies often, throughout the years, to be reminded of where the Village would like to be in the future.

A. VISION STATEMENT

The Village of Hamburg envisions itself as a quaint, pedestrian friendly and picturesque village with a strong economic base. will be considered as a safe place to live with a quality of life maintained through the provision of ample job opportunities, recreational opportunities, good schools, and affordable housing. The Village will have a vital and active Village Center with shopping opportunities available to meet every day needs.

Goals, policies and strategies are provided as the means to achieve the Village's vision for the future. The Vision Statement as well as the subsequent goals, policies and strategies is based upon the inventory and analysis of the Village's existing conditions.

B. GOALS & POLICIES

Goals and policies are provided as a statement of the community's desires for a specific comprehensive plan element and have been created as an outline for renewal and new growth within the Village Hamburg as well as preservation of

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

its unique characteristics. The formulation of clear, concise and well-considered statements of goals and policies is an essential step in the community's planning program. These statements are supported by the strategies and implementation measures necessary to implement them. The following goals, policies and strategies were developed to achieve the Village's vision:

B1. Land Use

Goal:

Promote economic development, convenient commercial services and employment opportunities without creating conflict between various land uses. Encourage positive investment in the form of new construction, restoration and improvement of existing structures, as well as the protection of important community resources. Maintain the existing balance of residential, commercial and industrial uses.

Policy:

Achieve the goals, policies and strategies for the specific categories of land use; industrial, commercial and residential.

Strategy:

The "Proposed Land Use Plan" (See **Figure 5**) illustrates how the Village should continue to develop to achieve its Land Use Goal as described above. The plan graphically presents the Village's existing development pattern and potential land use. It is recommended that the Village Center, currently defined by zoning as C-1 Central Business, continue within its present boundaries with a reintroduction of mixed uses, except at its northern boundary. This should be extended north to the intersection of Buffalo and Pine Streets. Multifamily residential uses are recommended to occur north of the Ravenwood Industrial Park between Milford and Pleasant Street, west of Lake Street and within the Village Center and General Commercial areas. Also, two family residential development is recommended to be restricted to areas west of Lake Street, within residential neighborhoods directly surrounding the Village Center, along Clarke Street and McKinley Parkway. Heavy industrial uses would continue along the railroad and light industrial uses would expand within the Ravenwood Industrial Park. The Village Board of Trustees should adopt this plan and revise its zoning code accordingly. Specific discussion about each land use category and how the Village should continue to develop in that area is provided below.

Industrial

Goal:

Promote the development of vacant industrial land within the Village that would not conflict with adjacent uses.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Policies:

1. Work with Erie County and the Town of Hamburg, to attract new industrial uses to the Village.
2. Encourage the enhancement of the appearance of existing industrial operations through landscaping, buffering and other design methods.
3. Eliminate conflicts which exist between existing industrial and residential uses.

Strategies:

There are approximately ten vacant acres in the Ravenwood Industrial Park located in the northern section of the Village. Office and light industrial uses currently exist within the park in an orderly and well-maintained fashion. The Village could work with Erie County and the Town of Hamburg to market this land for additional light industrial uses as these municipalities have the mechanisms in place to prepare marketing plans and make the appropriate contacts. The Village would benefit significantly by teaming with them to market all industrial and commercial lands in the area. The Village should also consider including performance standards as part of its zoning which require that all industrial properties, in particular the area zoned for heavy industrial uses near the railroad, are designed to be aesthetically pleasing and fit into the urban landscape. Such standards would deal with such factors as landscape treatment of the street frontages, buffering adjacent properties, and location of storage facilities. The most stringent environmental standards will be applied.

Commercial

Goal:

Stabilize and enhance commercial development located within the boundaries of the existing commercial areas of the Village.

Policies:

1. Develop design guidelines for commercial properties to promote the quality of commercial development consistent with the vision for the Village.
2. Enhance the existing streetscape of Buffalo Street, Main Street and Lake Street.
3. Identify additional off-street parking opportunities within the Village.
4. Refine the Village's zoning ordinance and map to more clearly define the commercial areas of the Village. Create a more distinct Village Center.
5. Develop a theme for the Village Center for the future design of signage, street furniture, lighting and landscape treatment.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Strategies:

It is the vision of the Village to maintain and strengthen its commercial areas with shopping opportunities available to meet every day needs. Doing so, is critical to the overall economic health and quality of life in the Village. For the most part, all of the Village's commercial areas are thriving. To stabilize and enhance these commercial districts, the Village needs to develop ways to protect itself from inappropriate new development. The most effective way is to incorporate language into its zoning regulations that promotes pedestrian-friendly site plans and building design. The Village should adopt design guidelines, which encourage construction that is compatible with the surrounding area based on the following guidelines:

- New buildings or additions on any given street should be consistent with the predominant setback pattern for that street.
- Within the Village Center in particular, setback requirements should reinforce an urban and pedestrian streetscape by being close to the sidewalk. Also, signage, lighting and other streetscape features should be based on an established theme.
- Street-level storefronts and building entrances should be open and inviting to pedestrians.
- The scale and massing of buildings on any given street should be harmonious and designed consistent with a theme established for the Village Center.
- Greenspace should be featured to the maximum extent possible.

The need for the appropriate zoning regulations that govern the design and placement of buildings, signs, and lighting and the position of parking lots can not be overemphasized if the Village wants development on its own terms. Design guidelines go a long way to protect the character of a community.

The Village should also, define its commercial districts more clearly through physical means as well as through zoning definition. Distinct character areas within a municipality provide for uniqueness, higher visual interest, and easy identification of specific locations. Presently, as one travels along Main Street and Buffalo, what is considered a C-1 Commercial District as defined by the current Village Zoning Ordinance appears to have virtually the same character as C-2 Commercial District. This is largely due to the fact that there is little difference in the zoning requirements of both districts as defined in the Village of Hamburg's Zoning Ordinance. Defining the difference between these commercial districts is also necessary for new businesses looking to establish a business in the Village to gain a clear understanding of where their business will best fit. The Village Center as indicated on the Proposed

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Land Use Map (Figure 5) should be defined through zoning to include characteristics presently exhibited by the majority of land uses within this area such as building setback and height, parking in the rear and the location of signage. Also, the boundaries of the Village Center are recommended to expand beyond its present zoning boundaries to include commercial uses which front onto Buffalo Street from Main Street to the intersection of Buffalo Street and Elizabeth Avenue. The commercial uses within this area already exhibit much the same character as those within the Village Center. The General Commercial land uses should continue to develop along Buffalo Street north of this intersection, Lake Street and Camp Road, as indicated on the Proposed Land Use Plan. They should be defined accordingly with deeper lots, and a lower height of building allowed. The specifics of these factors should be further analyzed and defined during the update of the Zoning Ordinance.

Another means of providing visual distinction to the Village's commercial areas located along Buffalo and Main Street as well as improve their overall aesthetic quality, can be achieved during the reconstruction of Route 75 and Route 62. The New York State Department of Transportation (NYSDOT) has invited the Village to participate in the design process of this project. The Village should clearly articulate to (NYSDOT) the type of streetscape treatment the Village would like to achieve as part of that reconstruction. The design of the streetscape should vary by zoning district to promote distinction of each district. This could occur through the use of different paving materials, street trees, lighting fixtures and street furniture per district. The design elements should be compatible to provide harmony throughout the Village, yet slightly different for distinction. (It should be noted that the Village is presently, having a study completed to develop prototypical streetscape plans prepared for each commercial district along Buffalo and Main Street.) The Village's efforts to improve the visual quality of the central commercial areas will express its commitment to existing businesses as well as serve to attract new businesses.

The Village could also enhance the existing commercial areas located along Buffalo and Main Streets by creating additional opportunities for off-street parking. The lack of parking can play a significant role in the decline of a particular business. This concern was expressed as part of the public participation process during the preparation of this plan. New parking lot locations should be identified during NYSDOT's design process for the reconstruction of Routes 62 and 75. The cost of these new lots may be included in the cost of the reconstruction project. Also, the municipal lot located off Main Street should be striped for more efficient usage. There is no definition of driving lane and parking spots. Therefore, people park haphazardly creating inefficient use. These parking lots could

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

be used to hold festivals, farmers markets and flea markets providing another reason for people to visit the area to shop.

Residential

Goal:

Protect existing residential neighborhoods from conflicting uses while offering a range of housing opportunities.

Policies:

1. Encourage the development of public and private elderly housing within the Village.
2. Strictly enforce the Village housing code, in particular as it relates to multifamily housing.
3. Update the Village's existing zoning map to designate appropriate locations for different types of residential development.
4. Require commercial properties to protect neighboring residences' quality of life.

Strategies:

As the Village's population ages, many of its residents will want to stay in the Village, yet will require alternative living arrangements from their single family homes such as multi-family housing or nursing care facilities. The Village should continue to provide elderly housing as needed, preferably within or adjacent to the Village Center. Seniors want the convenience of services and shopping within walking distance. Also, locating multi-housing in these locations will concentrate the higher level of activity such as increased traffic to areas able to handle it. This protects the residential neighborhoods.

Currently, both single and two family homes are allowed (by zoning), to coexist within the eastern half and the central portion of the Village. According to the Existing Land Use Map (**Figure 2**) the construction or conversion to two family homes has not been overly prevalent within these areas to date. It is recommended that to preserve the integrity of the existing residential neighborhoods, two family homes be limited to those residential areas located primarily along major routes, and adjacent to existing commercial areas. Concentrating the activity of a more intense type of living will preserve the quiet, residential sections of the Village. Centering two family dwellings on commercial areas will also strengthen these commercial areas by bringing people within walking distance to services and shopping, both day and night.

Another strategy proposed to protect and enhance residential neighborhoods is to strictly enforce the requirement of well-defined buffer areas between commercial uses and residential uses. Site plans for

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

commercial uses located adjacent to residential properties should not be approved without buffers which include fencing and dense vegetation.

Potential Environmental Impacts Associated with the Land Use Proposals:

The Village is primarily built out. Therefore, the underlying goal of the Proposed Land Use Plan as well as the goals, policies, and strategies presented above, is to continue the type of development that is presently occurring with a few minor revisions. Concentrating multifamily residential uses in specific areas of the village will create a positive environmental impact by preserving existing single-family neighborhoods. Also, factors associated with dense residential development such as increased vehicular traffic, more people, etc. will not negatively affect these areas, because, in general these areas are serviced by shopping close by, streets designed for heavy traffic, bus stops, and sidewalks.

