



TOWN OF CAMBRIA

COMPREHENSIVE PLAN

VOLUME 2

An Update to Volume 1, the 1965 Master plan

1997

Prepared by WENDEL, Town Planning Consultant

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FORWARD

A Committee of concerned citizens gathered together in the Spring of 1995 to discuss the past, present and future of the Town of Cambria. They represented farmers, businessmen, homeowners young and old, and native and non-native in the Town of Cambria. The issues they brought into discussion are what is reflected in this document and what are considered to be the substantive issues of the day.

The Cambria Masterplan Committee:

Joseph Gates, Co-chairman, information gathering

Clark Johns, Co-chairman, information review and discussion

William Amacher, Co-chairman, production

Marjorie Meahl, Secretary

Donald Lane

Joseph Ohol

James Coulter

David Sherwood

Gary Kroening

Ronald Wendt

Clifford Burch

Matthew Foe

Richard Johnson

Gerald Hurtgam

Norman Human

Richard Hexemer

Andrew Giarrizzo, Planning Consultant, Wendel

INTRODUCTION

In 1993 the State of New York requested municipalities to initiate a process for creating or updating comprehensive plans for their communities. Previously, in 1965, the Town of Cambria adopted a comprehensive plan which has stood as the official Plan since that time. The issues of concern 30 years ago are not much different from those of today. However, the passage of time has brought some increase in population, diversification in land use, a community college and shifts in lifestyle, livelihood and income.

The purpose of the 1997 Plan is to:

- Update, though not rewrite, a 30 year old plan
- Respond to planning problems particular to current conditions and those foreseeable.
- Provide new insight, ideas and planning techniques for resolving changes in the use of land, zoning problems, and shifts in values and attitudes towards the environment in general.

Approach:

Change has come slowly to Cambria and its pattern has been consistent over the years. Likewise, future changes to the pattern do not appear to be imminent. Trends historic and current are also self evident to most in the community. Therefore, the 1965 Plan will remain in place as part of the official Masterplan to be amended by the 1997 Plan Update.

Goals:

- Maintain or improve the current quality of life.
- Improve the economic conditions of the Town through increased property values, increased industrial and commercial development and facilitating agricultural uses of the land.
- To describe constructive planning methods for addressing future development or non-development.
- To anticipate the Town's needs, manage its future and not merely react to the forces of growth and change

Methods and Materials:

A committee of local residents was formed to perform the initial scoping and data collection. Subcommittees contributed specific areas of information including:

1. 1965 Cambria Master Plan
2. Niagara Frontier Transportation Committee, traffic counts and common observations
3. Zoning and Master Plans, neighboring towns
4. Fire Protection and Emergency Response, as provided by local fire companies
5. Zoning Board of Appeals
6. 1990 U.S. Bureau of Census, record information
7. Town water and sewer availability, town records
8. County perspective c/o Shirley Urtel, Niagara County Legislator
9. Agricultural, status and view points, commonly held opinions
10. Recreational needs and recommendations, commonly held opinions

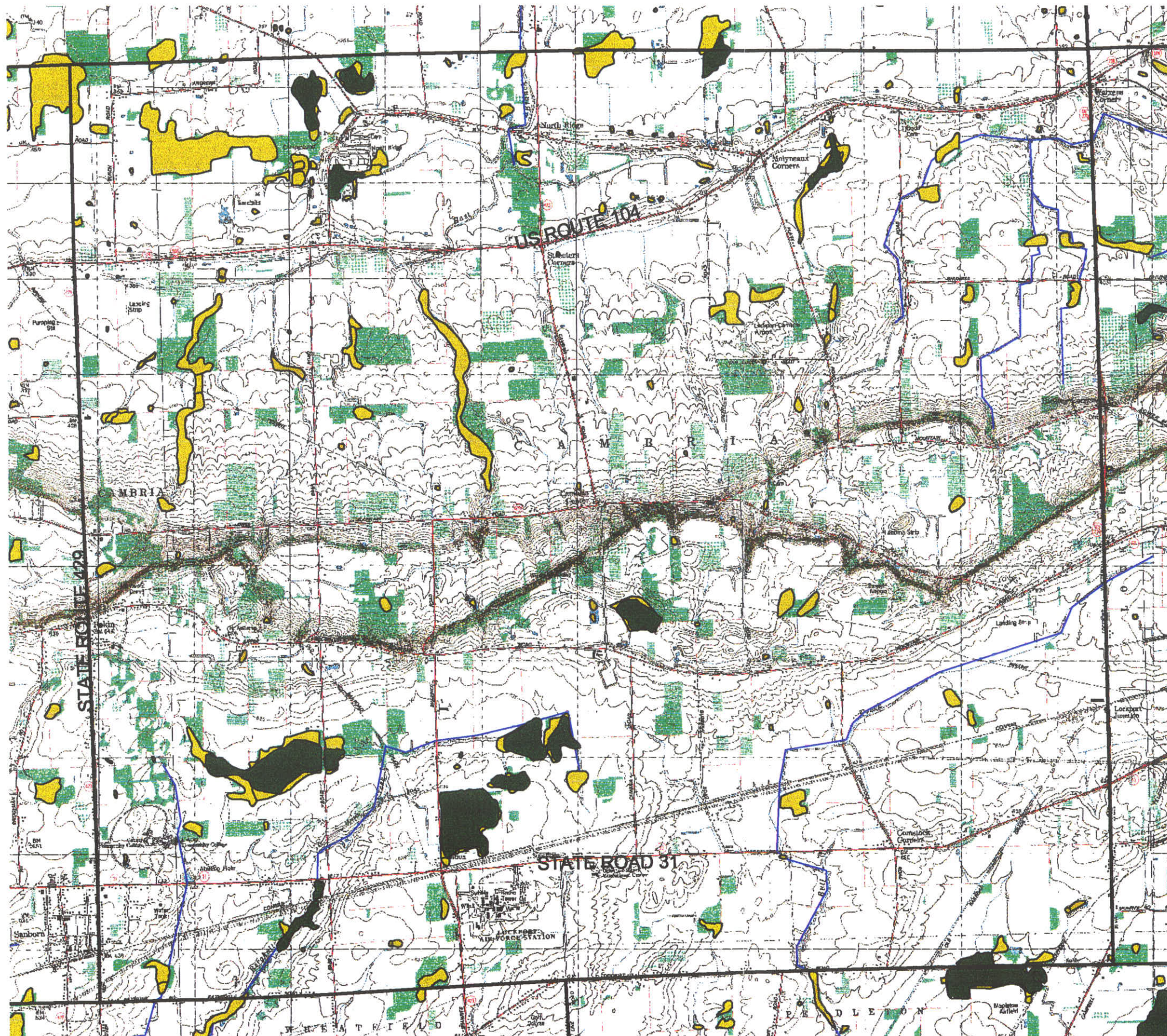
11. Law enforcement requirements
12. School system predictions
13. Drive-by Town map, common observations
14. Business expectations, commonly held opinions
15. Institutional predictions, commonly held opinions
16. Railroad traffic predictions, commonly held opinions
17. Government and non-profit organizations, commonly held opinions
18. Housing needs, commonly held opinions

Information was collected as of 1996, unless noted otherwise.

A 14 item questionnaire was distributed at large to Town residents and 93 responses were returned. The results are presented in the Appendix.

This data was discussed by the Committee in a series of brainstorming sessions which resulted in a general consensus of ideas to be included in the Plan. An outline for writing the Plan and presenting conclusions was then prepared by the Committee's consultant.

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TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

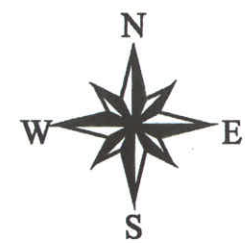
**COMPREHENSIVE PLAN
UPDATE
1997**

**EXISTING CONDITIONS
MAP**



LEGEND

- MUNICIPAL BOUNDARY
- NYSDEC WETLANDS
- FEDERAL WETLANDS
- STREAMS AND WATERWAYS



WENDEL

BUFFALO, NY LOCKPORT, NY

POPULATION

Planning for the future requires an understanding of not only the physical realities of the Town but perhaps more importantly an understanding of the population the plan is meant to serve. Answering basic questions regarding the age, occupation income and education of Town residents should identify trends and provide a basis for accommodating change.

The 1965 plan was profiled to establish a point of beginning. Demographics, employment, education and economics were reviewed. Data for 1996 follows after the 1965 review.

I. Review 1965

- A. Demographic - The population of the County and Town were both expected to rise considerably more than that shown in the 1990 census. The County was expected to have a population in excess of 300,000 and the Town was expected to have a population in excess of 7,000. The median age was 26.2 years. The strongest growing sectors of the population were amongst young adults (15-24 years of age). Density was 91.5 persons per acre, adults (35-44 years of age) respectively. Household size was 3.61 members.
- B. Economic - Between 1960 and 1965, income levels began to soften, due to loss of construction and manufacturing jobs. Average income was on par with the rest of the County.
 - 1. Manufacturing provided most of the jobs for residents. 36% of the overall population was employed by manufacturing industries. Services provided 6.5% of the employment. 50% of the male population was employed in manufacturing, almost 30% of the female population was employed in clerical jobs.
 - 2. Most employment was obtained outside the Town, in other parts of Niagara County. Only 3% commuted to Erie County.
 - 3. Approximately 13% worked at home, presumably on farms.
 - 4. Agriculture provided the largest industry in the Town. 255 farms occupied 20,139 acres or 79% of the total land area.
 - 5. Overall number of farms was decreasing while the size of farms was increasing.
 - 6. Grain crops occupied the largest acreage, followed by fruits and vegetables of approximate equal acreage. Income derived from their production was not determined.
 - 7. Retail trade and services were not well developed. 27 stores sold mostly gasoline and food. Eleven establishments sold services of which 6 were motels. Most residents shop outside of the Town.
 - 8. There was no wholesale activity in the Town.
 - 9. Family income was \$6,679 in Cambria. Family income in Niagara County was \$6,630.
 - 10. Trade, if it were to develop, had the most opportunity to succeed along major transportation routes.

11. Industrial development was unlikely because:
 - a. The Town bore no distinctive attribute for industrial growth.
 - b. Other locations had better resources: transportation, nearness of trade partners and customer base.
 12. The local economic influence of the yet to be built NCCC was not determined.
- C. What was true in 1965 is not much different from what has actually occurred through 1996 as stated in the 1965 Plan, "The evidence therefore points to an indefinite period of gradual change in Cambria, with about the same pattern of employment as apparent, with the continuation of farming of the present type, with a highway-oriented trade and service sector, and with a slowly developed need for land for residential, recreational and industrial use on a limited scale."

II. 1996 Data

U.S. Census information from 1990 provided data for updating the population study. Charts and graphs from the 1965 plan have been updated as the newly acquired data permitted. The format for collecting data has changed since 1960 for many of the statistical profiles. Some are no longer collected and others have been redefined. Data represented most readily updates data represented in the 1965 Plan; additional data has been provided as necessary to provide essential statistical information.

A. Demographic

1. The population of the Town was 4,779 in 1990 and is estimated to be near 5,000 for 1996.
2. This represents a 23% increase since 1960. The population of Niagara County was 220,756 in 1990 and represents a 10% decrease since 1960. The completion of the Power project resulted in an immediate population drop of 10,000 in the early 60's, thus the county population has remained virtually unchanged in 30 years.
3. Other surrounding towns experienced similar increases, though Cambria's percentage increase was one of the smallest in the group.
4. The median age of town residents is 35 years, considerably higher than that of 30 years ago but consistent with the County norm of 34.6 years.
5. Less than 50 people in the Town are of minority status.
7. 13% of persons over 25 years of age are college graduates.
8. 82% of persons over 25 years of age are high school graduates.
9. 67% of the total population is employed.
10. There are 1,652 households in the Town. 1,347 are family households of which 103 are headed by a female with no husband present and 1,186 are of married-couple families. 305 are non-family households, of which 127 are of individuals over 65 years living alone.
11. 3.22 persons per family household.
12. 2.5% of families live below the poverty level.
13. 3.4% of total population live below the poverty level.
14. 9% of retired people 65 years and older live below the poverty level.

B. Economic

1. Town median income per household is \$35,636.00, median family income is \$39,025.00, per capita income is \$13,678.00; Town poverty rate is 3.4% of the population, and 2.5% of all families. Poverty level is \$11,921.00 for a three person family.
2. County median income per household is \$28,408.00, family income is \$33,900.00, per capita income is \$12,710.00; county poverty rate is 10.7% of population, and 8.6% of all families.
3. Income derived from agriculture is currently tabulated by the U.S. Census of Agriculture at the County level only. No farm income is available at the Town level.

Data describing employment is available without regard to distinction between male and female workers. The numbers collected refer to employed persons 16 years of age and older.

4. 96% of the employed population work away from home and require transportation to their workplace.
5. 67% of the population is employed.
6. Manufacturing and general industry still employ the majority of Town residents. and employ 20% of the working population.
7. At 4% of the working population, farming employs the fewest number of residents, a statistic not much different from 1965.
8. Other "white collar" occupations have seen some growth since 1965. Data collected in 1965 was distinct per male and female workers and data for 1996 was collected without distinction.
9. Additional data collection would be necessary to make further detailed conclusions regarding the occupations and sources of occupations of Town residents.

III. Limits and Potentials

- A. Demographic - The population has been increasing since 1970 at an average annual rate of .6%. Official projections for future years have not been made by Niagara County Planning; the State has been advising planners to make straight line projections based upon recent years' population changes. We may expect the population to grow at a pace typical of the years since 1970 unless growth is stimulated by an abrupt change in the local or national economy.
- B. Economic - The growth in the number of residents employed in high-paying white collar technical and professional careers will contribute to raising average income levels of town residents. Income levels for other occupations will perhaps continue at present levels and have minor impact. Income attributable to farming can only be studied at the County level.