Extending the Village Center boundaries will also have a positive environmental impact because it recognizes the existing conditions and land uses along Buffalo Street and the west side of Pine Street and enhances them to serve more effectively as a commercial area.

Continuing the development of the Ravenwood Industrial Park with office and light industrial uses could have a negative impact if the quality of development is not closely regulated insure it's fit into the park's existing conditions. Heavy industrial uses along the railroad are currently having a negative impact on adjacent residential neighbors because of the level of dust, poor conditions of some properties and trucks traveling along residential streets. Increasing this type of use should be closely regulated with a focus on screening views and activity and reducing truck traffic as a means to mitigate these impacts.

B2. Economics

Goal:

Preserve and strengthen the economy of the Village of Hamburg to provide job and business opportunities, necessary goods and services and a strong, stable local tax base. Encourage a growing and diversified economic base.

Policies:

1. Coordinate Village economic development activities with regional development efforts.
2. Develop and maintain an up-to-date inventory of industrial and commercial sites which have:
 - Accessibility to arterial or major collector roads
 - Appropriate zoning
 - Electric utilities and or natural gas utilities service.
3. Provide loans for small business expansion and façade treatments.
4. Target economic development opportunities which would be linked to current industries and resources.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

5. Encourage desirable commercial and industrial uses to maintain a stable tax base and to provide current and future residents employment opportunities as well as goods and services.

Strategies:

As previously stated in the strategies for the industrial land uses, the Village should cooperate with other governmental agencies such as the Town of Hamburg and Erie County to market vacant or underutilized properties within the Village. A concerted marketing effort will improve opportunities for attracting new businesses and therefore improve the economic climate of the village. The first step in this marketing exercise is to prepare an inventory of available industrial and commercial sites located within the Village. This list should be updated every six months and made available to real estate agencies and governmental agencies assisting with marketing efforts. Information regarding loans for business expansion and façade rehabilitation should be provided to all businesses within the Village through a special mailing or through the local Chamber of Commerce.

Annexing land to the Village is a strategy the Village should explore for the purpose of broadening the tax base and improving the economic health of the community. This must be studied on a case by case basis. The costs and benefits of annexing should be reviewed after identifying the potential use of a given parcel, its value, the economic benefits to be generated and compare these factors to the cost associated with the increased public services that would be required. It is recommended that Village services and amenities should not be provided to land outside the Village without being annexed first.

Potential Environmental Impacts Associated with Economic Strategies:

No adverse environmental impacts are anticipated to occur with the recommendations associated with the economic strategies.

B3. Utilities

Goal:

Promote continued infrastructure repair within the Village.

Policies:

1. Continue to upgrade water lines to maintain and improve water flow and pressure.
2. Continue to upgrade sanitary sewer system.
3. Continue to upgrade storm sewers within the Village.

Strategies:

To upgrade the sanitary sewer system within the Village, infiltration and inflow (I/I) studies are in progress and should be complete by the end of 2002. These studies are taking place to identify problem areas and develop a program for

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

sewer repair and replacements. The goal would be to reduce the amount of water flow and therefore the cost of operations. The water distribution system within the Village is old and needs upgrading for optimum service. A program should be developed for upgrading water lines smaller than 8" to provide adequate flow and pressure. A study should be conducted to determine if leaks in Village water lines are occurring and a plan to fix these leaks. The water flow and pressure for fire fighting use should also be evaluated on a regular basis. Also, the Village should conduct a study to identify the capacity of the storm water system and where problems exist. Then prepare a plan to address the problems for stormwater management.

Potential Environmental Impacts Associated with the Proposed Improvements to Utilities:

The Utilities recommendations will have no significant adverse environmental impact. Recommendations regarding the water and sanitary sewer supply as well as improvements to the storm water system will benefit the Village by conserving its water source and reducing costs to operate the systems.

B4. Community Facilities

Goal:

Encourage and support measures to efficiently provide community services as needed to protect the public health, safety and welfare of village residents.

Policies:

1. Maintain community facilities in a responsive and cost effective manner.
2. Support programs to provide quality fire and emergency services to residents within the Village.
3. Continue efforts of the village government to effectively communicate with residents as well as build consensus on important issues.

Strategies:

The Village should continue its efforts to build consensus among residents on major issues within the Village. The annual public survey is an excellent method for elected officials to gain an in-depth understanding of issues. The local media and quarterly mailings to all residents are suggested to inform the public of decisions reached throughout the year.

Potential Environmental Impacts Associated with Community Facilities:

No adverse environmental impacts are anticipated to occur with the recommendations associated with the Village community facilities.

B5. Parks and Recreation Facilities

Goal:

Continue to provide and enhance a network of park and recreational facilities.

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Policies:

1. Continue to enhance and upgrade existing parks to respond to the changing recreational needs of the community.
2. Update the Village's five year parks master plan.
3. Cooperate with the Town of Hamburg to develop jogging/bicycle trails through the Village without creating potential pedestrian/motor vehicle conflicts.
4. Seek appropriate funding to further enhance municipal recreational facilities.

Strategies:

It is recommended that the Village update the Village's five-year park master plan. Consideration should be given to conducting a public survey to define the recreational interests of Village residents. This information is valuable to determining the priorities for development of new recreational facilities or how existing facilities should be changed to meet today's needs. With limited land in the Village to develop for recreational purposes, the Village needs to establish priorities for the future and determine how capital funds should be spent. The village should pursue the concept of entering into a cooperative agreement with the Hamburg School District and the Town of Hamburg to develop additional playing fields for recreational and athletic play. In particular, the land located east of Glen Meadows Park within the Town of Hamburg which is owned by the Hamburg School District could be developed for athletic leagues and recreational purposes to be shared by both entities. Visitors could park within the parking lots located within Glen Meadows Park.

Potential Environmental Impacts Associated with the Proposed Improvements to Parks & Recreation Facilities:

Updating the park master plan will identify new recreational opportunities within the Village as well as potential environmental impacts associated with new facilities.

B6. Historic & Cultural Resources

Goal:

Identify and enhance local historic sites located within the Village as well as the current list of cultural events.

Policies:

1. Develop a historic resources inventory/designation.
2. Identify funding opportunities for the preservation of local historic sites.
3. Build on the current list of cultural events presently held within the village.

Strategies:

Recognizing, enhancing, and protecting historic and cultural resources has been known to stimulate development and tourism in a community. Historic and

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

cultural resources can enhance a community's visual surroundings and provide community pride. The Village of Hamburg should invite the Erie County Preservation Board to visit some of its older homes and commercial buildings located along Main Street to determine if buildings exist which meet the criteria of "Locally Identified Historic Resources Having County-wide Significance" or could be listed on the National/State Register. These buildings may be eligible for funding for improvements if needed.

Cultural activities such as fairs, festivals and other similar celebrations should continue to occur in the Village as a means of maintaining and celebrating the quality of life of Village residents.

Potential Environmental Impacts Associated with the Proposed Improvements to Historic Resources:

Protecting the Village's historic and cultural resources will be beneficial to community and environmental aspects of the Village.

B7. Environmental Characteristics

Goal:

Protect environmentally sensitive areas from future development.

Policies:

1. Administer floodplain protection through floodplain zoning regulations based on information prepared by the Federal Emergency Management Association.
2. Fully utilize New State Environmental Quality Review (SEQR) procedures for the protection of ecologically sensitive areas.
3. Develop strategies for the protection and use of these sensitive areas.
4. Request that the Town of Hamburg notify the Village of any changes proposed to wetlands located near Village boundaries.

Strategies:

Changes to environmentally sensitive areas outside but, near the Village could significantly affect drainage capabilities of Village properties. The Village should have continuous dialog with the Town as development proposals which may affect wetlands or floodplains within the Town adjacent to the Village. The New York State Quality Review Act procedures should be followed faithfully whenever new development occurs adjacent to or near the floodzones located within the Village.

Potential Environmental Impacts Associated with the Recommendations for the Village's Environmental Characteristics:

Utilizing SEQR procedures, as part of any development as stated above will eliminate potential impacts associated with the Village's environmental characteristics.

B8. Transportation

Goal:

Minimize traffic congestion on heavily traveled arteries and collectors. Maintain and enhance the existing roadways and sidewalks.

Policies:

1. Control driveway access points onto major arterials by developing and implementing access management standards.
2. Provide or cause to be provided, adequate landscaping and pedestrian improvements in conjunction with roadway improvement projects.
3. Reduce the amount of truck traffic through the Village.
4. Identify off street parking opportunities within the Village Center.
5. Cooperate with NYSDOT to improve the pavement, safety and mobility deficiencies on Route 62, Route 75 and Route 391 through the Village.
6. Encourage NYSDOT to enhance the streetscape and parking conditions within the commercial areas of the Village during the reconstruction project planned for Routes 62, 75 and 391.
7. Promote pedestrian safety through the use of crosswalks, activated pedestrian signals, and new sidewalks where needed, in particular along Legion Drive.

Strategies:

The majority of the traffic issues discussed in the inventory and analysis chapter of this document will be resolved during the reconstruction of Route 62 and Route 75 and Route 391. NYSDOT has invited Village officials to participate in the design process of the reconstruction work. The Village is presently taking an active role in determining the scope and details of these improvements to insure that the local concerns are understood and resolved effectively.

Truck traffic which passes through the Village along Route 75 and Route 62 causes traffic congestion within the Village Center. It is recommended that truck traffic be redirected through signage posted at the main entrances to the Village to travel along McKinley Parkway where traffic flows smoothly without interruption. Parking issues will be resolved through the introduction of new parking lots as discussed under the strategies provided for "Commercial Land Uses." Also, it recommended that access management standards be incorporated in the zoning requirements for commercial land uses in particular for those located along Buffalo Street north of the Village Center. Within this area, there are many uncontrolled access points which create excessive traffic congestion. Access management standards would require controls such as shared driveway entrances where feasible as well as the use of service roads designed to serve multiple properties.

Potential Environmental Impacts Associated with the Recommendations for the Village's Transportation System:

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

Potential environmental impacts associated with the recommendations stated above are mostly beneficial. Reducing truck traffic from the Village Center will improve the quality of these areas. No adverse impacts are anticipated to occur with this alternative truck route. The New York State Department of Transportation will conduct SEQR during the design phase of the reconstruction project. The environmental impacts of this work will be identified through this process.

B9. Summary

The Plan for the Village's future has been established. The plan addresses the Village's needs, desires and vision for the future. It identifies the Village's resources and how they should be conserved and enhanced and it provides recommendations on how to improve upon what presently exists. This comprehensive plan must be a living document. Upon adoption by the Village Board, the purpose of the Comprehensive Plan will only be realized if it is reviewed every time a development proposal is brought before the Planning Board and a capital plan is prepared by the Village.

IV. IMPLEMENTATION

IV. IMPLEMENTATION

The Village's vision, goals, policies and strategies have been presented in response to the issues revealed during the inventory and analysis phase of the planning process. The next step is to establish the actions required to implement the recommendations set forth in this document. The recommendations for implementation include a discussion of the implementation task, and the time frame for completion.

A. General Provisions

- Adopt the Comprehensive Plan (Short term) It is recommended that the Village Board adopt the Comprehensive Plan in accordance with Municipal Law. Through Village Board adoption, this document becomes the official land use policy of the Village, guiding the actions of all Village entities regarding land use and community infrastructure, services and facilities. This is a short term implementation action subject to the State Environmental Quality Review Act (SEQR). The Plan has been prepared with the components of the Draft and Final Environmental Impact (EIS). Upon completion of the Plan/SEQR hearing process and final revision of the Plan (Final EIS), findings were prepared and filed prior to Plan adoption.
- Update the Zoning Map and Ordinance (Short Term) The Proposed Land Use Plan (**Figure 5**) is the blueprint for growth in the Village. The Zoning Map should be revised in accordance with the Proposed Land Use Map to ensure the realization of the Village's land use goals and policies.
- Review and Revise Site Plan Review Procedures (Short Term) and other village regulations to ensure agreement with the Comprehensive Plan.

B. Land Use and Zoning

- Establish Performance Standards (Short Term) for commercial and industrial development. These standards should address overall development of the each property in relation to:
 1. Site Access – Entrances and exits to commercial properties in particular, along Buffalo Street should be clearly defined and shared wherever possible.
 2. Aesthetics – To enhance the overall visual appeal of nonresidential uses, the Village should require that plantings and other landscape treatment to

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

occur within frontyard setbacks, in particular within the General Commercial District.

3. Architecture – In the efforts to maintain the architectural integrity of the Village Center and to enhance the General Commercial District, architectural standards should be prepared to promote overall unity of both areas.
 4. Buffers – All commercial and industrial uses should be properly screened from view by neighboring residential properties. Specific standards should be established to assure this occurs.
 5. Signage – The existing sign regulations should be strengthened to eliminate visual clutter. Signage requirements should be tailored to the specific commercial district to fit the preferred character of the district.
- Market Industrial and Commercial Zoned Parcels (Short Term) - It is recommended that the Village join forces with Erie County, and the Town of Hamburg to market vacant commercial and industrial lands within the Village. An inventory of these lands should be prepared and updated every six months.
 - Apply for Community Development Block Grant Funds (Short Term) - The village could target these funds to complete the streetscape improvements not financed through NYSDOT's reconstruction project These same funds could be utilized to enhance the facades of buildings located in the Village Center.
 - Create a Business Improvement District (Short Term) - The Village could create a "BID" with the approval for all of at least 50% of all property owners within the designated district. A special tax would be levied on each property owner in this district to finance improvements such as Village gateway signs, banners, planters, develop a marketing plan and conduct special events.etc.

C. Utilities

- Complete Infiltration and Inflow (I/I) Studies (Short Term) - The Village should complete I/I studies to identify problem areas and develop a program for sewer repair and replacements.
- Develop a Program for Upgrading Water Lines (Short Term)
- Conduct a Study to Identify the Capacity of Storm Water System and Prepare Plan to Solve the Problem. (Short Term)

VILLAGE OF HAMBURG COMPREHENSIVE PLAN

D. Community Facilities, Historic & Cultural Resources

- Continue Distribution of Annual Public Survey and Mail Newsletters Quarterly (Short Term) – This will help to insure public consensus.
- Develop a Historic Resource Inventory/Designation (Mid Term)
- Utilize the Newly Appointed Historic Preservation Committee to Manage Restoration Efforts (Present)

E. Parks, Recreation, and Open Space

- Update the Park, Recreation, and Open Space Plan (Short Term) - The Village should update this plan to become aware of changing recreational interests of village residents and to identify opportunities for new parks.
- Initiate Discussions with the Town of Hamburg and the Hamburg School District Regarding the Development of Land Adjacent to Glen Meadows Area Park. (Mid Term) - These discussions should take place after the Village has completed its Parks, Recreation and Open Space Plan.

F. Traffic Circulation

- Create Access Management Performance Standards (Short Term) – These standards should be created to regulate curb cuts within commercial districts.
- Take an Active Role in Determining the Scope and Details of the NYSDOT Improvements Planned for Route 75 and 62. (Short Term) - Articulating local concerns and issues early on in the design process is critical to making certain that improvements are completed effectively.
- Identify New Parking Lot Locations Within Village Center (Short Term) - Potential new parking lot locations should be identified before the design process is completed for the NYSDOT improvements planned for Route 75 and 62. NYSDOT may include some the costs associated with these lots within the reconstruction project.

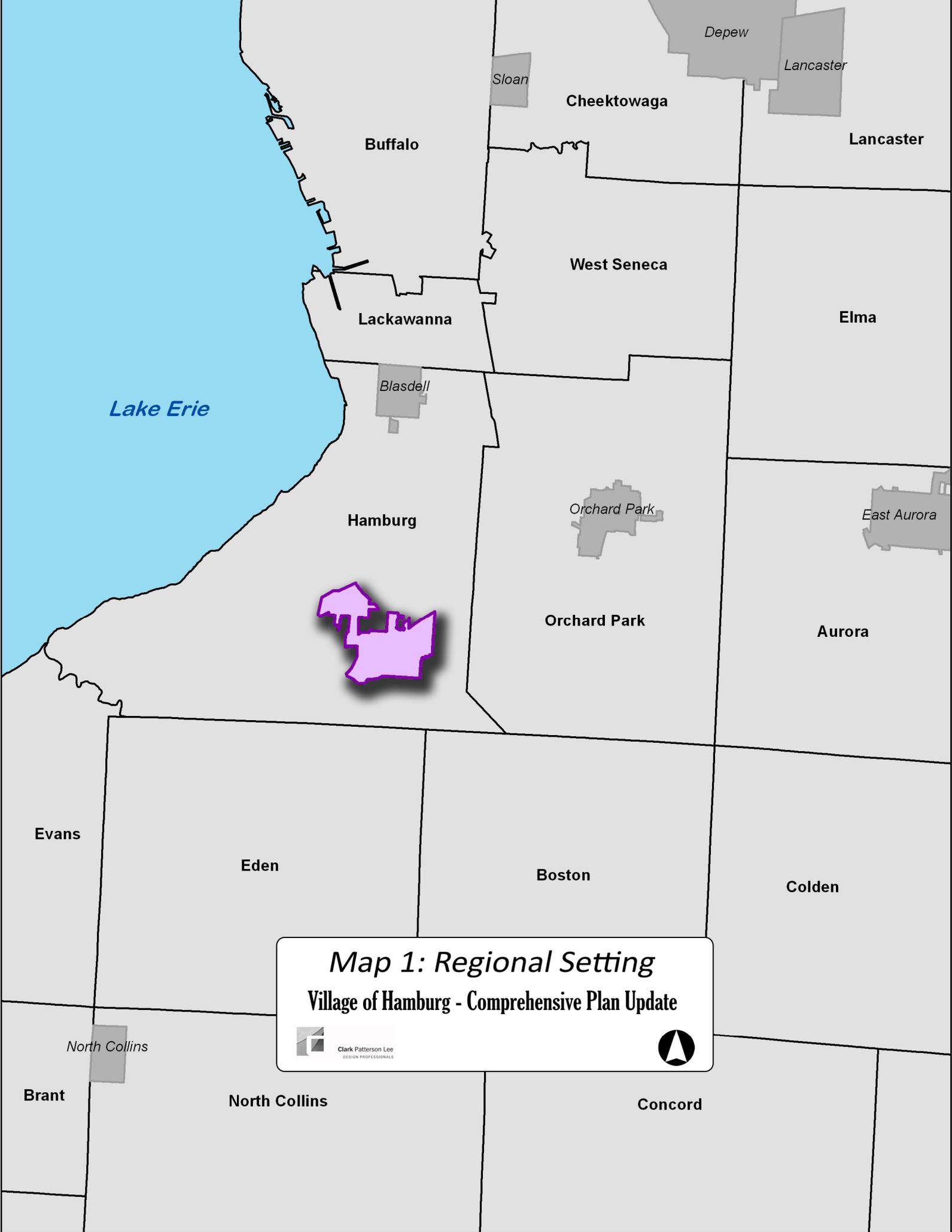
V. ALTERNATIVES

V. ALTERNATIVES

The development of a comprehensive plan involves the process of evaluating alternatives. This plan begins with the inventory and analysis of the Village's existing land use, community facilities, transportation facilities and utilities. The issues that are identified through the inventory and analysis, are responded to through establishing a vision statement, goals, policies and strategies for specific plan elements as well as an implementation plan. Evaluation of alternative land use and development alternatives are required by the Generic Environmental Impact review process and are an important part of the comprehensive planning process. Because the Village is predominantly built out, alternatives to the proposed land use and development scenarios presented in this plan are limited. The one obvious alternative to consider is the null alternative, which would be for the Village to continue on its present course. The purpose of the recommendations presented in this Comprehensive Plan is to improve on the Village's existing conditions through protecting its residential neighborhoods, enhancing the existing commercial areas, creating a Village Center, and strengthen the Village's economic base. Few revisions are proposed to the Existing Land Use Plan. Gross changes to the present land use pattern are not feasible because of how well established and effectively the Village has developed over the years. The Village should revisit this comprehensive planning process again in five years to determine what changes has occurred based upon the plan's recommendations and rezoning efforts.