Household Median Income of Town of Cambria and Comparison Areas

	1970	1980	1990
Cambria	\$17,652	\$21,338	\$35,636
Lewiston	N/A	N/A	\$40,327
Pendleton	N/A	N/A	\$42,676
Wilson	N/A	N/A	\$30,801
Wheatfield	N/A	N/A	\$33,661
Newfane	N/A	N/A	\$29,437
Lockport	N/A	N/A	\$33,527
Niagara County	N/A	N/A	\$35,116
Seven Town Average	N/A	N/A	\$34,705

Unadjusted for inflation

* N/A - Not Available

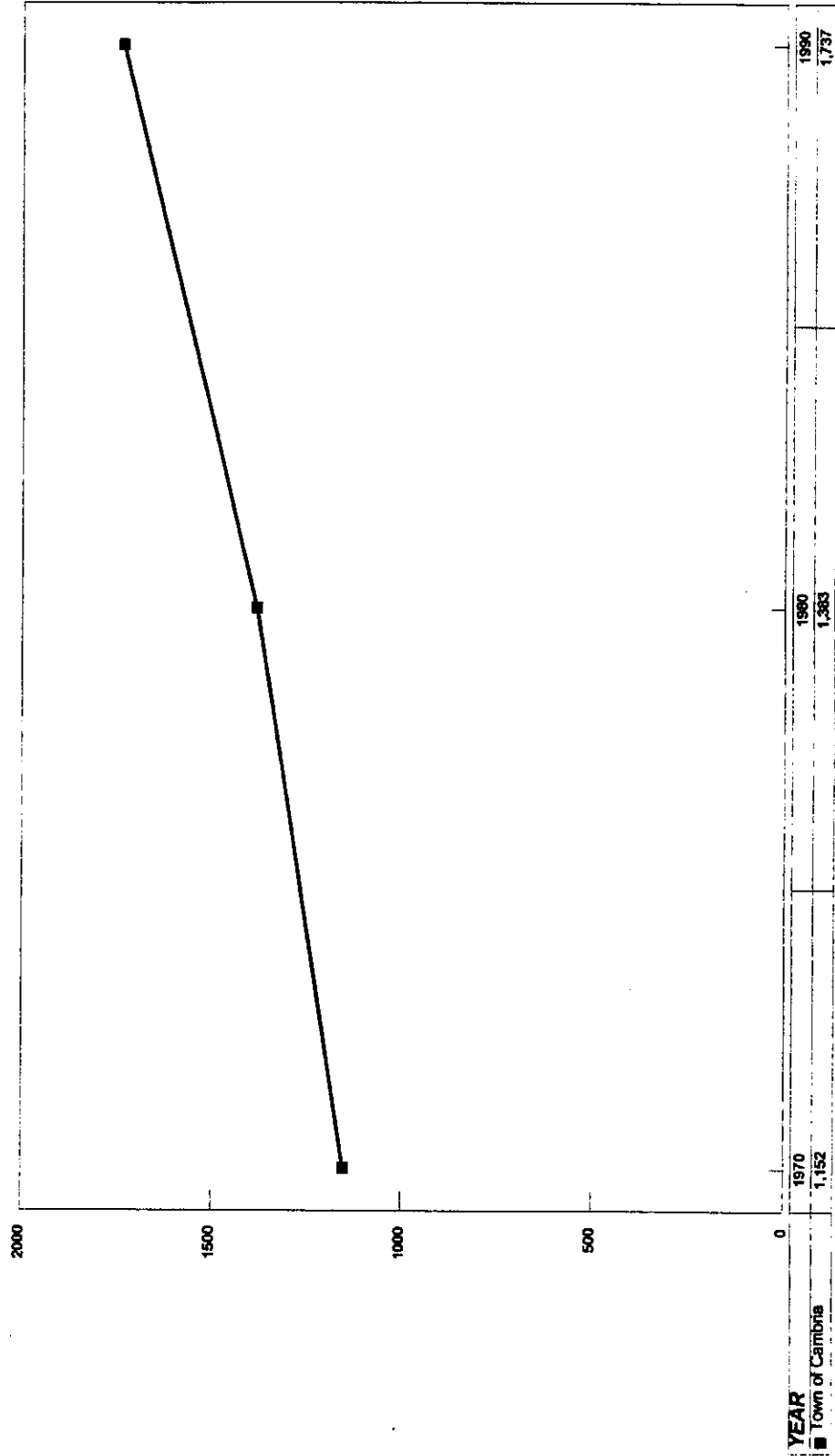
Selected Population Characteristics

	1960 Town of Cambria	1960 Niagara County	1990 Town of Cambria
Median School Years Completed	11.1	10.6	N.A.
Population Per Family Household	3.65	3.4	3.22
Percent of Population Non-White	1.0	4.1	1.0
Percent of Civilian Labor Force Employed	5.8	6.5	5.1
(1)Percent of Population College Graduates	N/A	N/A	13%
Percent of Populations High School Graduates	N/A	N/A	82%

(1)Based on Population over 25

TOWN OF CAMBRIA

TOTAL HOUSING UNITS

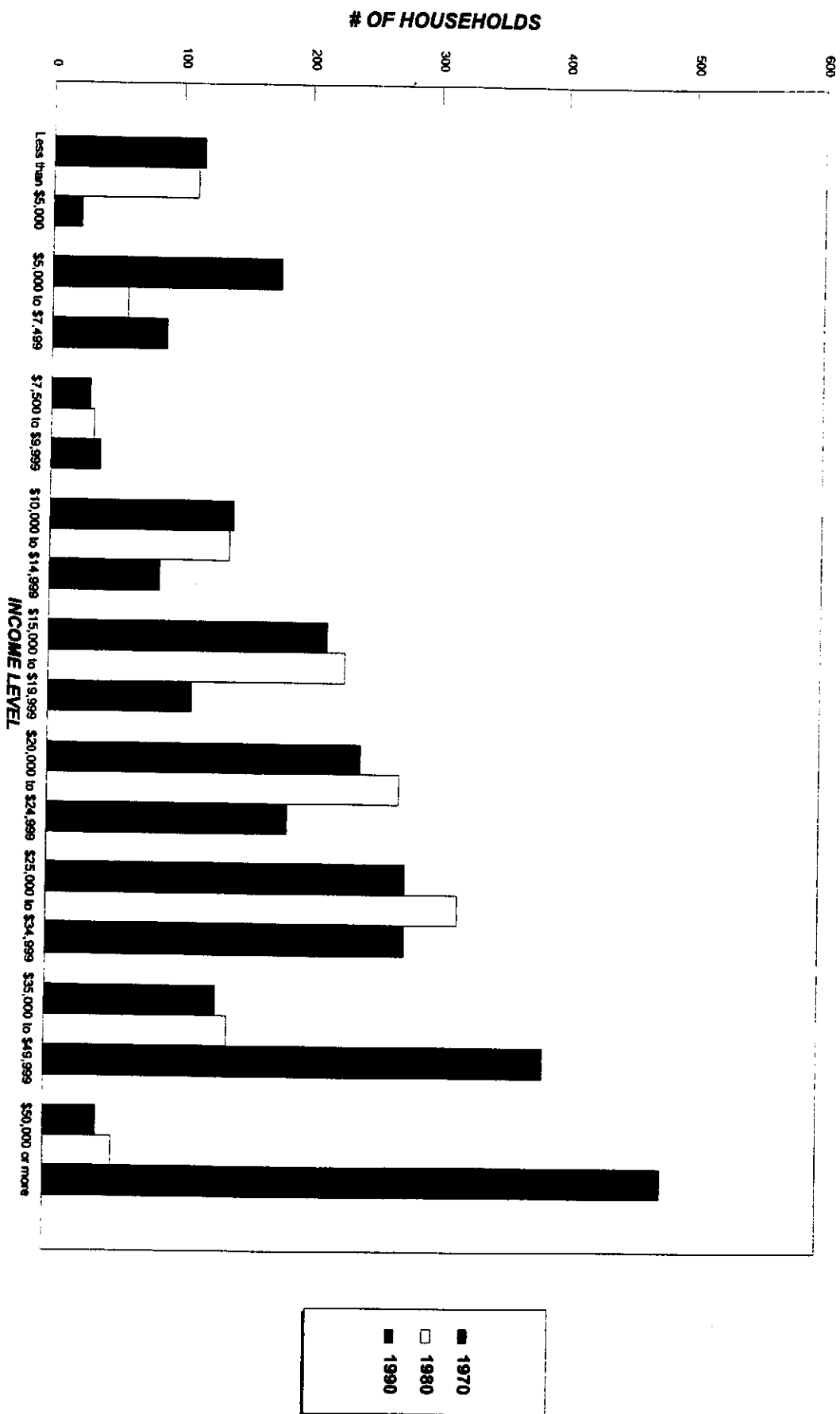


SOURCE: US BUREAU OF CENSUS

MASTER PLAN

TOWN OF CAMBRIA

TOWN OF CAMBRIA HOUSEHOLD INCOME



SOURCE: US BUREAU OF CENSUS

MASTER PLAN

TRANSPORTATION

I. Review 1965 Plan

A. 1965 conditions, assumptions, objectives

1. More of the future land uses will probably be non-agricultural, requiring smaller plots.
2. As frontage lots are consumed, interior roads accessing interior lands will become necessary.
3. The current program to upgrade county roads has made them attractive to residential developments.
4. Town roads are not for thru traffic.
5. Most roads are state and county maintained.
6. Upper and Lower Mountain Roads have experienced the greatest degree of development, and are likely to be the location for much of the future (residential) development.
7. Highways with adequate right of ways can be more easily and economically widened to meet future traffic needs.
8. Routes 104, 93, 31 and 425 are major through routes having the highest traffic volumes.
9. Upper Mountain, Lower Mountain Roads, Routes 429 and 270 are secondary roads, handling local, non-through traffic.
10. All Town roads are used primarily for local traffic.
11. The Niagara Frontier Expressway Plan will not directly service Town roadways.
12. Little commuting is done between Cambria and the industrial complex in Erie County.

II. 1996 Data

A. Traffic counts for State and select Town roads has been collected by the Niagara Frontier Transportation Committee (NFTC) and may be found in the Appendix.

1. Commuting has increased. Destinations are widespread; Buffalo, Niagara Falls and Amherst have become major destinations.
2. The Niagara Frontier Expressway Plan has been abandoned and is no longer a part of the foreseeable future.
3. Route 31 and, to a lesser extent Route 104, have experienced major increases in regional and international freight (truck) traffic.
4. Traffic to the Tuscarora Nation retail stores and gas stations has contributed to traffic increases on Town roads.
5. Unimproved roads have experienced some increase in use.
6. The Town has no provision for accommodating non-motorized forms of transportation. Walking, bicycling, or skating may only be conducted on roadway pavement.
7. A considerable amount of recent residential development has contributed to increases in commuter and local traffic along those roads.
8. Traffic growth has occurred at a rate consistent with historic patterns throughout the Town.

9. Interstate truck and commuter traffic has contributed to much of the increase along the more heavily traveled roads.
10. NCCC has generated a portion of the increase in traffic along Route 31.
11. Population increases in surrounding towns has contributed to increases in local through traffic.

III. Limits and Potentials

- A. Growth implies increased traffic. Strategies for implementing roadway improvements and yearly maintenance will be necessary
 1. The existing road network is likely to remain with respect to patterns of use and volumes.
 2. Commercial growth on Tuscarora Nation lands may increase traffic volumes through the Town.
 3. Public transportation through Route 31 should be expanded to serve the needs of the non-student, Town resident population in the vicinity of the college.
 4. The development of alternative modes of transportation such as bicycling and walking may be advanced with the signage of roadside trails.
 5. The Town will pursue improving currently unimproved Town roads for the purpose of increasing accessibility and drivability.
 6. With increases in roadside development and the loss of open, undeveloped space the view from the road will begin to redefine the appearance and character of the Town. Design standards for the design of roadside improvements will become desirable.
 7. Rural Niagara Transportation bus line has the potential to serve the Town's expanding population.

IV. Recommendations

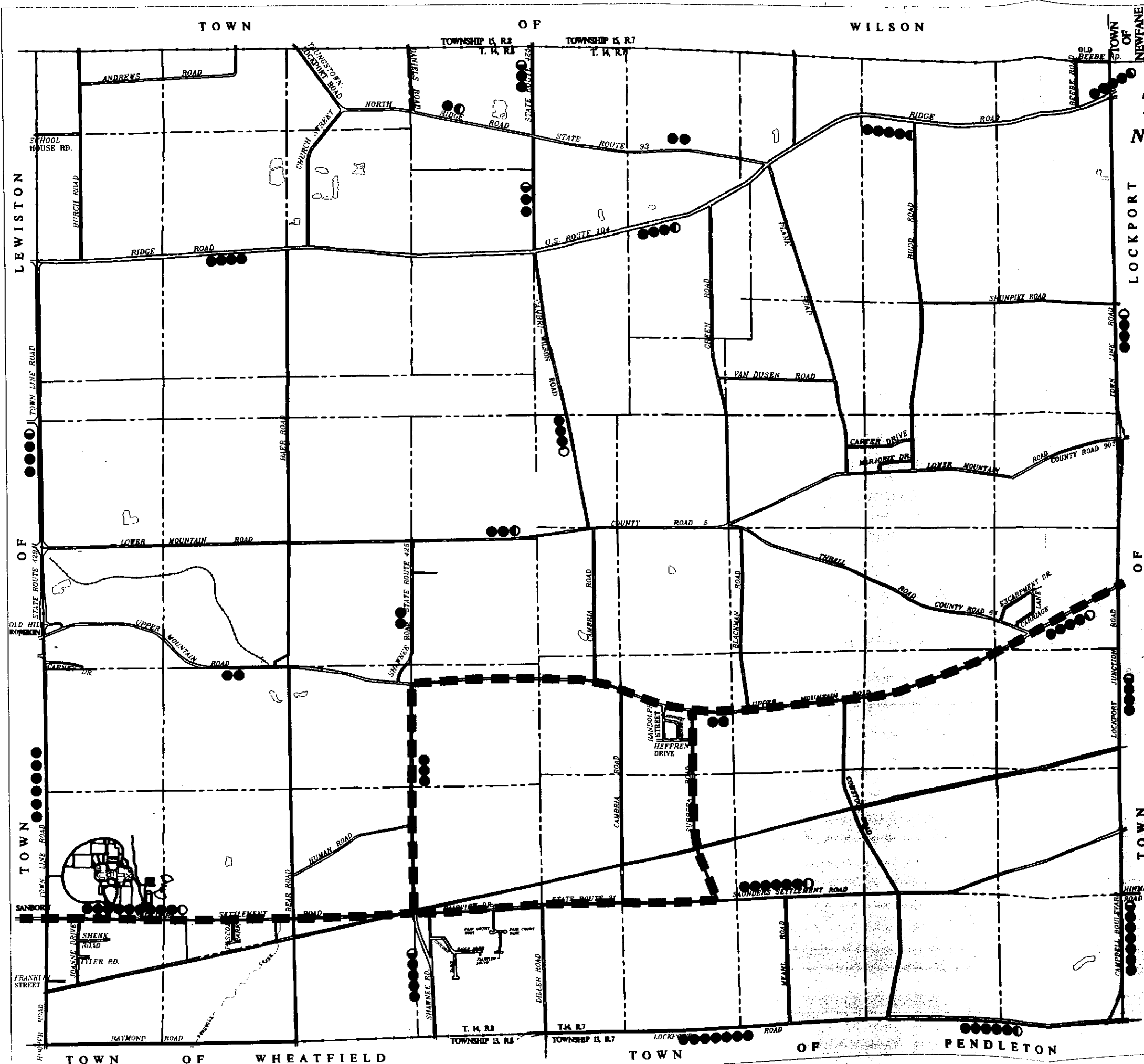
- A. Plans for federal, state and county roads are static for the foreseeable future. Expansion or upgrading of highway sections is unlikely. None the less, the Town would like to see improvements to these roads as traffic volumes increase. Improvements may include:
 1. Upgrades to intersections including subsurface drainage systems, curving and coordinated signage systems.
 2. In an effort to achieve a level of consistency, improvements within road right-of-ways will be constructed according to a set of design guidelines. The guidelines will provide a measure of standard predictability, and compensate for the changes or losses that occur as areas develop.
 3. Growth brings traffic and increased traffic needs signage, traffic control, ingress, egress, improved intersections, etc. Meeting these needs should serve to improve the quality of Town life while supporting growth in the town.
- B. Improvements to Roads & Intersections
 1. Roads and intersections carrying more than 60% of the capacity for which they were designed should be identified for improvement. Further detailed study to

determine which intersections may be included and the scope of improvements necessary is required.

2. Travel speeds along roads experiencing growth in the number of area residents may require periodic review and adjusted by request from area residents and per NYSDOT standards.

C. Implementation Strategies

1. Minimum standards for the design of improvements along Town roads, in or outside of right-of-ways, will insure a minimum standard of quality.
2. Standards should apply to any roadside development.
3. Standards are expressed and enforced through the Site Plan Review process, and zoning and subdivision ordinance regulations.

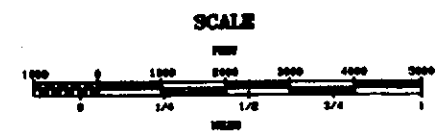


TOWN OF CAMBRIA

NIAGARA COUNTY, NEW YORK

COMPREHENSIVE PLAN
UPDATE
1997

TRAFFIC VOLUME MAP



- LEGEND**
- TOWNSHIP & RANGE LINE
 - CHART LOT LINE
 - ROAD
 - STATE HIGHWAY
 - COUNTY ROAD
 - TOWN HIGHWAY
 - STREAM
 - RAILROAD
 - N.Y.S. TWO-WAY TRAFFIC AVERAGE DAILY TRAFFIC VOLUME (1990-1994) ● = 1000 CARS
 - NIAGARA TRANSPORTATION BUREAU

THIS DRAWING WAS DEVELOPED
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WENDEL
SARASOTA, FL LOCKPORT, NY

UTILITIES

I. Review 1965 Plan

- A. Water service did not exist for 146 homes.
- B. No public sewers existed for any part of the Town.
- C. No natural gas service existed for any part of the Town.
- D. Electrical service was available throughout the Town.
- E. Open landfill service was provided by a 50 acre site in Wilson for use by Cambria's residents.
- F. Cable television did not exist in 1965 in Cambria.

II. 1996 Data

- A. Water service is currently available throughout the Town. As of the 1990 Census, 97.9% of all housing units are serviced by public water. 37 housing units still rely on well systems for potable water.
- B. The Niagara County Sewer District, created in 1971, has constructed three large interceptor lines in the southern portion of the Town. The NCSD district boundaries include the southerly portion of the Town up to a line 300 feet north of and parallel to the centerline of Upper Mountain Road.
 - 1. Five areas in that part of the Town currently access those interceptors via various laterals :
 - a. Route 31 and Niagara County Community College
 - b. Raymond Road, Hoover Road
 - c. Fair Court, Shawnee Road and Diller Road area
 - d. Meahl Road, through Route 31 to a point 2000 feet south of Upper Mountain and ending at Comstock Road
 - e. Pascoe Park, Northway and Southway Drives
- C. Gas service is provided by New York State Electric & Gas along select Town roads in the eastern portion of the Town.
- D. Gas service is provided by National Fuel along select Town roads in the western portion of the Town.
- E. Open landfiling is no longer an acceptable means of refuse disposal for the general public in New York State. Licensed garbage collectors and the Town currently provide refuse disposal for Town residents.
- F. Cable television is currently available to over 50% of Town residents through Adelphia Cable Communications.

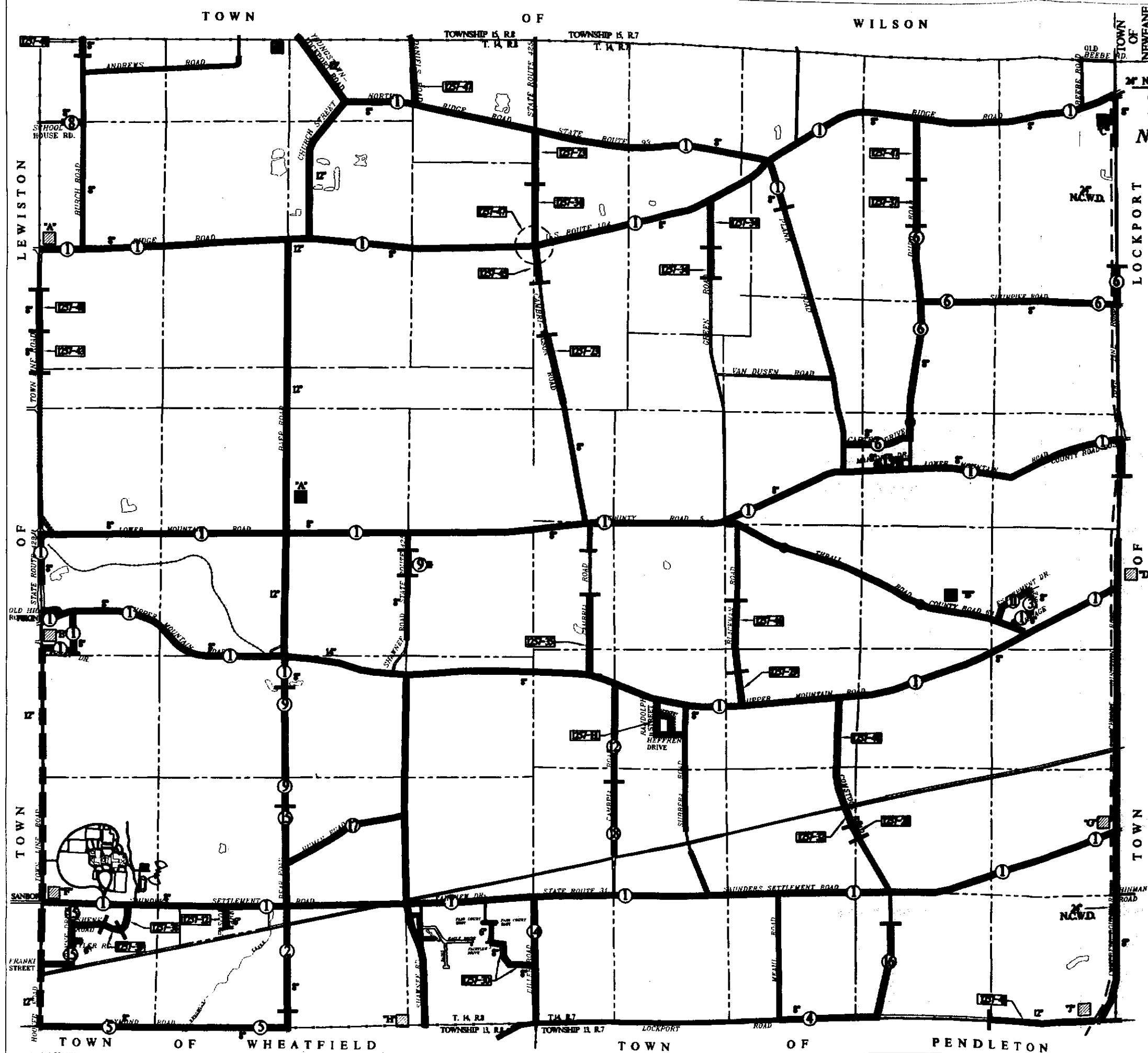
III. Limits and Potentials

- A. Water service for any new activity is available on an as needed basis, if economically feasible.

1. Private development usually pays for service connections and main line development along newly constructed roads.
 2. Water in volume is most easily available along any of the NYSDOT Roads, Route 31, 93, 104, 429, and 425.
 3. Campbell Boulevard to Upper Mountain Road and Lockport Road also have water available in volume.
- B. Capacity exists for a considerable amount of future development along any one of the NCSD interceptors. Lateral connections are an expense paid for by the user. Industries and businesses which may qualify for State or County assistance in order to obtain sewer service will be reviewed on a case by case basis with the full support of the Town.
- C. Gas service will increase as demand warrants. The cost of construction and the scheduling of installation of service mains is the responsibility of the providing utility companies, (NYSEG or National Fuel).
- D. Cable TV service expansion will be encouraged as consumer demand increases.

IV. Recommendations

- A. Utility development will occur largely as a response to increasing growth. The installation of utilities in anticipation of growth is unlikely. State and Federal monies which funded public improvement expansions and upgrades in the past are largely unavailable today.
- B. What was true for the Town in 1965 is also true today with regard to septic sewer systems. The following is stated in the 1965 Plan:
- "Because of soil conditions over most of the Town, the continued use of individual disposal systems should not be considered satisfactory as a long term solution. Careful installation (utilizing the latest engineering techniques) and periodic maintenance may enable individual homesites to utilize this kind of system for many years, but where homes are built at suburban densities, a public sewer system should be regarded as a necessity." In the mean time, on-site septic sewage leach beds will be the method of choice until such time as sanitary sewers become available in a general area.
- C. Available public sewer capacity in the southerly portion of the Town will, in time, become very attractive to residential and commercial developers and should serve to anchor any substantial new growth that may be attracted to the Town.
- D. Public involvement in the expansion of utility availability has the potential to direct and pace the development of the Town. However, the excess capacity especially in the sanitary system would preclude the necessity of any substantial utility expansion at this time or in the near future.



TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

COMPREHENSIVE PLAN
UPDATE
1997

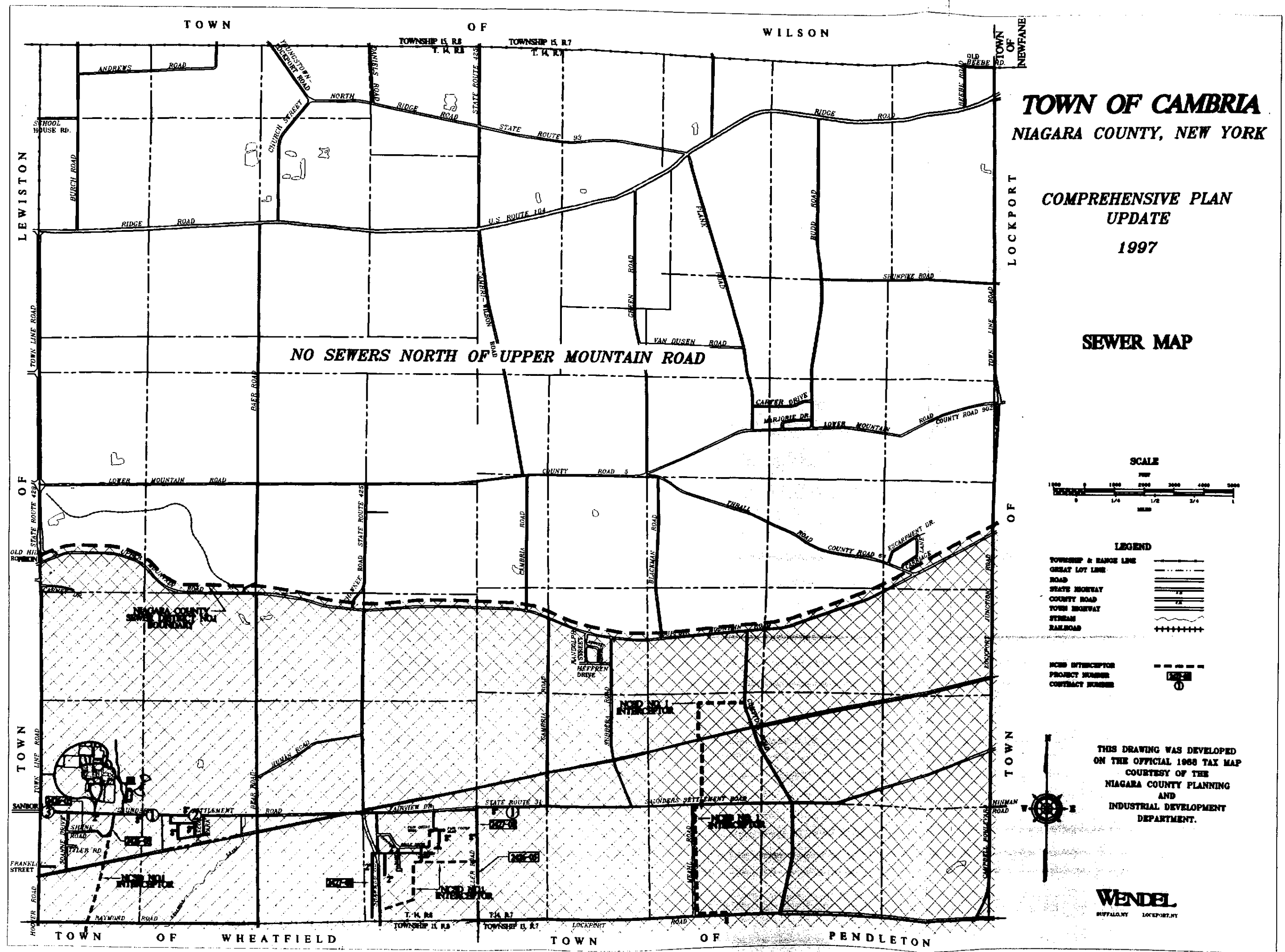
**WATER DISTRIBUTION
SYSTEM MAP**



- LEGEND**
- TOWNSHIP & RANGE LINE
 - GREAT LOT LINE
 - PROPERTY LINE
 - ROAD
 - STATE HIGHWAY
 - COUNTY ROAD
 - TOWN HIGHWAY
 - STREAM
 - RAILROAD
- KEYING MARKS**
- METER PIT
 - P.V.
 - PROJECT NUMBER
 - CONTRACT NUMBER