Appendix B
Existing Conditions and Proposed Future
Land Use Mapping



Lake Erie

Map 1: Regional Setting
Village of Hamburg - Comprehensive Plan Update



Map 2: Future Land Use

Village of Hamburg - Comprehensive Plan Update

Legend

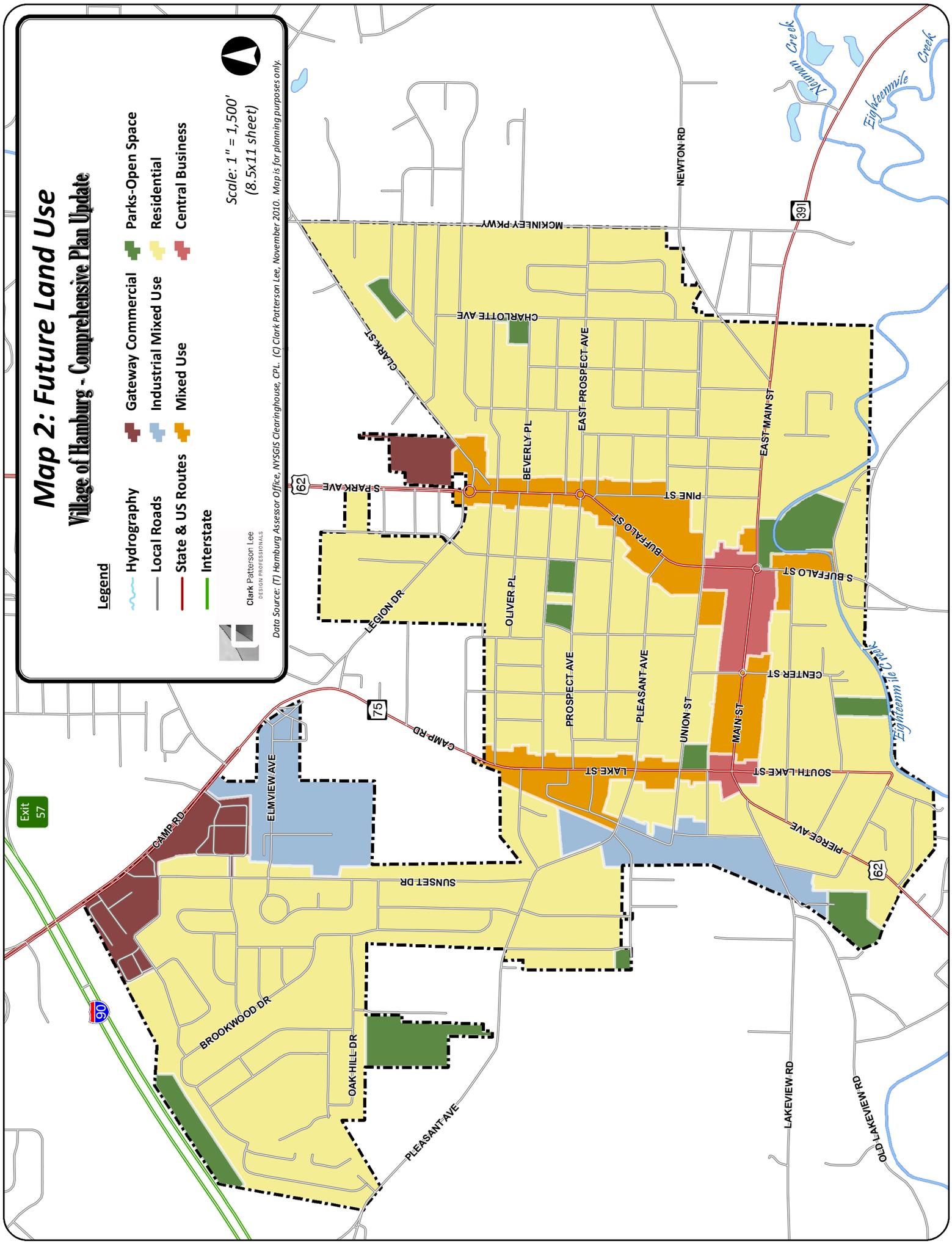
-  Hydrography
-  Local Roads
-  State & US Routes
-  Interstate
-  Gateway Commercial
-  Industrial Mixed Use
-  Mixed Use
-  Parks-Open Space
-  Residential
-  Central Business

Scale: 1" = 1,500'
(8.5x11 sheet)



Clark Patterson Lee
DESIGN PROFESSIONALS

Data Source: (T) Hamburg Assessor Office, NYSGIS Clearinghouse, CPL. (C) Clark Patterson Lee, November 2010. Map is for planning purposes only.



Map 3: Transportation Network

Village of Hamburg - Comprehensive Plan Update

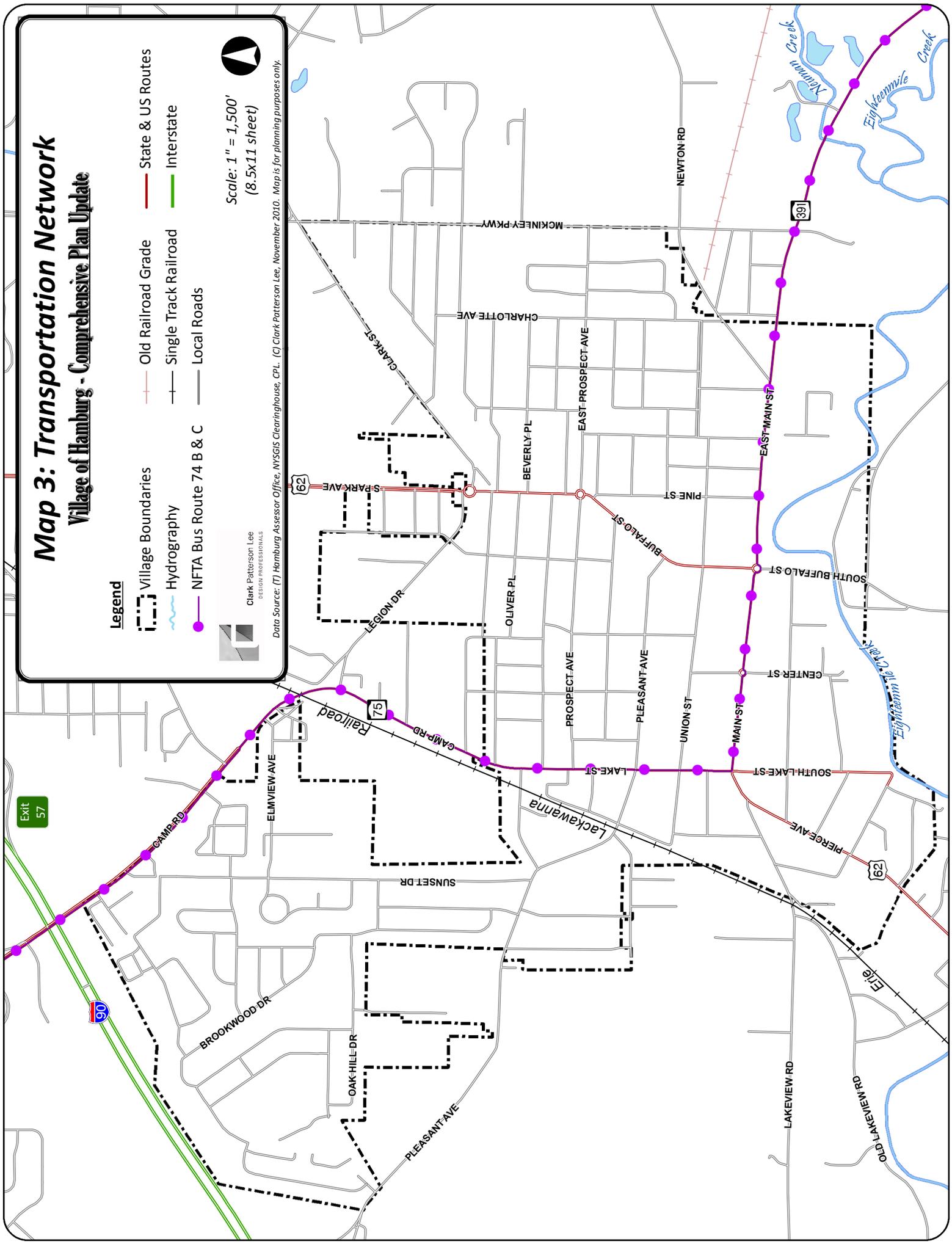
Legend

-  Village Boundaries
-  Hydrography
-  NFTA Bus Route 74 B & C
-  Old Railroad Grade
-  Single Track Railroad
-  Local Roads
-  State & US Routes
-  Interstate

Scale: 1" = 1,500'
(8.5x11 sheet)



Clark Patterson Lee
DESIGN PROFESSIONALS
Data Source: (T) Hamburg Assessor Office, NYSGIS Clearinghouse, CPL. (C) Clark Patterson Lee, November 2010. Map is for planning purposes only.



Map 4: Water Features

Village of Hamburg - Comprehensive Plan Update

Legend

- Village Boundaries
- Hydrography
- Local Roads
- State & US Routes
- Interstate