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TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

**COMPREHENSIVE PLAN
UPDATE
1997**

SEWER MAP

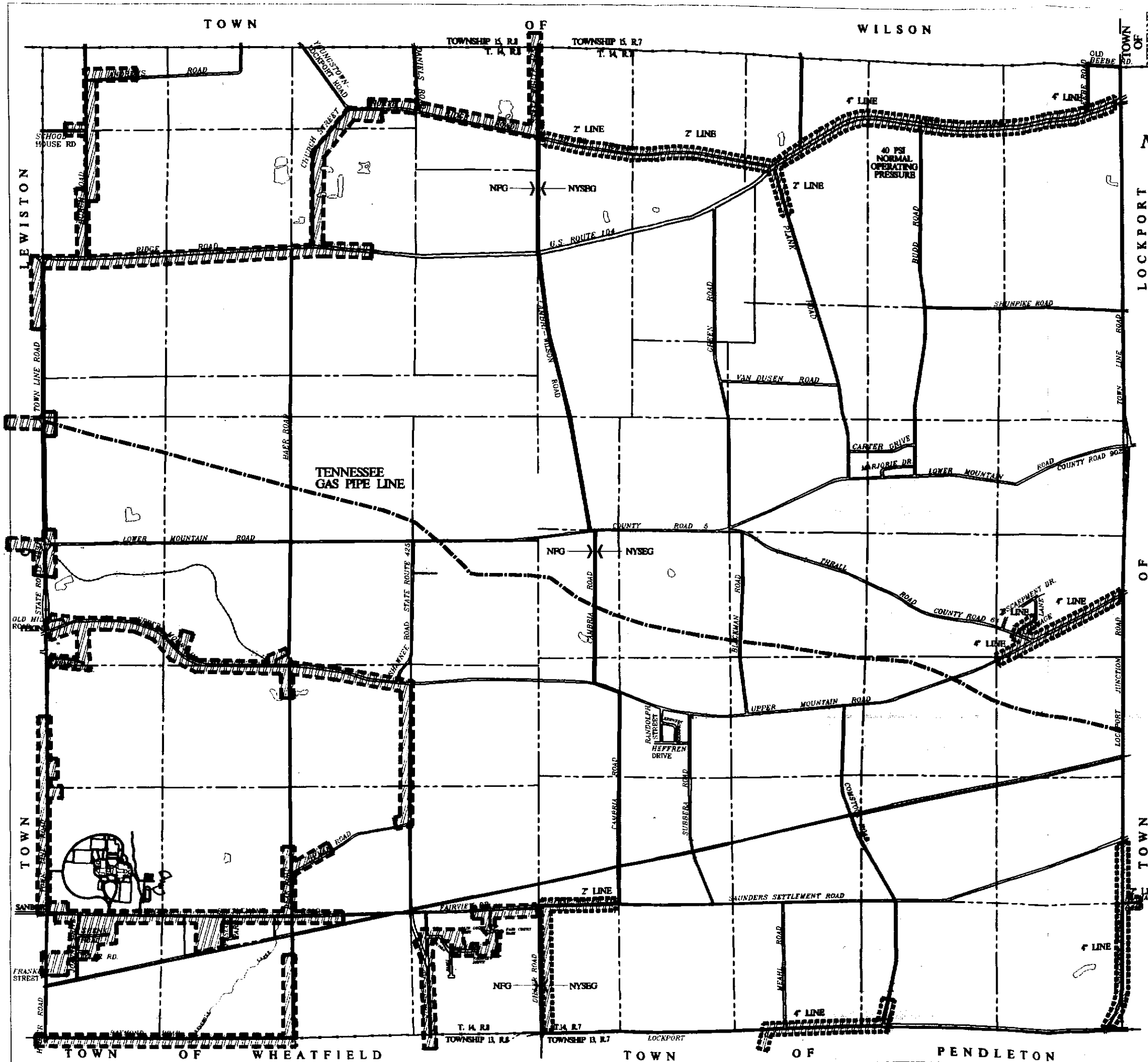


LEGEND

TOWNSHIP & RANGE LINE	----
GREAT LOT LINE	-----
ROAD	=====
STATE HIGHWAY	=====
COUNTY ROAD	=====
TOWN HIGHWAY	=====
STREAM	~~~~~
RAILROAD	+++++
MSB INTERCEPTOR	-----
PROJECT NUMBER	100-01
CONTRACT NUMBER	1

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TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

**COMPREHENSIVE PLAN
UPDATE
1997**

**NATURAL GAS
MAP**



LEGEND

TOWNSHIP & RANGE LINE	---
GRANT LOT LINE	---
ROAD	---
STATE HIGHWAY	---
COUNTY ROAD	---
TOWN HIGHWAY	---
STREAM	---
RAILROAD	---
NPG	---
NYSEG	---
TENNESSEE GAS TRANSMISSION LINE	---

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COMMUNITY FACILITIES - PARKS AND RECREATION

I. Review 1965 Plan

- A. Facilities were made available at local schools, fire stations, and Town Hall.
- B. Demand may increase as the Town becomes more urbanized.

II. 1996 Data

- A. Recreation opportunities are still largely limited to the facilities located at the schools, fire halls, and Town Hall.
- B. The modest pace of population growth and low total population has not made the lack of recreation facilities a prime issue in the Town. However, in the near future, opportunities for developing more recreation than currently available at existing sites should be considered.

III. Limit and Potentials

- A. Residents have expressed a desire for a 50 acre Town Park.
- B. Procurement will be by purchase or donation, though no funds have been set aside.
- C. A specific site has not yet been identified. An area capable of supporting sportfields, trails and court games is desired by residents.
- D. Site improvements, programming and management of the park would be required.

IV. Recommendations

- A. The development of Cambria as a family community and its growth in population will require provisions for community celebration and gathering.
- B. A park facility capable of supporting organized recreation facilities will meet the expectations of a growing community, ultimately enhancing the quality of life in the Town.
- C. Concurrent with the increases in residential development should be an increase in the potential to meet recreational needs.
- D. One way for communities to meet the cost of meeting recreational needs is to collect a per lot fee from builders or developers which could fund the capital improvements of a recreation and parks program in the Town.
- E. A separate capital improvements fund for park development should be created to sustain the initiative over time.
- F. It is suggested that environmentally sensitive areas in the Town be further identified and consideration be given to preserving these as open space for the future.

COMMUNITY FACILITIES - SCHOOLS

I. Review of 1965 Plan

- A. The Town is divided among five public school districts.
- B. None of the school facilities are located in Cambria.
- C. All of the schools servicing the Town have adequate facilities for the foreseeable student population of Cambria.

II. Enrollment of Cambria school children by school district:

School District	Number of Pupils
Starpoint	702
Wilson	194
Newfane	17
Niagara-Wheatfield	79
Lockport	29
Parochial Schools	unknown
Niagara County Community College	no record available
BOCES	less than 100, estimated

III. Limit and Potentials

- A. The need for a new school district or school site within the Town is not apparent. Based on the numbers of school children residing in the Town and foreseeable increases in school age children, existing facilities adequately meet the educational needs of Town students.

IV. Recommendations

- A. Creating a new school or school district would need the endorsement of local residents through referendum. For the immediate future, educational needs may be satisfactorily met by existing schools and school districts.

COMMUNITY FACILITIES - FIRE PROTECTION

I. Review 1965 Plan

- A. Cambria Volunteer Fire Company, and the Pekin Fire Companies fire stations provide fire protection from three stations. The need to replace the Pekin facility was noted.
- B. Public water is available on most of the Town's roads. Funding requirements to complete the installation of the rest of the Town are pending.

II. 1996 Data

- A. Cambria Volunteer Fire Company provides fire protection from 3 halls:
 - 1. Hall #1 - 4631 Cambria-Wilson Road, 36.7 acre site.
 - 2. Hall #2 - Upper Mountain Road near Thrall Road, .57 acre site.
 - 3. Hall #3 - Eagle Drive near Unicorn and Fairview Drives, .23 acre site.
 - a. Equipment includes the following vehicles:
 - (1) Hall #1 - (1) class A pumpers, 4E1 and (1) pumper aerial apparatus 4A5; (1) Ambulance 4R9
 - (2) Hall #2 - (1) class a pumper 4E6.
 - (3) Hall #3 - (1) pumper 4E3
 - b. Hall #1 is utilized for Town recreation purposes during summer months.
- B. Pekin Fire Company provides fire protection from 1 location on Upper Mountain Road, near the Lewiston town line. The site is 14 acres.
 - 1. Equipment includes four (4) class A pumpers, an aerial truck and equipment truck and two (2) antique fire vehicles.
 - 2. The Company provides a large newly constructed playground, baseball diamonds and a pavilion for Town and community use.
- C. Sanborn Fire Company provides fire protection from one location in the hamlet of Sanborn, Town of Lewiston. The site is 7.5 acres.
 - 1. Equipment includes (3) pumpers; 1 each @ 1,500gpm, 2,000gpm, 750gpm.
 - 2. Rescue Truck, portable rescue and emergency equipment are also available.
- D. A retirement fund has been established for Volunteers in Town-based companies who have served a prescribed minimum amount of time. The fund provides an incentive for attracting and retaining volunteer members.

III. Limits and Potentials

- A. Two properties currently owned by the Cambria Volunteer Fire Company are attractive sites for locating new fire protection or emergency response facilities:

1. Lot #1 - Rte 31 and Diller Road, 200'f x 228' d.
2. Lot #2 - Rte 31 (BOCES) 240'f x 569'd.

IV. Recommendations

- A. Facilities and equipment are adequate and provide satisfactory level of fire protection and emergency response for the foreseeable future. Additional equipment purchases to replace aging or outdated items may be conducted on an as needed basis, consistent with current practice.
- B. The recent development and improvement of existing stations has met the immediate and near future needs of the Town.
- C. Needs or improvements to facilities and equipment not yet discussed in this plan would require a further detailed study.

COMMUNITY FACILITIES - LAW ENFORCEMENT

Police protection is provided by the Niagara County Sheriff's Department for matters of local concern. New York State Troopers also provide protection on an as needed basis, though their activity is largely limited to matters relating to intra and inter-state traffic law enforcement.

COUNTY WIDE PERSPECTIVE

I. Existing Conditions

Five towns border Cambria: Lewiston, Wheatfield, Wilson, Lockport and Pendleton. The activities of these towns may have a spill-over effect on land use decisions in Cambria and their land use or zoning plans should be reviewed. Land uses planned or currently taking place in the other Towns can be either continued or stymied at Cambria's border.

Master plans reviewed for Lewiston, Wilson and Wheatfield are more than 20 years old and in the process of being updated. Plans for Pendleton and Lockport have been updated sometime in the past 10 years. The plan for Lockport is currently undergoing an update. Land use plans and or zoning maps were reviewed as available.

- | | |
|------------|--|
| Lewiston | Rural residential uses predominate along the Cambria line. The minimum requirements in this area are one acre lots with 50 foot setbacks. Smaller lot R1 zoning districts are also in the vicinity of the town line. The minimum requirements in this district are half acre lots and 50 feet setbacks. General business supporting small retail and service storefronts may also be found in the areas of Pekin, and along Route 429 to Sanborn. |
| Wilson | Rural Residential uses predominate along the Cambria line. Within the RR district may be found Rural Highway Commercial districts along Cambria-Wilson Road and at the intersection of Burch Road and Youngstown-Lockport Road. Rural residential zoning permits single family homes on 1.5 acre lots with 200 foot frontages. Rural highway commercial permits office, retail, farm markets and farm equipment sales. Minimum lot size is 3.68 acres (160,000 SF), 360 foot frontage and are limited to 15% lot coverage. |
| Lockport | Rural residential, industrial and low density residential uses are planned for the area bordering Cambria. Residential use areas occupy a 300 feet deep strip along Town Line Road, behind which are lands zoned for agriculture. Business use areas occupy a 500 feet deep strip along Town Line Road at Route 31, behind which are lands zoned for industrial use. Business and industrial uses are also found behind the residentially zones areas in much of the southeast corner of Lockport, between Lockport Road and Upper Mountain Road. |
| Pendleton | Rural residential, low density, commercial and light industrial uses are planned for the area bordering the southern edge of the town. Residential uses featuring 3/4 acre lots sewerred or 1 acre lot non-sewerred are planned to occupy a low density residential area between Lockport, Townline and Mapleton Roads east to Aiken Road. Commercial uses are planned for Lockport Road along several hundred feet of frontage between Comstock Road to approximately 1000 feet east of Campbell Boulevard. Industrial uses are planned from the east end of this commercially planned strip east to the Canal. |
| Wheatfield | Rural residential uses are zoned for most of the northern edge of Wheatfield. The Wheatfield Industrial Park occupies approximately 90 acres along the Town line. Small commercial nodes exist at the intersections of Baer and Mapleton Roads and at Lockport and Shawnee Roads. |

Rural residential zoning permits single family homes on 15,000 square foot lots with 100 feet of frontage and 40 foot minimum setbacks. Each of these commercial areas occupy approximately 10 acres at four corner intersections and are zoned to support the broadest range of commercial uses, some with special permits.

II. Limits and Potentials

The Town is bordered by various residential uses and by some industrial uses around its southeast corner. The potential exists for those uses to expand at any time into the Town. The availability of sewers, open land and a state road provide ample opportunity for industry to expand across Town boundaries. Frontage lots are plentiful along all Town roads and offer numerous home building opportunities. There are significant retail and service establishments in the surrounding towns and cities but distant from most of the Town's edges. Retail and service commercial expansion from adjacent towns is therefore unlikely.

There is a significant amount of sanitary sewer capacity in the southeast area of the Town which may become attractive to industries and other business activity wanting to expand across town lines and into Cambria. However, most of the land currently planned for industrial or commercial uses is not geographically centered on those sewers. The utility and attractiveness of the sewers for development could be enhanced with the rearrangement of these areas already planned for these uses.

Residential development of frontage lots is typical of the surrounding communities, and is especially evident in Pendleton, Lewiston and Wheatfield. Lot sizes range from a minimum lot width of 100 feet to 200 feet on half to one acre lots. Relative demand for frontage lots with consideration of minimum size requirements in any Town is difficult to ascertain and would require further detailed study.

III. Recommendations

Industrial growth and development is a highly desired land use because of the tax dollars and jobs these uses generate and the relatively small amount of public services they consume. Industrial growth throughout Niagara County has been on a steady decline for the past 30 years. However, small niche market industries specializing in high tech products and industrial components has been on the increase. The demand for industry however is far greater than the supply. This has resulted in a fair amount of competition between towns for these few industries. Other towns have already developed industrial parks and have zoned considerable acreages for industrial or commercial use along many of the busier state roads. Cambria has neither industrial parks nor lands zoned for industry readily available along any of its major NYS Routes. At best, there is 2000 feet of frontage along a secondary road (Comstock Road) and 2500 feet of frontage along Lockport-Junction Road for all 510 acres of a narrowly shaped piece of land currently zoned industrial. If the Town would like to compete more effectively, thought must be given to the creation of accessible and serviced lands or parks zoned and planned to welcome the industrial developer.

LAND USE - AGRICULTURE

I. Review 1965 Plan

- A. In 1965 over 90% of land area supported agriculture or open space uses (23,445 acres or 91.6%).
- B. Agriculture land use has been in steady decline since 1930.
- C. Agriculture is expected to be the major land use type for years to come.
- D. Forms of Agriculture were largely the same as they have been since 1930.

II. 1996 Data

- A. Persons employed in agriculture represent less than 5% of the total working population in the Town.
- B. Information describing the extent of agricultural land use available for 1968 and 1978 only. Information on agricultural census is no longer collected at the Town level, but at the County level only.
- C. From 1968 - 1978, there was a net decrease of 1,237 acres or 5.3% decrease in agricultural and open space lands.
- D. Development pressures have increased on some of the most unique and productive agricultural areas in the Town, if not the County. These areas possess qualities (good drainage, location, elevated views) desirable for residential, commercial as well as agricultural uses. These areas are found along Routes 104, 93 and Church Road.
- E. Forms of agriculture have largely shifted toward the production of field crops. Fruits, vegetables, flowers and dairy farming are still practiced but on less acreage and by fewer operators than 30 years ago. Loss of land to development and loss in popularity of farming as a career choice are the commonly held reasons for the change.
- F. Common observation suggests that agriculture will continue to be the major economic resource in the Town.

III. Recommendations

- A. Agriculture shall be emphasized as the primary land use, available for conversion into other uses; these uses should be sympathetic to the remaining agricultural interests and practices.
- B. Residential uses are acceptable within actively farmed areas. Regard for existing agricultural uses (and the need to accommodate field geometry, drainage, and access) may influence lot size. Various lot sizes could be made available. Larger lot sizes should be encouraged, particularly in non-sewered areas.

- C. The integrity of agricultural areas should be protected by setting limits on the depth of frontage lots subdivided for residential, non- farmstead uses. The maximum depth of a lot may be determined by averaging the depth of existing residential lots in the area.
- D. The amount of land in agricultural land use, accentuated by the farmstead and its associated culture will continue to define what is Cambria.
- E. The Town should develop and implement a land conversion methodology which permits agriculture to continue but does not completely prohibit the development of residential uses.
- F. The creation of zoning ordinances describing lot depth, size, frontage, and density could be tailored to retain the integrity of large fields, insure access, and support farming practices now and in the future.
- G. The creation of overlay districts in which a customized set of zoning requirements would guide the conversion of agricultural areas into non-agricultural areas should be developed. (An overlay district is a special area within a standard zoning district, regulated by a unique set of zoning requirements which are in addition to the typical requirements of the standard zoning district. The basic zoning of the district remains; a new zoning district classification is not created.)

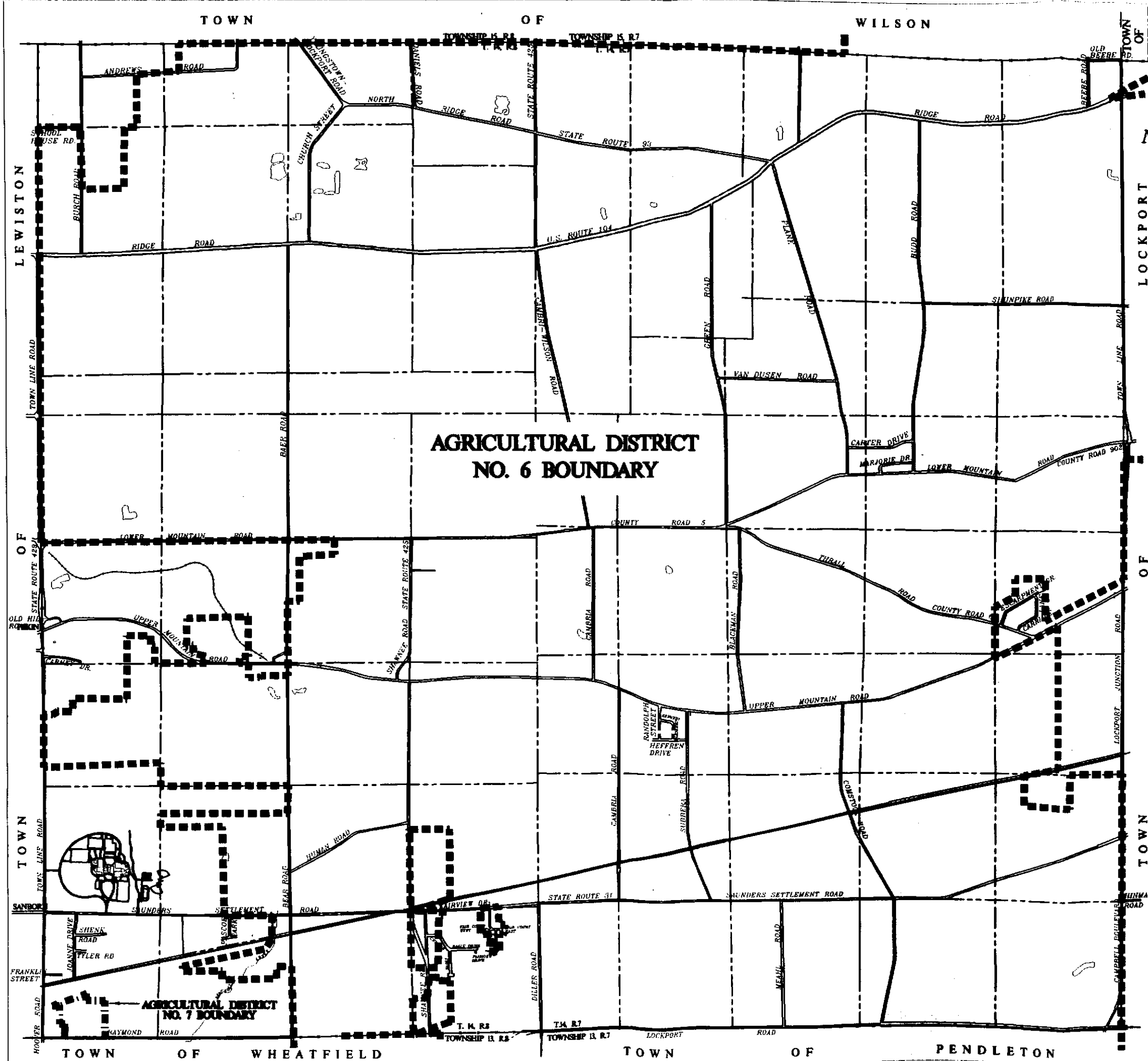
Overlay districts may be created to guide the development of non-agricultural (residential) uses in the most unique agricultural areas. The purpose would be to safeguard the most agriculturally productive and unique soils from consumption by non-agricultural uses which could just as well locate elsewhere in the Town.

IV. Ideas For The Future

- A. The following example illustrates the intent of an agriculture-conservation overlay district. The actual formulation and implementation will require further detailed study.

An Agriculture-Conservation Overlay District would recognize the ongoing transition of lands from agricultural to residential uses, the need to respond to the loss of a resource (soil, economic or landscape) and the potential benefits which should be derived from the transition. The purpose of this designation would permit agricultural uses to continue coincident with residential growth along road frontages. Criteria for this designation would include:

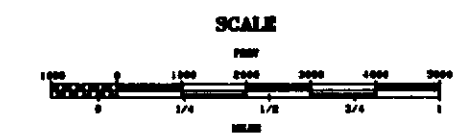
- Soils capable of producing the widest variety and earliest available crop types, especially fruit and vegetables.
- Soils previously identified as having an agricultural capability unique in the Town.
- Areas which suggest a higher than average rate of return for crops grown than in other parts of the Town.
- Commercial potential for on-site sales of locally produced agricultural products.
- An existing predominance of agricultural use in the area.
- The area is currently under pressure to convert to residential use.



TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

**COMPREHENSIVE PLAN
UPDATE
1997**

**AGRICULTURAL DISTRICT
MAP
EIGHT-YEAR REVIEW
(1978-1986-1994)**

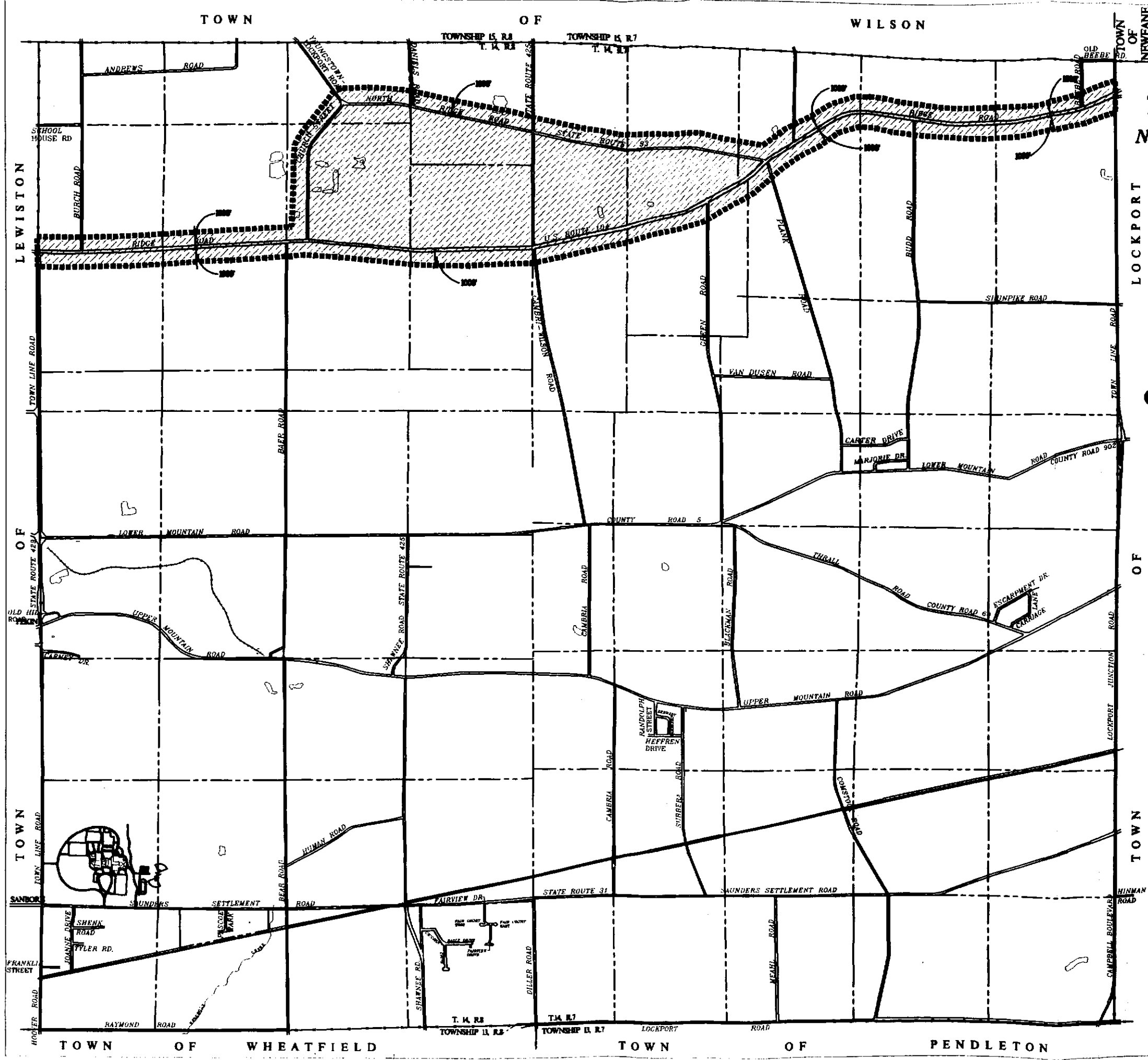


LEGEND

TOWNSHIP & RANGE LINE	-----
GREAT LOT LINE	-----
ROAD	-----
STATE HIGHWAY	=====
COUNTY ROAD	=====
TOWN HIGHWAY	=====
STREAM	~~~~~
RAILROAD	+++++
ORIGINAL AGRICULTURAL DISTRICT NO. 6 BOUNDARY	-----
AGRICULTURAL DISTRICT NO. 7 BOUNDARY	-----

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DEPARTMENT.