- Federal Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

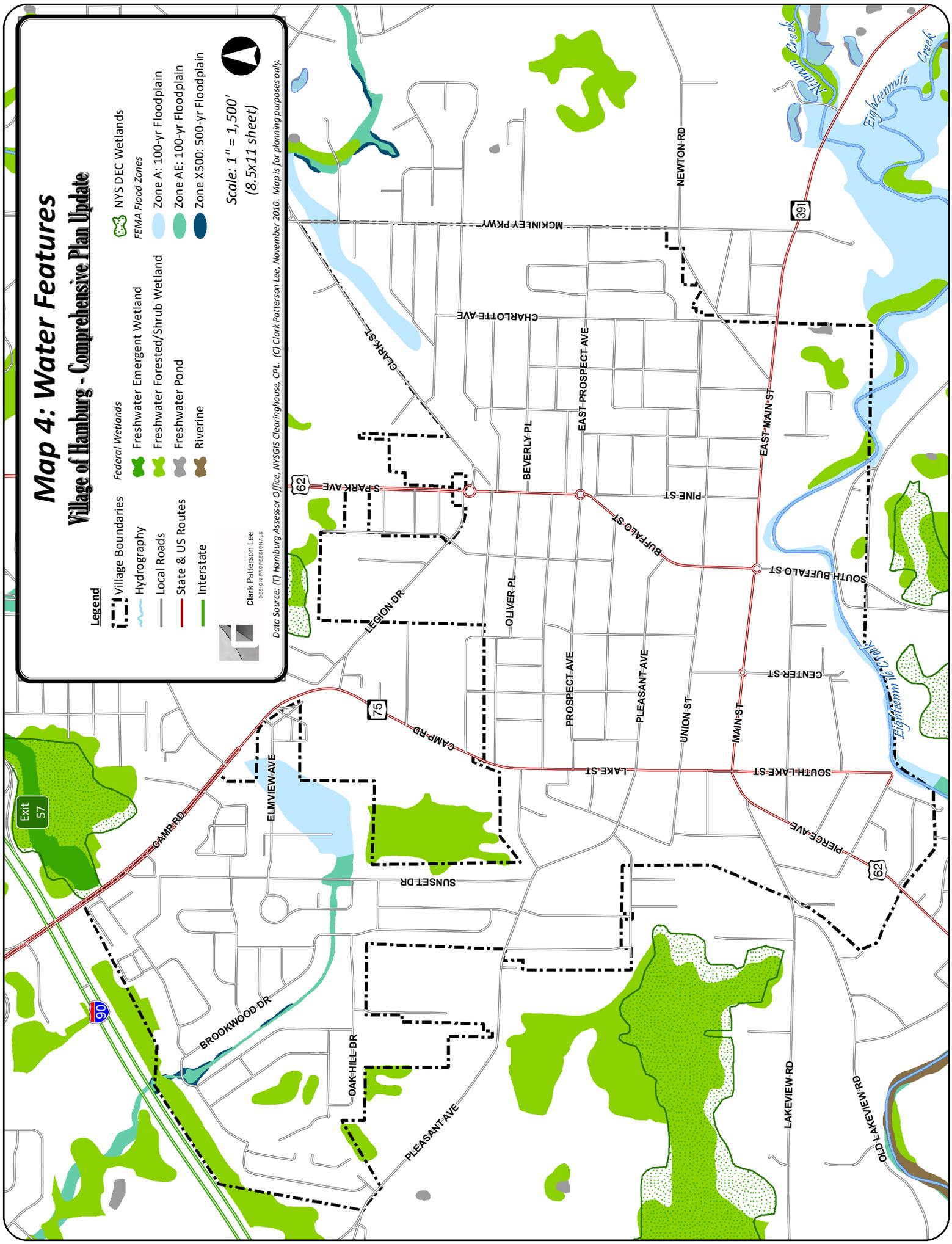
- NYS DEC Wetlands
- FEMA Flood Zones
- Zone A: 100-yr Floodplain
- Zone AE: 100-yr Floodplain
- Zone X500: 500-yr Floodplain



Clark Patterson Lee
DESIGN PROFESSIONALS

Scale: 1" = 1,500'
(8.5x11 sheet)

Data Source: (T) Hamburg Assessor Office, NYSGIS Clearinghouse, CPL, (C) Clark Patterson Lee, November 2010. Map is for planning purposes only.



Map 5: Parks, Recreation and Open Space

Village of Hamburg - Comprehensive Plan Update

Legend

- Village Boundaries
- Local Roads
- On Street Bike Routes
- Parcel Boundaries
- State & US Routes
- Caution Advised
- Hydrography
- Interstate
- Recreation & Open Space
- Suitable

Scale: 1" = 1,500'
(8.5x11 sheet)



Clark Patterson Lee
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Data Source: (T) Hamburg Assessor Office, NYSGIS Clearinghouse, CPL, GBNRTC. (C) Clark Patterson Lee, November 2010. Map is for planning purposes only.

Erie Co. Fairgrounds
0.5 miles

75

62

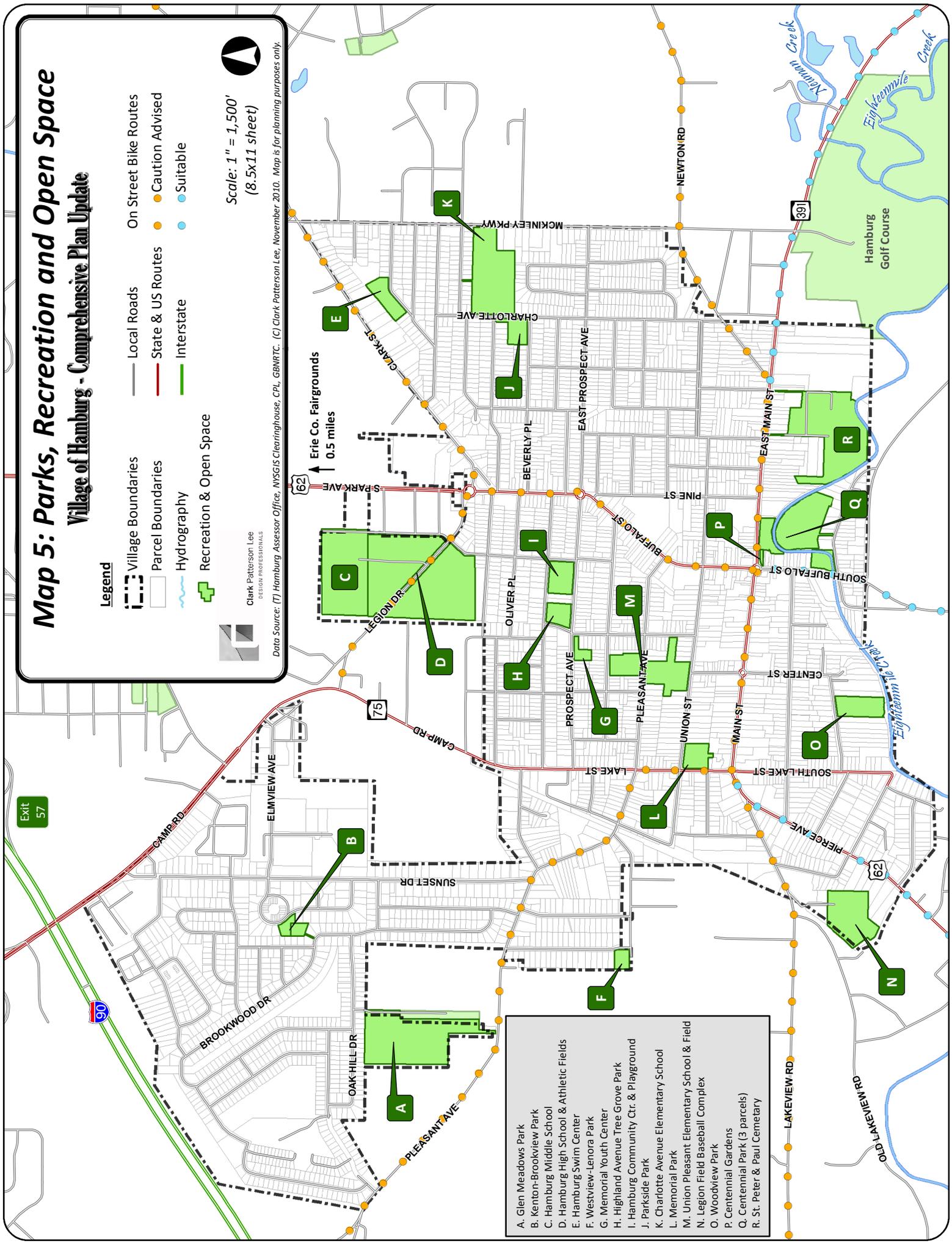
391

62

90

Exit 57

- A. Glen Meadows Park
- B. Kenton-Brookview Park
- C. Hamburg Middle School
- D. Hamburg High School & Athletic Fields
- E. Hamburg Swim Center
- F. Westview-Lenora Park
- G. Memorial Youth Center
- H. Highland Avenue Tree Grove Park
- I. Hamburg Community Ctr. & Playground
- J. Parkside Park
- K. Charlotte Avenue Elementary School
- L. Memorial Park
- M. Union Pleasant Elementary School & Field
- N. Legion Field Baseball Complex
- O. Woodview Park
- P. Centennial Gardens
- Q. Centennial Park (3 parcels)
- R. St. Peter & Paul Cemetery



Map 6: Existing Zoning

Village of Hamburg - Comprehensive Plan Update

Legend

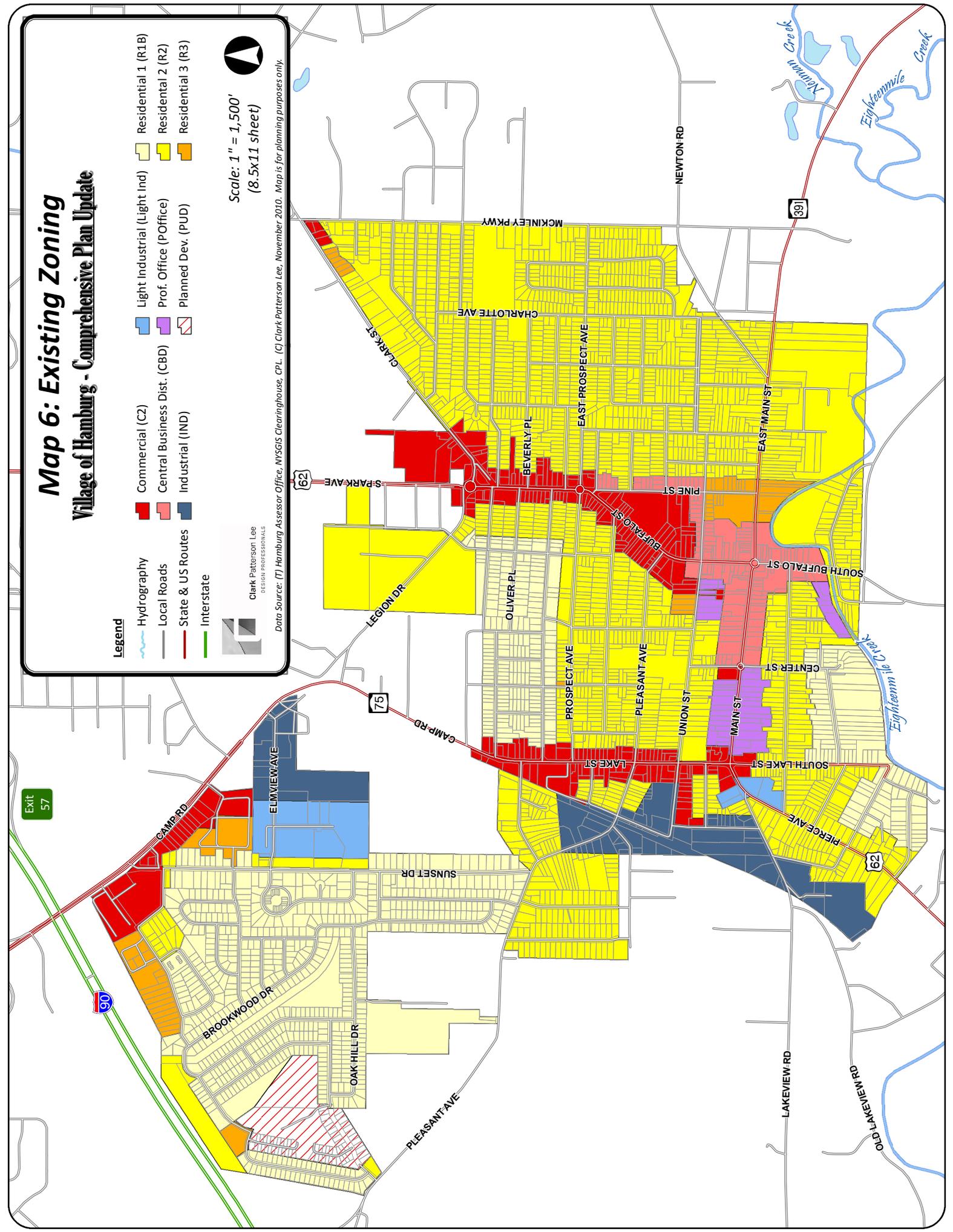
-  Hydrography
-  Local Roads
-  State & US Routes
-  Interstate
-  Commercial (C2)
-  Light Industrial (Light Ind)
-  Central Business Dist. (CBD)
-  Industrial (IND)
-  Residential 1 (R1B)
-  Residential 2 (R2)
-  Residential 3 (R3)
-  Prof. Office (POffice)
-  Planned Dev. (PUD)