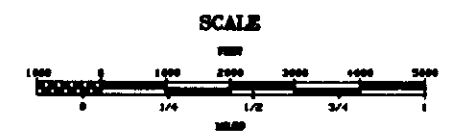
WENDEL
BUFFALO, NY LOCKPORT, NY



TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

**COMPREHENSIVE PLAN
UPDATE
1997**

**AGRICULTURAL
CONSERVATION OVERLAY
DISTRICT MAP**



LEGEND

TOWNSHIP & RANGE LINE	----
GREAT LOT LINE	-----
ROAD	=====
STATE HIGHWAY	=====
COUNTY ROAD	=====
TOWN HIGHWAY	=====
STREAM	~~~~~
RAILROAD	++++++

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WENDEL
BUFFALO, NY LOCKPORT, NY

LAND USE - RESIDENTIAL

I. Review 1965 Plan

- A. Housing - Virtually the entire population of Cambria lived in single family homes along long established roads. There were no multifamily apartments, group homes, or small lot subdivision developments.

1. The median price of a single family home was \$14,000.00.

II. 1996 Data (Source: 1990 U.S. Bureau of the Census)

A. Housing

1. The average non-family household size is 2.88 persons; family households average 3.22 persons.
2. There are 1,737 total housing units of which 1,434 are detached single family residences, 281 are attached or multifamily residences and 22 are mobile homes.
3. The median price of a home is \$72,000; the average price of an upper end home is \$94,000 and the average price of a lower end home is \$56,000.
4. 109 of 1434 (7.6%) of single family homes are sewerred.
5. 20% of homes are newer, built since 1980.
6. 20% of homes are older, built before 1939.
7. 10% rental vacancy rate, among all unit types.
8. Most new home construction occurs roadside on individual lots subdivided from agricultural nonresidential lands. One significant multifamily residential development has occurred in a planned development on an interior parcel.
9. Residential growth has occurred:
 - a. Where single family housing values are highest, likely to remain stable or increase.
 - b. Among other single family homes.
 - c. In environmentally desirable areas possessing.
 - escarpment view or orientation
 - septic system capability
 - mature trees and interesting topography
 - farm and open space landscapes
 - d. Where frontage lots are available.
 - e. Where services are accessible, ie. water, sewer, retailing.
10. Some residential properties in non-commercial zoning districts currently support commercial activity. This has become a problem for neighbors who are now subject to noise, traffic and changes to the established neighborhood character.
11. Approximately 30 new homes were built per year in the last four years (1992-1996).

- B. Housing - The arrival of NCCC brought a need for conveniently located rental apartments, almost all of which are located opposite the College on Route 31. The vast majority of the housing stock is still single family homes averaging less than 1,500 sq. ft. per home.

- C. The absence of a town-wide sanitary sewer system has restricted residential development to single family homes on individual frontage lots. The development of multi lot subdivisions which included the construction of new roads built by commercial land developers has been limited to less than 100 lots in two developments in the last 30 years. The only multifamily attached unit development to be built has occurred with sewer service along Route 31.
- D. Sewer service is available to 35-40 existing non-sewered homes within several hundred feet of a main line.

III. Recommendations

- A. The most popular areas for home development continue to be along Upper and Lower Mountain Road. However, these areas have shallow depth to bedrock and lack adequate soil cover for septic system development. The potential for excessive septic loading on groundwater and soil cover is a limiting factor for maximum development of this area. Determination of maximum loading would require further detailed study.
- B. The areas which have the most potential for higher density residential development are those within reach of the sanitary sewers south of Route 31. This area also features some retail and service commercial activity complementary to residential growth.
- C. The escarpment area has the greatest potential for supporting the most expensive and most desirable residential properties in the Town. Long views to the north, variations in topography, century old trees and the cliff edge position make this area especially unique and attractive for "high end" residential development. Larger lots and larger minimum home sizes should contribute correspondingly greater amounts of taxes to the Town, ultimately reducing the tax burden on the rest of the Town.
- D. Development pressure to convert prime agricultural lands along Ridge Road and Route 93 into frontage lots for home or commercial development has the potential to render useless an economic and environmental resource unique to Cambria. An attempt should be made to balance the opportunity for agricultural and non-agricultural uses by studying density levels appropriate for that area.
- E. Provisions should be made to permit and regulate the currently casual and undocumented operation of commercial type activities in residential areas.

IV. Ideas For The Future

- A. The creation of an overlay district would provide the means to implement guidelines in an area subject to specific planning goals. An Agricultural-Conservation Overlay District has already been described in the Land Use - Agriculture section of this Plan. An overlay district for the escarpment area may also be very useful. An Escarpment Residential Overlay District is intended to result in the following:
 - Decrease in the number of lots available in a particular area and a corresponding increase in the value of lots created.
 - Maintenance of an economic resource (the escarpment landscape)

- An improvement in the existing character of the area, and its real estate marketability
- Planned build-out or conversion of the area.
- The minimum lot and home size could be increased to attract premium residential development.

Minimum landscape requirements, setbacks and separation between neighboring structures could also be developed.

B. Mixed Use Areas

The conversion of residential areas into mixed use residential-commercial areas is a current trend in the Town. The mix of uses becomes problematic when the introduction of commercial use adversely impacts the residential character of an area. Mixed uses in a single zoning district could be mitigated if the proper planning and design tools were in place for guiding the development of these areas.

A mixed use designation created by separate zoning district or by special use permit may accommodate residential and commercial uses on one lot. Criteria describing minimum lot size, separations, juxtaposition of site improvements, permissible uses and maximum development of the use may also be defined.

The means for regulating mixed land uses may be accomplished through performance zoning. Performance zoning differs from standard zoning because its requirements are not fixed. Guidelines describing the extent and design of site improvements, rather than fixed standards, would mitigate the effects of the zoning proposal. Features may include increased setbacks, vegetated buffers, maximum building sizes, size of parking areas and outside uses, consistent architectural styles and colors, conditions for lighting, noise, odors and other environmental effects.

Performance zoning has the potential for accommodating mixed uses within a single district without the need to rezone. In Cambria, this technique has the most potential for guiding the development of small businesses in established residential or agricultural areas without disrupting the established community.

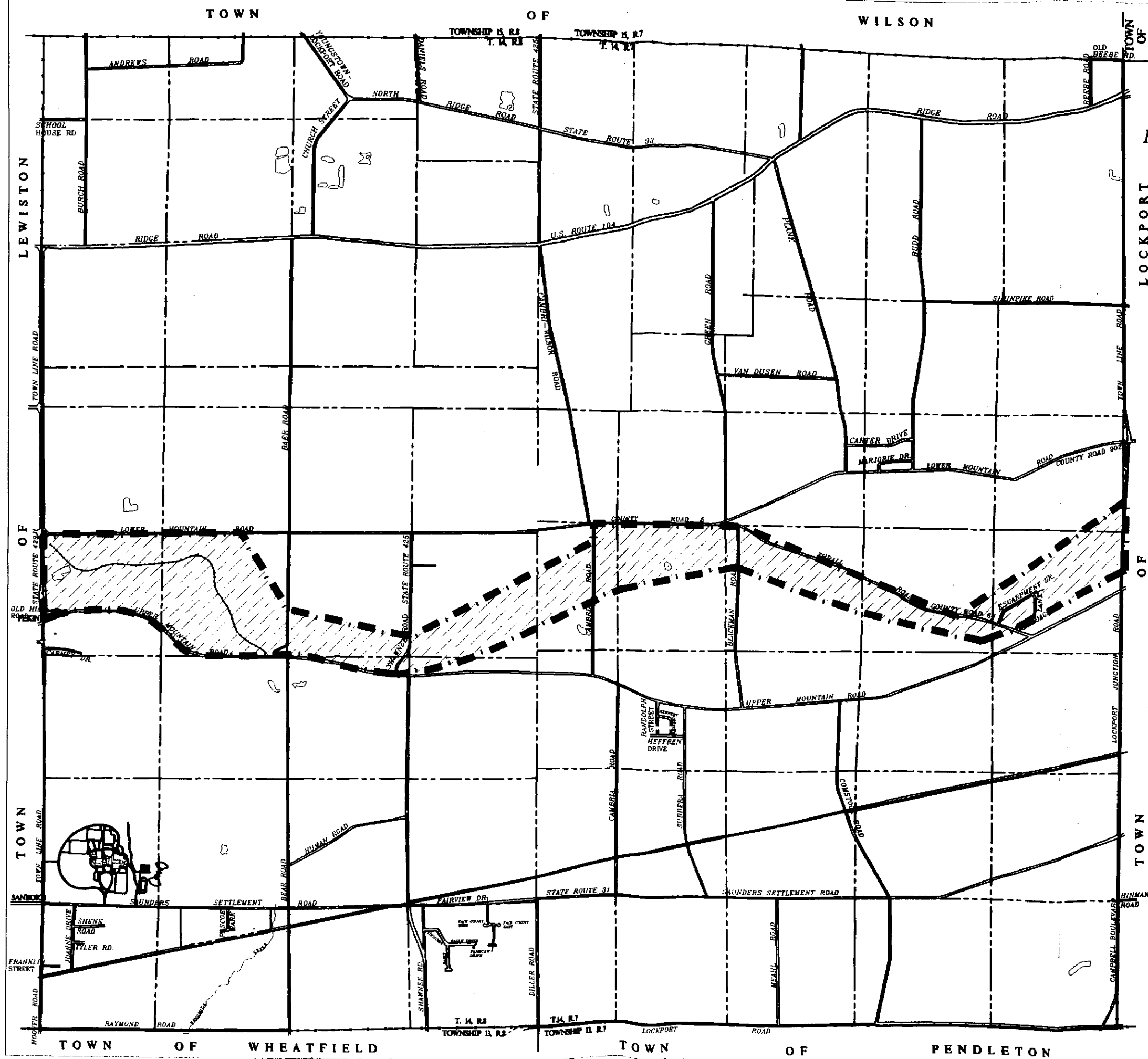
- C. The following example shows how guidelines may be implemented to accommodate mixed uses in a single use zoning district. This is merely an illustration, further study may be required to assess applicability and practicality.

In this case, a private homeowner desiring to start a business (commercial or industrial) at his residence may follow these requirements.

- Minimum one acre lot, new construction of a maximum 625 s.f. shop
- Site plan approval
- Use and operation approval
- 5 car parking lot, maximum
- no outside sales or display
- no operating noise above ambient levels
- 25 feet wide continuous buffer along all side and rear property lines providing 85% screening

- non-frontage development; all nonresidential improvements to be at the rear of the home
- day-time operation only
- combined drive for residence and shop
- point of purchase sign limited to 6 sq.ft. maximum, not lighted.

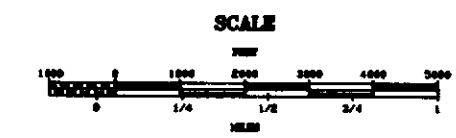
These requirements may be derived proportionally to the amount of land available, type of development proposed, neighborhood density, characteristics and the potential for reasonable regulation.



TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

**COMPREHENSIVE PLAN
UPDATE
1997**

**ESCARPMENT
RESIDENTIAL
OVERLAY DISTRICT
MAP**



LEGEND

TOWNSHIP & RANGE LINE	---
GREAT LOT LINE	----
ROAD	—
STATE HIGHWAY	==
COUNTY ROAD	---
TOWN HIGHWAY	----
STREAM	~~~~
RAILROAD	+++++

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DEPARTMENT.

WENDEL
BUFFALO, NY LOCKPORT, NY

LAND USE - COMMERCIAL

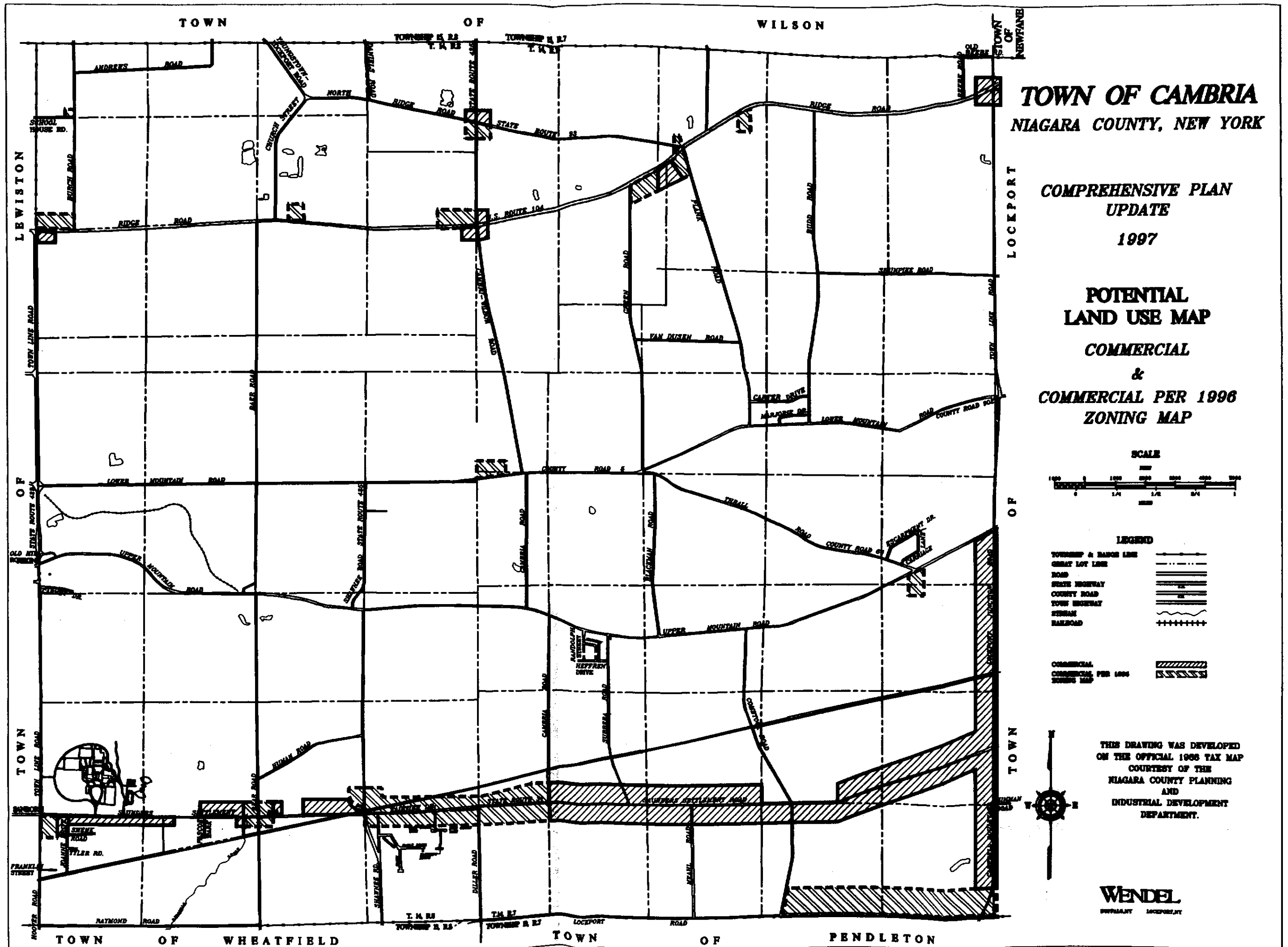
I. 1996 Conditions

- A. Commercial activity in the Town has experienced some increase, most notably in the Sanborn area. Its appearance and growth can be traced to the arrival of the Niagara County Community College, the natural increase in population and the traffic generated by both commuters and residents in the surrounding area. These establishments serve the needs of the immediate population providing convenience goods and services. There are no major retailers or grocery stores in the Town.
- B. Home occupations have continued to grow and diversify in the Town. Agribusiness has continued to be the major economic activity in the Town but at a reduced level from that of 1965. (We can only assume the levels of economic and commercial activity in the Town. Our assumption are based on discussion with various members of the community Agricultural or other economic data indicating levels of commercial activity or acres in active use is no longer collected at the Town level by the U.S. Bureau of Census.)
- C. The growth in home occupations has increased over the last 20 years, affecting residential areas especially. The loss of manufacturing jobs and the increase of women in the work force has resulted in the growth of two income households. Garages, barns, basements and entire residences have been adapted for storage facilities, machine shops and repair shops, among others.
- D. Some of this activity has taken place in response to the decline in farming. As farming activity becomes less profitable, alternate business activities begin to make use of barns and open land. It is common for non-farm income producing activities to augment traditional sources of farm income. The net effect may be the continuation of the "farm" as a commercial unit but less dependent upon agricultural products for total income.
- E. Commercial uses may be defined as a retailing or wholesaling business primarily involved in marketing, selling, or servicing various products and not primarily involved in a manufacturing or production activity.

II. Recommendations

- A. Commercial uses have the most chance of success if they can be located near existing commercial uses, are close to the largest populated areas and can take advantage of public resources - roads, sewers, water, gas and communications. Much of Route 31 from Sanborn east to Campbell Boulevard meets these criteria and it has the strongest potential for supporting successful commercial development. This area has been previously recommended in the 1965 plan for commercial development.
- B. Highway intersections have traditionally been the locus of commercial activity in rural agricultural areas. Intersections provide four exposed corners and bring together traffic from all directions. Exposure and accessibility make these locations more desirable than side-road locations for commercial development.

- C. Commercial development along roadways having commercial potential should be limited to the first 300 feet of depth from the road right-of-way. Other areas, especially at intersections or in isolated areas should be limited to the general depth of adjacent lots.
- D. Other areas having potential for commercial development include Campbell Boulevard from Lockport Road to Upper Mountain Road and Lockport Road from Comstock Road to Campbell Boulevard. Specific intersections which have commercial potential include: Ridge Road at Town Line Road; Ridge Road and Cambria-Wilson Road; Ridge Road and Plank Road and Route 93; Route 425 and Route 93; Upper Mountain Road and Lockport Town Line Road. Those areas currently supporting commercial activity and recognized by the 1996 update of the Official Zoning Map are also included.
- E. Commercial uses of residential or agricultural property should be allowed to continue but with guidelines to protect adjacent property owners from the effects of mixed use. This can be accomplished with increased setbacks, buffers, thresholds and other site planning techniques.
- F. Commercial development along Route 31 should also include safeguards to protect existing residential areas from the impact of increased commercial activity.
- G. Retail and service activities should be encouraged to locate in designated areas having commercial potential, as shown on the Commercial Potential Land Use Map.



LAND USE - INDUSTRIAL

I. Review 1965 Plan

- A. Industrial activity especially manufacturing was of minor importance in the Town 30 years ago. Of the "industrial" uses common at that time, junk yards, equipment storage and contractor's yards were most common.
- B. The 1967 edition of the Town Land Use Plan shows a large area west of Lockport Junction Road, south of Bull Creek and east of Comstock Road planned for industrial use.

II. 1996 Conditions

- A. Today, manufacturing industries are still a minor activity in the Town. There has been a small and mostly undocumented growth in cottage industries housed in barns and garages throughout the Town. Some lands have been planned for industrial uses as evidenced by lands currently zoned for industrial use along the Conrail railroad line in the southeast part of the Town. Scaled from the zoning map, this area represents roughly 460 acres or 2% of the total area of the Town. This area also abuts an area in the Town of Lockport currently planned for industry.
- B. Planning for industrial growth in the Niagara County has been supported, promoted and to a debatable degree, controlled by the Niagara County Industrial Development Agency (NCIDA).

This group seeks to attract and support business growth on behalf of all of Niagara County with a range of local level incentives including tax abatements, fee payments in lieu of taxes programs, and low interest bonding. They also act to facilitate receipt of State support.

- C. Planning for industrial growth in other towns has occurred in the form of industrial parks. They have been built in Wheatfield, Lockport and Lewiston complete with readily available water, sewer, gas, storm water control and environmental permitting. Parks have experienced some success in the surrounding towns, while independent locations have also developed. In addition, incubator facilities established to provide space and support for new business ventures have been developed in Wheatfield especially.
- D. Lands currently zoned or planned for industry are not substantially located on roads nor are they substantially adjacent to sewer lines.

III. Recommendations

- A. With opportunities readily available outside the Town, the possibility for industrial growth in Cambria must capitalize on the momentum generated by the neighboring towns.

- B. Accommodating small-scale backyard "cottage" industries is another opportunity for the Town to attract and derive some benefit from the need for mixed land use. Combining residential and industrial uses on the same lot could be a land use combination unique to the Town and the County. This would require some further study to determine which areas perhaps already in transition could most readily accommodate the mix of residential and industrial use. Regulations particular to this combined use would be required to guide its form and appearance, similar to those already described for residential/commercial mixed uses.
- C. Access to sanitary service from the interior portions of industrial zoned area will be possible with the construction of service laterals to the main line at Comstock Road. Construction may be coordinated with concurrent industrial development when service is required.

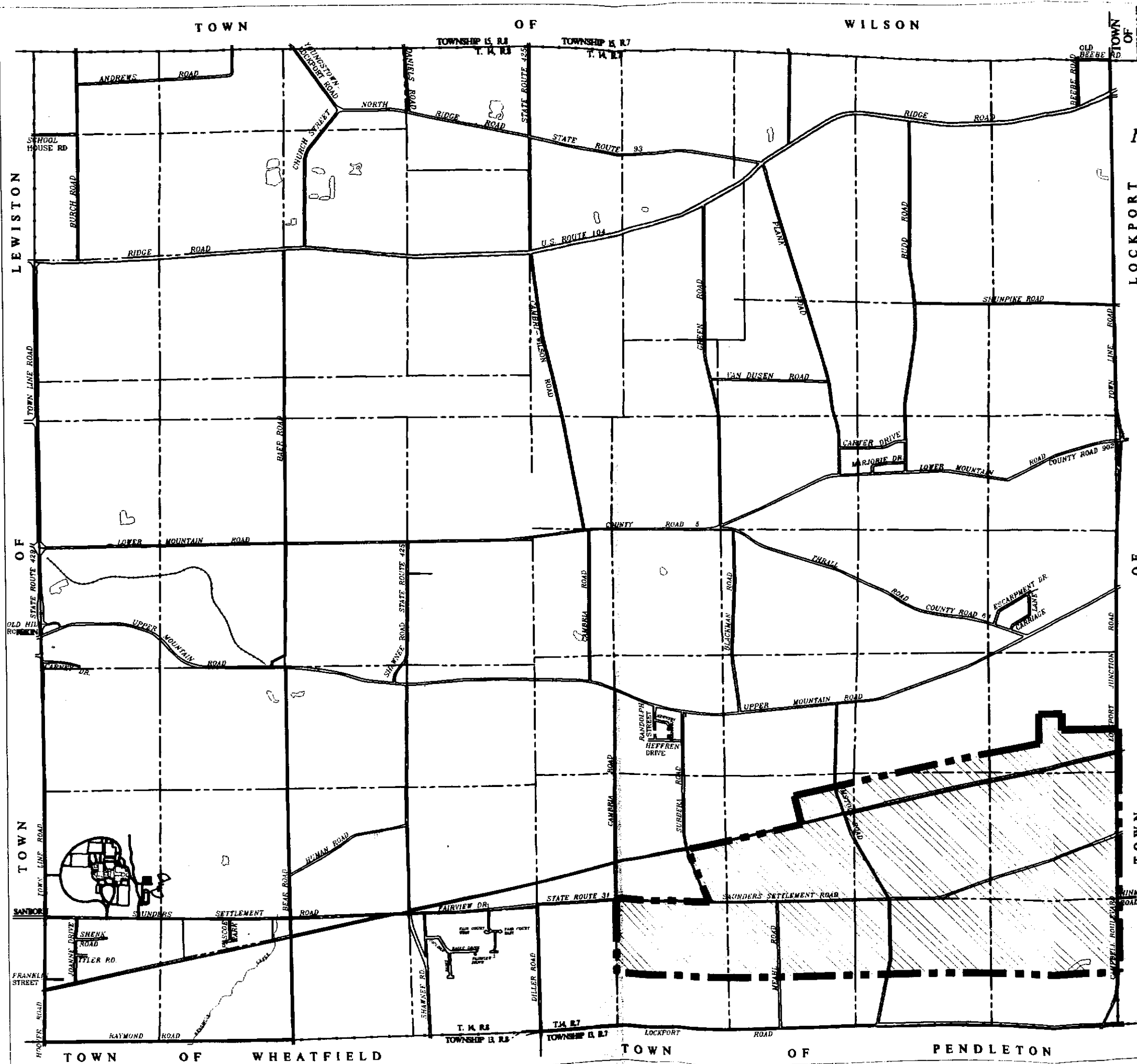
IV. Ideas for the Future

- A. Areas having industrial potential should include any portion of land 10 acres or more within the following areas: all lands bordered by Suberra Road, the Conrail Railroad line Route 31 and Campbell Boulevard, including undeveloped, nonresidential frontage lots. All lands west of Comstock Road to Cambria Road and north of the Niagara Mohawk transmission lines and east to Campbell Boulevard, south of Route 31.

These areas feature direct access to a main sanitary interceptor line, access to a state highway and in part, access to railroad service. They are also distant from major population or housing clusters and avoid some of the prime agricultural soils. Water, electric and natural gas to some extent are also available throughout.

- B. Areas with the potential for commercial use may overlap areas with potential for industrial use. The merit of any future commercial or industrial proposal should be examined on a case by case basis and the long term effects or trends of each use considered.

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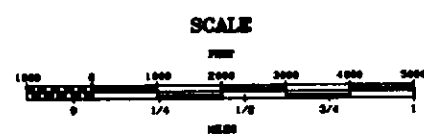


TOWN OF CAMBRIA

NIAGARA COUNTY, NEW YORK

COMPREHENSIVE PLAN
UPDATE
1997

POTENTIAL LAND USE MAP INDUSTRIAL



LEGEND	
TOWNSHIP & RANGE LINE	----
GREAT LOT LINE	----
ROAD	----
STATE HIGHWAY	====
COUNTY ROAD	----
TOWN HIGHWAY	----
STREAM	~~~~
RAILROAD	+++++

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INDUSTRIAL DEVELOPMENT
DEPARTMENT.

WENDEL
BUTLERO, NY LOCKPORT, NY

DIRECTIONS FOR THE FUTURE

I. Comprehensive Land Use Plan

Areas having Commercial, Industrial and Higher Density Residential Potential are shown on the Plan. Their location best meets the criteria necessary for their respective, successful development. These criteria include:

- Proximity to similar existing development, in and outside the Town
- Availability of sanitary sewers
- Large, undeveloped acreages
- Lack of any significant natural or unique resource
- Access to State roads, trains and other transportation links.