Scale: 1" = 1,500'
(8.5x11 sheet)



Clark Patterson Lee
DESIGN PROFESSIONALS

Data Source: (T) Hamburg Assessor Office, NYSGIS Clearinghouse, CPL. (C) Clark Patterson Lee, November 2010. Map is for planning purposes only.





Appendix C
State Environmental Quality Review Act
(SEQRA) Documentation

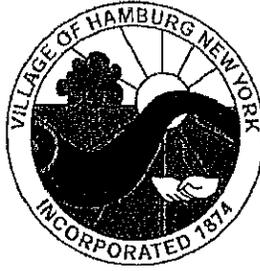
VILLAGE OF HAMBURG

MAYOR
THOMAS J. MOSES, SR.

TRUSTEES
THOMAS P. TALLMAN
PAUL G. GAUGHAN
LAURA PALISANO HACKATHORN
MARK J. COLMERAUER

ATTORNEY
EDWARD J. MURPHY, III

ADMINISTRATOR/CLERK-TREASURER
DONALD P. WITKOWSKI



VILLAGE JUSTICE
ANDREW P. FLEMING

CHIEF OF POLICE
DENNIS G. GLEASON

RECREATION SUPERVISOR
WILLIAM D. NYE

FIRE CHIEF
DAVID O'BRIEN

SUPT. OF PUBLIC WORKS
MARC SHUTTLEWORTH

100 MAIN STREET HAMBURG, NEW YORK 14075-4988
TEL (716) 649-0200 FAX (716) 646-6558
WEB SITE www.villagehamburg.com

December 12, 2011

David Denk
Regional Permit Administrator
NYS Department of Environmental Conservation
270 Michigan Avenue
Buffalo, New York 14203

Re: SEQRA Environmental Assessment and Negative Declaration
Comprehensive Plan Update
Village of Hamburg, Erie County

Dear Mr. Denk:

At a Regular Meeting held on December 5, 2011, the Village Board of Trustees, as lead agency, adopted a resolution regarding the SEQRA for the aforementioned Comprehensive Plan Update. Enclosed please find the Appendix A, *Full Environmental Assessment Form* signed by Mayor Thomas J. Moses, Sr. as well as a copy of the *Negative Declaration*. A certified copy of the resolution is also enclosed for your files.

Please feel free to contact me at 649-0200 if anything further is needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald Witkowski".

Donald Witkowski
Village Administrator

Enclosures

Full Environmental Assessment Form
Village of Hamburg, NY
2011 Comprehensive Plan Update
Village of Hamburg
Erie County, New York

July 2011

Prepared for:
Village of Hamburg
Village Board of Trustees
100 Main Street
Hamburg, New York 14075

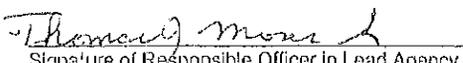
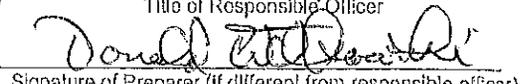
617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

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 not 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 enough 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.

THIS AREA FOR LEAD AGENCY USE ONLY DETERMINATION OF SIGNIFICANCE - Type 1 and Unlisted Actions	
Identify the Portions of EAF completed for this project: <input checked="" type="checkbox"/> Part 1 <input checked="" type="checkbox"/> Part 2 <input type="checkbox"/> 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 reasonable determined by the lead agency that:	
<input checked="" type="checkbox"/> 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.	
<input type="checkbox"/> 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.*	
<input type="checkbox"/> 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.	
<u>2011 Comprehensive Plan Update</u> Name of Action	
<u>Village of Hamburg Village Board of Trustees</u> Name of Lead Agency	
<u>Thomas J. Moses, Sr.</u> Print or Type Name of Responsible Officer in Lead Agency	<u>Mayor</u> Title of Responsible Officer
<u></u> Signature of Responsible Officer in Lead Agency	<u></u> Signature of Preparer (if different from responsible officer)
<u>July, 2011</u> Date	

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.

NAME OF ACTION 2011 Comprehensive Plan Update			
LOCATION OF ACTION Village of Hamburg, NY			
NAME OF APPLICANT/SPONSOR Village Board of Trustees		BUSINESS TELEPHONE 716-649-0200	
ADDRESS 100 Main Street			
CITY/PO Hamburg		STATE NY	ZIP CODE 14075
NAME OF OWNER (if different) --SAME--		BUSINESS TELEPHONE	
ADDRESS			
CITY/PO		STATE	ZIP CODE
DESCRIPTION OF ACTION The Village of Hamburg's update to its 2003 Comprehensive Plan is focused primarily on specific geographic areas within the Village and on issues that required additional attention based on various improvements that have taken place since the original plan was drafted. Several of these major projects have improved the Village's overall appearance as well as its marketability to businesses and visitors. The Village, along with other community leaders and local businesses, recognized that that sustaining these efforts and advancing the community's priorities would require continued progressive planning, which led to this update.			

A. SITE DESCRIPTION

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

1. Present Land Use: Urban Industrial Commercial Residential Rural (non-farm)
 Forest Agricultural Other: Community Services, Recreation, Vacant

2. Total acreage of project area: 1,291 acres

APPROXIMATE ACREAGE

	PRESENTLY	COMPLETION
Meadow or Brushland (Non-Agricultural)	<u>0</u> acres	<u>0</u> acres
Forested	<u>20</u> acres	<u>20</u> acres
Agricultural (includes orchards, cropland, pasture, etc.)	<u>0</u> acres	<u>0</u> acres
Wetland (freshwater or tidal per Articles 24, 25 of ECL)	<u>0</u> acres	<u>0</u> acres
Water Surface Area	<u>5</u> acres	<u>5</u> acres
Unvegetated (rock, earth fill, gravel)	<u>0</u> acres	<u>0</u> acres
Roads, buildings and other paved surfaces	<u>935</u> acres	<u>9</u> acres
Other (Indicate type: <u>Grass/lawn/landscaped</u>)	<u>336</u> acres	<u>336</u> acres

3. What is predominant soil type(s) on project site ¹
- a. Soil drainage: Well drained 80 % Moderately well drained 10 %
 Poorly drained 10 %
- 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? 0 acres
4. Are there bedrock outcroppings on project site? Yes No
- a. What is depth to bedrock? 0-10 ± ft
5. Approximate percentage of proposed project site with slopes:
 0-10% 100% 10-15% >15%
6. Is project substantially contiguous to or contain a building site, or district, listed on the State or National Registers of Historic Places? Yes No²
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No³
8. What is the depth of the water table? 0-10 ± ft
9. Is site located over a primary, principal, or sole source aquifer? Yes No⁴
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes⁵ No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
 According to NYSDEC (Natural Heritage Program)
 Identify each species: TBD Yes No
12. Are there any unique or unusual land forms on the project site? (i.e. cliffs, dunes, or other geological formations)
 Describe: NA Yes No
13. Is the project site presently used by the community or neighborhood as an open space or recreation area? If yes, explain:
Various locations in the Village are used for recreation or open space. Yes No
14. Does the present site include scenic views known to be important to the community? Views of and from Eighteen Mile Creek Yes No
15. Streams within or contiguous to the project area: Eighteenmile Creek⁶
 a. Name of Stream and name of River to which it is tributary: Lake Erie
16. Lakes, ponds, wetland areas within or contiguous to project area: Various small ponds and Federal wetlands.⁷
 a. Name: Federal wetlands are unnamed.
 b. Size (in acres): The wetlands total approximately 10 acres.
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 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? Yes⁸ No

20. Has the site ever been used for the disposal of solid or hazardous waste? Yes No⁹

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 1,291 acres
 - b. Project acreage to be developed: NA acres initially; NA acres ultimately.
 - c. Project acreage to remain undeveloped: NA acres.
 - d. Length of project in miles: NA (if appropriate).
 - e. If the project is an expansion, indicate percent of expansion proposed: NA.
 - f. Number of off-street parking spaces existing: NA proposed: NA
 - g. Maximum vehicular trips generated per hour: NA (upon project completion).
 - h. If residential, number and type of housing units: NA