Criteria have been applied selectively to locate areas best suited for each use. However, Commercial and Industrial uses have the potential to locate in similar areas. Lands within the Town have not been committed as a consequence of significant development to either use. The development of either will be acceptable in most any part of these areas. Future land use decisions will require further detailed study as the area develops.

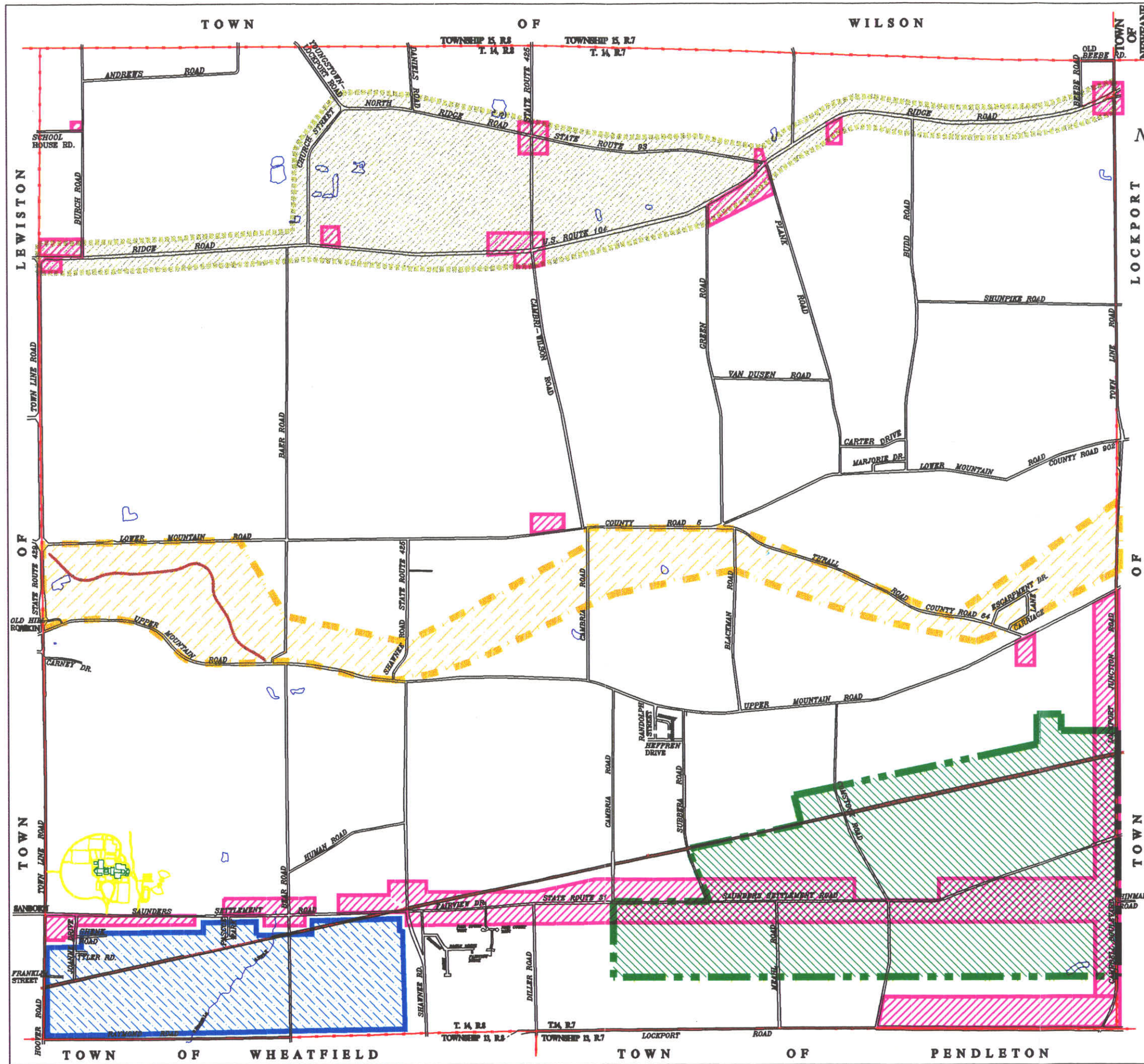
II. Overlay Districts

- A. Agricultural areas which feature soils prime and unique to the Town and which are also highly desired for residential development have been indicated on the Agricultural Conservation Overlay District Map. This area is recommended for the creation of an overlay district which would permit the limited development of non-agricultural residential uses while at the same time conserving current as well as future opportunities for agricultural use. The primary regulatory feature of the district intends to limit the density of frontage lots to a percentage of open land potentially convertible to non-agricultural residential lots.
- B. Residential development of the escarpment area would benefit from regulations expressed in the Escarpment Overlay District. The purpose of the district is to protect the environmental quality of perhaps the most desirable residential area in the town. The primary regulatory feature in this district would be larger lot sizes and larger minimum floor area. As part of the large lot areas requirement, vegetation preservation, protection of groundwater quality and open space conservation in general will insure that the area retains its attractiveness as the most desirable place for home construction. Ultimately, this district will support higher property values and increased property tax contributions to the town.

III. Performance Zoning for Mixed Use

Flexibility in the use of residential properties may be accomplished through performance zoning. With the appropriate design guidelines or zoning requirements, residential, commercial and even industrial uses may be accommodated on one residentially zoned lot. Relative standards which describe the type and amount of use; buffers, setbacks and separations; lot size and structure size would be required. The development of each site would be limited to its potential for accommodating the mixed use and mitigating its effects. Public review and special use permit would regulate the granting of mixed use developments.

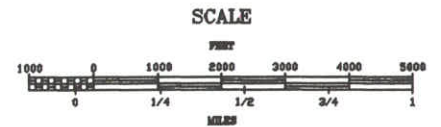
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TOWN OF CAMBRIA
NIAGARA COUNTY, NEW YORK

COMPREHENSIVE PLAN
UPDATE
1997

**POTENTIAL
LAND USE
MAP**



- LEGEND**
- TOWNSHIP & RANGE LINE
 - GREAT LOT LINE
 - ROAD
 - STATE HIGHWAY
 - COUNTY ROAD
 - TOWN HIGHWAY
 - STREAM
 - RAILROAD
 - COMMERCIAL
 - INDUSTRIAL
 - COMMERCIAL/INDUSTRIAL
 - ESCAPMENT RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - AGRICULTURE/RESIDENTIAL
 - AGRICULTURAL CONSERVATION

THIS DRAWING WAS DEVELOPED
ON THE OFFICIAL 1988 TAX MAP
COURTESY OF THE
NIAGARA COUNTY PLANNING
AND
INDUSTRIAL DEVELOPMENT
DEPARTMENT.

WENDEL
BUFFALO, NY LOCKPORT, NY

Appendix

- A. Survey
- B. NFTC Databases - 1995

SUMMARY
COMPREHENSIVE (MASTER) PLAN QUESTIONNAIRE -- Cambria, New York

TO: Residents, Owners, Neighbors of the Town of Cambria.

The Cambria Town Board authorized the Planning Board to update the town Comprehensive (Master) Plan. Much data has been gathered, and continues to be, to see where we are and where we want to be in coming years as regards population and land use development.

The purpose of zoning is "to promote health, safety, morals, and general welfare" for all of us. For that reason, all our thoughts and opinions are needed as we look to the town future.

Please return your completed questionnaire to the Town Hall no later than April 30, 1996. Signing is optional/helpful.

The following questions are few and general. Others could be asked; many would be related or repetitive; many will be answered "by the market." If you believe an important subject has been omitted, please express it in the Comment space below.

- | | <i>Total</i> |
|--|--------------|
| 1. Should minimum Lot sizes be smaller <u>2</u> , larger <u>42</u> ,
or vary according to districts <u>37</u> ? | 81 |
| 2. Should minimum House sizes be smaller <u>1</u> , larger <u>10</u> ,
or remain as is <u>78</u> ? | 89 |
| 3. Should provision be made to preserve and encourage farming
in the Town? Yes <u>63</u> , No <u>27</u> . | 90 |
| 4. Should provision be made for Mobile Homes? Yes <u>14</u> , No <u>77</u> . | 91 |
| 5. Should there be designated Industrial Parks? Yes <u>50</u> , No <u>36</u> . | 86 |
| 6. Should there be designated Recreation Parks? Yes <u>55</u> , No <u>26</u> . | 81 |
| 7. Should Sanitary Sewers be made available throughout the
Town Sewer District #1? Yes <u>45</u> , No <u>44</u> . | 89 |
| 8. Should Regular Businesses be conducted in non-business
zones? Yes <u>19</u> , No <u>63</u> . | 82 |
| 9. Should "Home" Businesses (no sign, no traffic, no employees)
be required to have Permits? Yes <u>25</u> , No <u>62</u> . | 87 |
| 10. Should Land Use (property use) be regulated by Code <u>50</u> ,
or by individual Choice <u>36</u> ? | 86 |
| 11. Should Commercial Enterprises be encouraged to develop
in the Town? Yes <u>53</u> , No <u>35</u> . | 88 |
| 12. In order of preference, which is most to least (1-to-7)
in importance for planning into the future? | |
| <u>1</u> Land Owner's right to determine use of property. | 77 |
| <u>5</u> Community's right to control use of property. | 77 |
| <u>2</u> Environmental concerns. | 80 |
| <u>4</u> Economic/Employment concerns. | 74 |
| <u>3</u> Preparing for coming generations. | 77 |
| <u>6</u> Encouraging town growth. | 73 |
| <u>7</u> Discouraging town growth. | 73 |
| 13. Comments: (Continue other side if needed). | |

4. Signature: (optional)

Composite

93 Returns

#12 a.	$175 \div 77$	$=$	2.27	1	Lowest NUMBER Indicates Highest Preference
b.	$343 \div 77$	$=$	4.45	5	
c.	$261 \div 80$	$=$	3.26	2	
d.	$267 \div 74$	$=$	3.61	4	
e.	$252 \div 77$	$=$	3.27	3	
f.	$333 \div 73$	$=$	4.56	6	
g.	$338 \div 73$	$=$	4.60	7	

Definite Priority is Owner's Rights.

Environmental Concerns, future generations, Economic/Employment concerns
are bunched closely as 2nd, 3rd, 4th in importance.

Community Rights are Low Priority.

Whether town Growth is Encouraged or Discouraged is practically
Tied for least importance in Planning.

NFTC Highway Database - 1995

LOCATION IDENTIFICATION				
COUNTY	STATE	ROUTE	ROUTE NAME	TRAVEL COUNT
CAMBRIA				
CR5		UPPER MTN RD	RT 429 TO RT 425	2000 93
CR5		UPPER MTN RD	RT 429 TO RT 425	2000 93
CR5		UPPER MTN RD	RT 425 TO THRALL	1900 94
CR5		UPPER MTN RD	THRALL TO RT 270	4100 92
CR6		[LOCKPORT RD]	TOWN LINE TO COMSTOCK	7000 89
CR6		[LOCKPORT RD]	COMSTOCK TO CAMPBELL	5700 92
31		SAUNDERS SETTLE	END 429 OL TNLN RD TO RT 425	9100 92
31		SAUNDERS SETTLE	END 429 OL TNLN RD TO RT 425	9100 92
31		SAUNDERS SETTLE	RT 425 SHAWNEE RD TO RT 270	6200 93
93		SAUNDERS SETTLE	RT 425 SHAWNEE RD TO RT 270	6200 93
93		YOUNGTN-LKPT RD	WILSON TN LN TO RT425 N RIDGE	1750 92
93		YOUNGTN-LKPT RD	WILSON TN LN TO RT425 N RIDGE	1750 92
93		YOUNGTN-LKPT RD	WILSON TN LN TO RT425 N RIDGE	1750 92
93		YOUNGTN-LKPT RD	WILSON TN LN TO RT425 N RIDGE	1750 92
93		NORTH RIDGE	RT425 N RIDGE TO START 104 OLAP	1800 91
93		[TOWN LINE RD]	END 104 OLAP TO RT 270	3400 93
104		[TOWN LINE RD]	END 104 OLAP TO RT 270	3400 93
104		RIDGE RD	RT429 TO RT425 STREERERS COR	4000 89
104		RIDGE RD	RT429 TO RT425 STREERERS COR	4000 89
93/104		RIDGE RD	RT 425 STREETERS COR TO RT 93	3400 93
104		RIDGE RD	RT 93 TO TOWN LINE RD	4600 91
270		[CAMPBELL BLVD]	END 93 EB OLAP TO END 93 WB OL	4400 90
270		[LOCKPORT JUNCT]	LOCKPORT TO SAUNDERS SETTL	6600 94
425		[SHAWNEE RD]	SAUNDERS SETTL TO UPPER MTN	3600 93
425		SHAWNEE RD	LOCKPORT RD TO RT 31	5500 93
425		SHAWNEE RD	RT 31 TO UPPER MT RD	2900 93
425		SHAWNEE RD	RT 31 TO UPPER MT RD	2900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		SHAWNEE RD	UPPER MT RD TO LOWER MT RD	1900 93
425		LOWER MT RD	LOWER MT RD TO CAMBRIA CTR	2400 91
425		CAMBRIA-WLSN RD	CAMBRIA CTR TO RT104	3200 93
425		CAMBRIA-WLSN RD	RT104 TO RT93 N RIDGE	2800 91
425		CAMBRIA-WLSN RD	RT 93 TO WILSON TN LN	2800 91
425		CAMBRIA-WLSN RD	RT 93 TO WILSON TN LN	2800 91
425		CAMBRIA-WLSN RD	RT 93 TO WILSON TN LN	2800 91
429		[TOWN LINE RD]	RT 31 TO UPPER MTN RD	6000 93
9		[TOWN LINE RD]	RT 31 TO UPPER MTN RD	6000 93
9		[TOWN LINE RD]	UPPER MTN TO RT 104	3400 93
9		[TOWN LINE RD]	UPPER MTN TO RT 104	3400 93