	One Family	Two Family	Multiple Family	Condominium
Initially	_____	_____	_____	_____
Ultimately	_____	_____	_____	_____
 - i. Dimensions (in feet) of largest proposed structure: NA ft height NA ft width; NA ft length
 - j. Linear feet of frontage along a public thoroughfare project will occupy is: NA feet
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? N/A cu yds.
3. Will disturbed areas be reclaimed? N/A Yes No
- a. If Yes, for what intended purpose is site being reclaimed? NA
 - 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 site? N/A acres
5. Will any mature forest (over 100 years old) or other locally important vegetation be removed from site? Yes No
6. If single-phase project, anticipated period of construction: N/A months (including demolition).
7. If multi-phased: N/A months
- a. Total number of phases anticipated: _____ (number).
 - b. Anticipated date of commencement of phase one: _____
 - c. Approximate completion date of final phase: _____
 - d. Is phase one functionally dependent on subsequent phases? Yes No
8. Will blasting occur during construction? Yes No
9. Number of jobs generated - during construction: NA; After project is complete: NA
10. Number of jobs eliminated by this project: NA
11. Will project require relocation of any projects or facilities? Yes No
If Yes, explain: NA
12. Is surface liquid waste disposal involved? Yes No
- a. If Yes, indicate type of waste (sewage, industrial, etc.) and qty: _____
Name of water body into which effluent will be discharged: _____
13. Is subsurface liquid waste disposal involved? Yes No
14. Will surface area of an existing body of water increase or decrease by proposal? Yes No
If Yes, explain: _____
15. Is project or any portion of project located in a 100-year floodplain? Yes¹⁰ No

16. Will project generate solid waste? N/A 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 a sanitary landfill? Yes No
 If Yes, explain: _____
17. Will 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 and 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): _____
22. If water supply is from wells, indicate pumping capacity: N/A gallons/minute
23. Total anticipated water usage per day: N/A gallons/day
24. Does project involve Local, State or Federal funding? Yes No
 If Yes, explain: _____

25. Approvals Required:			Type	Submittal Date
Municipal Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Adoption</u>	_____
Municipal Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
Municipal County Health Dept.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
Other Regional Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>County PB review per §239m</u>	_____
State Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____

C. ZONING AND PLANNING INFORMATION

1. Does proposed action involve a planning or zoning decision? Yes No
 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?
 Industrial, Light Industrial, Planned Development District, Residential 1, Residential 2, Residential 3,
 Professional Office, Central Business, Commercial
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? Industrial, Light Industrial, Planned Development District,
 Residential 1, Residential 2, Residential 3, Professional Office, Central Business, Commercial
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? N/A Yes No

7. What are the predominant land uses and zoning classifications within one-quarter mile?
 Within the Village, residential is the predominant land use as well as commercial, community services, open space, and some industrial lands to the west. In the Town of Hamburg surrounding the Village, land uses consist of industrial, community services, residential and some commercial. Zoning districts are specified in #2 above.
8. Is the proposed action compatible with adjoining/surrounding land uses within a quarter mile? Yes No
9. If the proposed action is a subdivision of land, how many lots are proposed? N/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 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 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. INFORMATION DETAILS

Attach any additional information as may be needed to clarify your project. 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 here is true to the best of my knowledge.

Applicant/Sponsor Name: Village of Hamburg Date: 12-12-11

Signature: Thomas J. Moran Title: Mayor

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment. Attach form to this document.

ENDNOTES

-
- ¹ There are various types of soils found throughout the Village, according to the Natural Resources Conservation Service (NRCS). The predominant soils consist of Alton loam and Farnham channery silt loam.
 - ² According to the New York State Office of Parks, Recreation and Historic Preservation website listing of historic sites and archeologically sensitive areas, there is no State or Nationally Registered Places within the Village. Archeological areas do exist in the Village.
 - ³ According to the National Park Service National Registry of Natural Landmarks.
 - ⁴ According to the NYS DEC, Bureau of Water Resource Management mapping of primary and principal aquifers located on the DEC's website (<http://www.dec.ny.gov/lands/36064.html>), there are no primary, principal, or sole source aquifers located within the area.
 - ⁵ Fishing opportunities may exist on Eighteen Mile Creek.
 - ⁶ According to the 1:24K USGS topographic maps.
 - ⁷ According to digitized NYS DEC freshwater wetland data provided by the Cornell University Geospatial Information Repository (CUGIR) and the USGS maps outlined in #6 above.
 - ⁸ According to the NYS DEC most current online listing of critical environmental areas, the Village is adjacent to the Eighteenmile Creek CEA in the Town of Hamburg (effective 05/23/92).
 - ⁹ According to the U.S. Environmental Protection Agency's EnviroFacts Data Warehouse for Region 2 and the NYS DEC Environmental Facilities Environmental Navigator.
 - ¹⁰ According to the Federal Emergency Management Agency's Flood Insurance Rate Maps for the Village of Hamburg and GIS mapping provided by the State GIS Clearinghouse, there are various locations in the Village that are located within floodplains. These areas primarily exist adjacent to Eighteenmile Creek as well as smaller areas adjacent to the Thruway.

PART 2 -PROJECT IMPACTS AND THEIR MAGNITUDE
Responsibility of Lead Agency

General Information (Read Carefully)

- 1 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.
- 1 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.
- 1 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.
- 1 The number of examples per question does not indicate the importance of each question.
- 1 In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 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. 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.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. 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.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
IMPACT ON LAND			
1. Will the Proposed Action result in a physical change to the project site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
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%.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction on land where the depth to the water table is less than 3 feet.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of paved parking area for 1,000 or more vehicles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction that will continue for more than 1 year or involve more than one phase or stage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e. rock or soil) per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

- Other impacts: Yes No
 Future development or redevelopment may occur in the future as a result of the recommendations contained within the Comprehensive plan, either directly or indirectly. Development, depending on its location, scale and other design factors may potentially change the physical appearance of the impacted area of the Village. Any development will be subject to its own SEQRA review.

2. Will there be an effect to any unique or unusual land forms found on the site? (I.e. cliffs, dunes, geological formations, etc.) Yes No

- Specific land forms: Yes No

IMPACT ON WATER

3. Will the Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 24 of the Environmental Conservation Law, ECL)
 Yes No

Examples that would apply to column 2 |

- Developable area of site contains a protected water body. Yes No
- Dredging of more than 100 cubic yards of material from channel of a protected stream. Yes No
- Extension of utility distribution facilities through a protected water body. Yes No
- Construction in a designated freshwater or tidal wetland. Yes No
- Other impacts: Yes No

4. Will the Proposed Action affect any non-protected existing or new body of water?
 Yes No

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. Yes No
- Construction of a body of water that exceeds 10 acres of surface area. Yes No
- Other impacts: Yes No

5. Will the Proposed Action affect surface or groundwater quality or quantity?
 Yes No

Examples that would apply to column 2

- Proposed action will require a discharge permit. Yes No
- Proposed action requires use of a source of water that does not have approval to serve proposed (project) action. Yes No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction or operation causing contamination of a water supply system.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will adversely affect groundwater.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action would use water in excess of 20,000 gallons per day.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will require the storage of petroleum or chemical products greater than 1,100 gallons.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will allow residential uses in areas without water and/or sewer services.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

6. Will the Proposed Action alter drainage flow or patterns, or surface water runoff?

Yes No

Examples that would apply to column 2

• Proposed action would change flood water flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action may cause substantial erosion.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action is incompatible with existing drainage patterns.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will allow development in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Development that occurs as a result of the recommendations contained within the Comprehensive Plan, either directly or indirectly, may have the potential to increase impervious surfaces and therefore surface water runoff. However, any development will be subject to its own SEQRA review.

IMPACT ON AIR

7. Will the Proposed Action affect air quality?

Yes No

Examples that would apply to column 2

• Proposed action will induce 1,000 or more vehicle trips in any given hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will result in the incineration of more than 1 ton of refuse per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action will allow an increase in the density of industrial development within existing industrial areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON PLANTS AND ANIMALS

8. Will the Proposed Action affect any threatened or endangered species? Yes No

Examples that would apply to column 2

• Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will the Proposed Action substantially affect non-threatened or non-endangered species? Yes No

Examples that would apply to column 2

• Proposed action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will the Proposed Action affect agricultural land resources? Yes No

Examples that would apply to column 2

• The proposed action would sever, cross, or limit access to agricultural land (includes cropland, hayfields, pasture, vineyards, orchards, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The proposed action would irreversibly convert more than 10 acres of agricultural lands or, if located in an Agricultural District, more than 2.5 acres of agricultural lands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

due to increased runoff).

- Other impacts: Yes No

IMPACT ON AESTHETIC RESOURCES

11. Will the Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B). Yes No
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. Yes No
- 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. Yes No
- Proposed components that will result in the elimination or significant screening of scenic views known to be important to the area. Yes No
- Other impacts: Yes No

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

12. Will the Proposed Action impact any site or structure of historic, prehistoric, or paleontological importance? Yes No

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. Yes No
- Any impact to an archeological site or fossil bed located within the project site. Yes No
- Proposed action will occur in an area designated as sensitive for archeological sites on the NYS Site Inventory. Yes No
- Other impacts: Yes No
Sensitive archeological areas do exist in a portion of the Town. The Plan seeks to protect these resources in the future. Any development that occurs in the future as a result of the Comprehensive Plan, either directly or indirectly, will be subject to its own SEQRA review.

IMPACT ON OPEN SPACE AND RECREATION

13. Will the Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? Yes No

Examples that would apply to column 2

- The permanent foreclosure of a future recreational opportunity. Yes No

- | | 1
Small to
Moderate
Impact | 2
Potential
Large
Impact | 3
Can Impact Be
Mitigated by
Project Change |
|---|-------------------------------------|-----------------------------------|--|
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other Impacts:
The recommendations contained within the Plan seek to improve and increase where feasible the number and availability of open space and recreational resources. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will the Proposed Action Impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14 (g)? Yes No

List the environmental characteristics that caused the designation of the CEA:
Eighteenmile Creek (Town of Hamburg)

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • Proposed action to locate within a CEA. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed action will result in a reduction in the quantity of the resource. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed action will result in a reduction of the quality of the resource. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed action will impact the use, function or enjoyment of the resource. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other Impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? Yes No

Examples that would apply to column 2

- | | | | |
|--|-------------------------------------|--------------------------|--|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed action will result in major traffic patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
- The recommendations contained within the Plan seek to improve the efficiency and quality of the existing transportation system in the Village and increase other forms of mobility to help curb local emissions.

IMPACT ON ENERGY

16. Will the proposed action affect the community's sources of fuel or energy supply? Yes No

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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Any development that occurs in the future as a result of the Comprehensive Plan, either directly or indirectly, may use additional energy supplies. General development recommendations in the Plan include utilizing sustainable and energy efficient building methods and technologies. Future development will be subject to its own SEQRA review.

NOISE AND ODOR IMPACT

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

Yes No

Examples that would apply to column 2

- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> • 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: | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No |
|--|--|--|--|

IMPACT ON PUBLIC HEALTH

18. Will the proposed action affect public health and safety?

Yes No

Examples that would apply to column 2

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> • 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 liquefied 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: | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No |
|---|--|--|--|

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will the proposed action affect the character of the existing community?

Yes No

Examples that would apply to column 2

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> • 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%. | <input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No |
|---|--|--|--|

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

per year as a result of this project.

- Proposed action will conflict with officially adopted plans or goals. Yes No
- Proposed action will cause a change in the density of land use. Yes No
- Proposed action will replace or eliminate existing facilities, structures or areas of historic importance to the community. Yes No
- Development will create a demand for additional community services (e.g. schools, police, fire, etc.) Yes No
- Proposed action will set an important precedent for future projects. Yes No
- Proposed action will create or eliminate employment. Yes No
- Other impacts: Yes No

The Plan seeks to improve and maintain where necessary the character of the Village.

20. Is there, or is there likely to be, public controversy related to the potential adverse environmental impacts? Yes No

The potential exists for some community members to be against any one of the policies and recommendations contained within the Plan. Community input helped to guide the planning process with the Plan update; therefore any development or changes to the Village that are a direct result of the Plan are community-supported. Other development or policies enacted by the Village should reflect the goals and vision of the Plan.

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.

Reasons Supporting This Determination:

After considering the action contemplated, and reviewing the Full Environmental Assessment Form (EAF), the detailed application materials and supplemental materials provided by the applicant, and the criteria for determining significance contained in the State Environmental Quality Review Regulations (6 NYCRR §617.7 (c)), the Board finds that the proposed action will not have a significant environmental impact. This determination is based upon the findings discussed below.

I. Materials Considered.

Full Environmental Assessment Form

2011 Comprehensive Plan Update Document

II. Discussion of Impacts.

In rendering this determination, the Board hereby makes the following findings in support of this Determination of Non-Significance:

1. The Board recognizes that future development or redevelopment may occur in the future as a result of the recommendations contained within the Comprehensive Plan, either directly or indirectly. Development, depending on its location, scale, and other design factors, may potentially change the physical appearance of the impacted area of the Village. Any development will be subject to its own SEQRA review.

2. The Board recognizes that the development that occurs as a result of the recommendations contained within the Comprehensive Plan, either directly or indirectly, may have potential to increase impervious surfaces and therefore, surface runoff. However, any such development will be subject to its own SEQRA review.

3. The Board recognizes that future development as a result of the recommendations of the Comprehensive Plan may affect sensitive archeological areas. The Comprehensive Plan seeks to protect these resources in the future. The development that occurs in the future as a result of the Comprehensive Plan, either directly or indirectly will be subject to its own SEQRA review.

4. The Board recognizes that recommendations contained in the Comprehensive Plan seek to improve the efficiency and the quality of the existing transportation system, and hopes to increase other forms of transportation, including pedestrian traffic. This will help curb local emissions.

5. Any development that occurs in the future as a result of the Comprehensive Plan, either directly or indirectly, may use additional energy supplies. The general development recommendations in the Comprehensive Plan include utilizing

sustainable and energy efficient building methods and technologies. Future development will be subject to its own SEQRA review.

6. The Board recognizes that the role of the Comprehensive Plan update is to build upon the improvements that have recently occurred in the Village. The Plan seeks to improve, and maintain where necessary, the character of the Village. The Comprehensive Plan was developed with significant community input to help guide the planning process. Therefore, development and/or change to the Village as a direct result of the plan has community support.

III. Conclusion.

The Village of Hamburg Board of Trustees has completed a careful review of the reasonably anticipated areas of environmental concern raised by the Project.

Based upon that review, the criteria for determining significance contained in the SEQRA regulations, and the rule of reasonableness, the Village of Hamburg Board of Trustees issues this Negative Declaration, concluding that the facts and circumstances of this Project will not result in a significant adverse environmental impact.

An Environmental Impact Statement, therefore, will not be required.

For Further Information:

Contact Person: Donald Witkowski
Village Administrator
100 Main Street
Hamburg, New York 14075

cc: (w/encl.): Applicant
NYS Department of Environmental Conservation, Division of
Environmental Permits
NYS Department of Environmental Conservation, Region 9



Appendix D
Existing Land Use and Zoning Code
Summary



Appendix D

Existing Land Use

The Village of Hamburg features land uses, development patterns and amenities common in many traditional 19th century villages. The Village's physical development was dictated largely by the presence of the rail line, the location of Route 62 (Main Street and Buffalo Street) and 18 mile Creek, which runs along the Hamburg's southern border.

Residential development continues to be the predominant land use, comprising more than 84% of the total number of parcels in the Village and contributing almost three-quarters of the Village's total property value. Neighborhoods scale and building styles vary throughout the village and often reflect the era in which they were developed. The Village's oldest homes date back to the late 19th century.

The residential areas located near the central business district range from large estate homes located along the Village's primary corridors to more modest homes on small parcels (less than a quarter acre) with a linear street grid pattern of development. A significant portion of Hamburg's neighborhoods were developed in the 1940s and 1950s. In those areas, the average home is approximately 1,700 square feet in size and sits on a quarter-acre lot. Newer subdivisions located toward the outer edges of the village boundary tend to be more suburban in scale, with larger lots and homes that are situated along curvilinear streets.

Commercial uses are concentrated in the central business district, which is currently located in the vicinity of Main, Buffalo, and Pine Streets. The central business district provides a range of retail, service-oriented businesses and housing. With the exception of the Hamburg Village Square between Buffalo and Pine Street, the commercial properties in the business district consist of older buildings on narrow lots. Many of these structures are historic or potentially historic. Following the reconstruction of Route 62, which included extensive streetscape enhancements, many properties on Main Street and Buffalo Street were revitalized. Rehabilitation ranged from relatively minor façade improvements to major structural renovations and the construction of new buildings.

Outside the central business district, commercial properties are concentrated mostly along Lake Street and Camp Road to the northwest. Lot sizes tend to be larger in the outlying areas. They attract more suburban scaled development, including national retail and food chains, hotels, strip plazas and professional offices.

Hamburg boasts a variety of institutional, community and public service, and recreational uses that are interspersed throughout the town. Some of the larger community service uses include the Hamburg Middle and High School on Legion Drive, Charlotte Avenue Elementary School, Union Pleasant Elementary School, and the St. Peter and Paul Cemetery and R.C. Church on East Main Street. The Village also contains a wide array of parks and recreational activities for residents – more detailed information on



these resources is found in the following section.

There are small pocket of industrial lands located near the Erie-Lackawanna Railroad line west of Camp Road as well as a larger concentration of parcels east of Sunset Drive. Although the Village is located in a more rural area, there are no agricultural lands within its limits.

Some small changes in land use have been observed since the adoption of the Village's 2003 Comprehensive Plan and the reconstruction of Routes 62 and 391. A small number of vacant properties were converted to residential to commercial uses along Main Street. Lot lines were adjusted to accommodate the increased rights-of-way required for the roundabouts. The Village annexed additional land near Camp Road and Pierce Avenue. And approximately 67 residential lots were subdivided in the northwest corner of the Village. Within the Central Business District Zone of the Village, the number of parcels decreased from 148 to 142 due to subdivisions

Developable land within the village boundary is somewhat limited. Although vacant land accounts for approximately 11% of the village's land only about 7% is developable when property specific attributes are considered. The difference is the result of lands that contain environmental constraints (wetlands, creeks, or floodplains) or are part of other adjacent uses, such as school campuses. In 2003, the amount of developable vacant land was approximately 9%. Current developable, vacant lands are located throughout the Village, with larger tracts of land near West View Avenue and in the Country Meadows subdivision in the northwest.

Zoning

Hamburg regulates its development through the use of Euclidean-based zoning, which divides the Village into various districts that permit the development of certain uses and abide by specific development regulations. In total, the Village has nine zoning districts, which are summarized below. Mirroring its predominant land use, Hamburg is zoned primarily residential, with commercial and business districts located along its main thoroughfares – Main Street, Buffalo Street, Lake Street, and Camp Road. The industrial districts are strategically located adjacent to the Erie-Lackawanna rail line on the western side of the Village as well as bordering Elmview Avenue to the north.

In addition to district specific regulations, the code also includes, but is not limited to, standards for screening and buffering, especially for spaces between residential and nonresidential uses; off-street parking; lighting; and accessory buildings.

In 2008, the Village adopted design standards for the central business, professional office, and commercial districts in order to preserve and enhance the



Appendix D

unique character of these areas. The standards provide detailed information to developers and builders in regards to architectural details, building layout and orientation, facades, and other elements that are visible in the public realm. Plans for structures within these districts follow the same procedures and processes with the exception of a review by the Village’s Architectural Review Board for compliance with the design standards.

District	Intent	Permitted Uses and Lot Sizes
Industrial	Industrial and manufacturing facilities, provided they are located within an enclosed building	Enclosed manufacturing and industrial uses – 15 acres
Light Industrial	Less intensive industrial uses that primarily utilize already processed materials as well as uses that support industrial facilities	Manufacturing, research and development, laboratories, office complexes within enclosed facilities - no minimum lot sizes
Planned Development District	Diverse residential, commercial or industrial uses permitted within one area as part of a compatible and unified plan which is in the interest and general welfare of the public	To be determined during district development and Village review

District	Intent	Permitted Uses and Lot Sizes
Residential 1	Primarily residential uses	Single-family dwellings, home occupations, outdoor recreation – 8,400 SF or 1 acre (nonresidential)
Residential 2	Slightly more dense residential uses and some community service related uses	Same as previous district as well as two-family dwellings and community centers – 7,500 SF or 10,000 SF for two-family
Residential 3	Higher density residential transition to commercial and business areas	Same as previous district as well as multi-family dwellings and hospitals – between 5,500 and 6,500 SF for dwellings



Professional Office	Encourage mixed use development of professional and residential uses compatible with existing character of the district	Professional offices, dwellings, religious institution – 6,000 SF maximum building size
Central Business	Mix of restaurant, retail, and service-related uses, to provide shopping, dining, and personal services to Village residents. Second story residential uses are also encouraged. All work done within the CBD must be done in conformance with the Village’s design standards	Retail, businesses, personal services, restaurants, hotel, dwellings, religious institutions – maximum of 7,500 SF per floor
Commercial	Compatible blend of residential and commercial uses that promotes the historical and pedestrian-friendly nature of the Village. Generic suburban style development and unnecessary automobile use is discouraged.	Same uses as previous district - maximum of 7,500 SF per floor