

TOWN OF NEWFANE

2015 MASTER PLAN

Adopted July 1998

by the
Town of Newfane
Town Board

Prepared for the
Newfane Town Board
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INTRODUCTION AND BACKGROUND

INTRODUCTION

The Town of Newfane is a pleasant community located along Lake Ontario that drew its economy and residence from the close association with the lake and the orchard and fertile farmland produced by the lake climate. With the growth of the county, however, the town has been subjected to pressures for recreational development along the lake, housing for commuters to the Buffalo area and retail growth to service the suburban development in Newfane. Newfane is dedicated to serving needs of its citizen to enjoy the efforts of their labors and while offering freedom from excessive taxation. As a result, the town favors a balance of economic development with residential growth that will provide local independence for residents (jobs, services, residences) and orderly growth that is consistent with the traditional concentration of hamlets that grace the town.

The lake front portion of Newfane has been the subject of significant growth and development over the years and a plans for the expansion of Olcott Harbor have been created to accommodate this demand and the anticipated growth recreational and lake industry uses. Route 78 has taken the lions share of the development pressures and, simultaneously, provides the travel route to critical community areas of the town. The community of Wright's Corners at the south end of Route 78 has received the most attention for commercial development serving the larger area of Newfane, Newfane and area to the east and west on Route 104. The town has decided to re-assess its master plan and development policies before further pressures can compromise the town arterials or jeopardize the rural character of the town by development sprawl.

Newfane has been subjected to a number of controversial and difficult zoning requests that could alter the character of the town. These include requests for office uses in residential areas and strip commercial development on Route 78. Rather than wait for town development pressures to further compromise planning decisions or commitments of public infrastructure, the town has chosen to properly study the town and its hamlets to assess likely growth and the resulting prospective actions and their impacts. The result is a plan fro the town and its hamlets that provides for future land use and the coordination of public and private investments. The plan will be used to update the prior Newfane Master Plan (adopted 1970) and guide town zoning decisions, assess capital improvements and evaluate the anticipated impacts of change in future development patterns. The Master Plan, as revised, can be used to anticipate development and plan accordingly rather than react to the pressures as they arise.

This effort is not a restricted process or limited to only a few participants. The planning process has been open to inspection and inviting of all groups in the town in soliciting comments, inquiries and reactions to the plan objectives and the map concepts proposed. The formation of the plan has been hosted by a joint review committee comprised of members of the Town Board, Planning Board and Zoning Board of Appeals. The plan has been greatly improved by the inspection and review by this diverse participation and has better reflected the range of interests that exist in the town because of the open process. The Master Plan has become as well-rounded as the community it represents and, therefore, more representative of town needs, aspirations and goals for the future.

BACKGROUND

The 1970 Master Plan initiated the formal planning process in the town and provided a comprehensive data base for the review of zoning and development proposals. This plan documented the growth trends in the town and its hamlets and estimated a new future that would accommodate up to 52,000 people. While growth has occurred, it has not reached the anticipated trends previously estimated and the current town plan contains an significant excess of infrastructure and land development. There has been, however, a consistent trend of homeowners and commercial interests moving to the suburbs from aged, costly and congested urban centers or choosing a more rural lifestyle to escape suburban congestion. Recreational resources, inexpensive land and taxes and a cooperative attitude toward development have all contributed to the steady expansion of the town and made Newfane a regional attraction for residents and commercial services. The growth of Wright's Corners and Olcott and the evolving congestion of area traffic from increasing travel patterns through the town have all contributed to the need for detailed evaluation and further planning of the town sectors. These have the potential of overshadowing the traditional town center and seat of local government suggesting the need to protect the Hamlet of Newfane from future compromise.

Since the last Master Plan update, a number of environmental regulations have been instituted by the state to aid in protecting environmental resources. These provide for the conservation of natural features with ecological value of specific natural characteristics in the town to retain their benefits to wildlife and insure the future capability to compensate for human development. These include storm water management and drainage capacity, flood management, wetlands, unique land formations and critical soils. Added to these are the special natural circumstances that are conducive to prime agriculture from the soils, slope, land shape, drainage and climate in certain areas of the town. All of these unique conditions must be identified and conserved, where practical, to make the best use of town resources and avoid adverse impacts from growth.

REGIONAL SETTING

The Town of Newfane is located in the north center of Niagara County in Western New York. North of the City of Lockport, the town has grown as an extension of the city and the suburbanization of its population. The town has been influenced by the availability of urban services to the south and the rich industry and recreational opportunity of the lake. The town has been somewhat isolated from the historic trends of urban sprawl, but has enjoyed the close proximity of the urban economy and the incomes of the urban residents that can opt for entertainment and recreation investment of lake front homes and water oriented recreation. This combined with modest migration from the urban area has produced a distinctive north-south orientation to the community and its development. Public services are similarly oriented in this manner and attention has been focused on the Hamlet of Olcott where lake access and recreational development has had a traditional transcending the last one hundred and fifty years.

The Town of Newfane is adjacent to the urban area which ends with the town and city of Lockport to the south (Map 1). Route 78 runs north-south through the town at its center and ties the town to the City of Lockport and southward to Erie County and the City of Buffalo. Route 270 at the southwest corner of the town offers another north-south commuter route to the northern Buffalo suburbs and has evolved into a more popular and less congested link to the urban area.

The southern border of the town is Route 104 which connects with Rochester to the east and Niagara Falls and its suburbs to the west. This is a primary county arterial. Route 18 along the lake shore is another east-west travel route which connects to the Lake Ontario Expressway to the east and on to Rochester. It has historically been a recreation and tourism travel route and swells with traffic in the summer months. The recreation resource and the aesthetics of Lake Ontario have brought limited migration to the town from the urban area, but until recently there has been limited impact from Buffalo/Erie County growth due to the remote distance. The suburban sprawl of recent years to Amherst and Tonawanda and the suburbanization of Lockport has encouraged development in Newfane to enjoy the quiet, rural atmosphere and pastoral setting (Map 2).

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

BASIS AND PURPOSE OF THE PLAN

The Planning Board is responsible for the development of the Master Plan and for providing advise to the Town Board in its implementation through interpretation and recommendations for rezoning, subdivision, site plan and capital improvements. The Planning Board prepares the plan using the assistance of other town boards and committees to plan the orderly growth of physical development and the public infrastructure necessary to serve that development. The intent is to seek a balance of uses to achieve a harmonious and coordinated community development consistent with the future needs of the town in housing, industry, services and public facilities. The Master Plan set out goals, policies and implementation techniques to carry out the objectives of the plan.

The Master Plan is a guide for the location, scale and rate of development of future town growth to assist in the efficient planning of public services and facilities. These include sewer, water, roads, town buildings and administration, medical facilities, schools, libraries, storm water management and other facilities that accommodate community development. The plan coordinates private land development through zoning and public infrastructure investments to insure that the services are available and they are fully used providing confidence and assurance fro both the private property owner and the taxpayer. In this manner, the town can anticipate and solve problems from development in advance of their occurrence, protect critical resources from destruction, promote uses that enhance community policies and insure that differing land uses can co-exist without compromising each other.

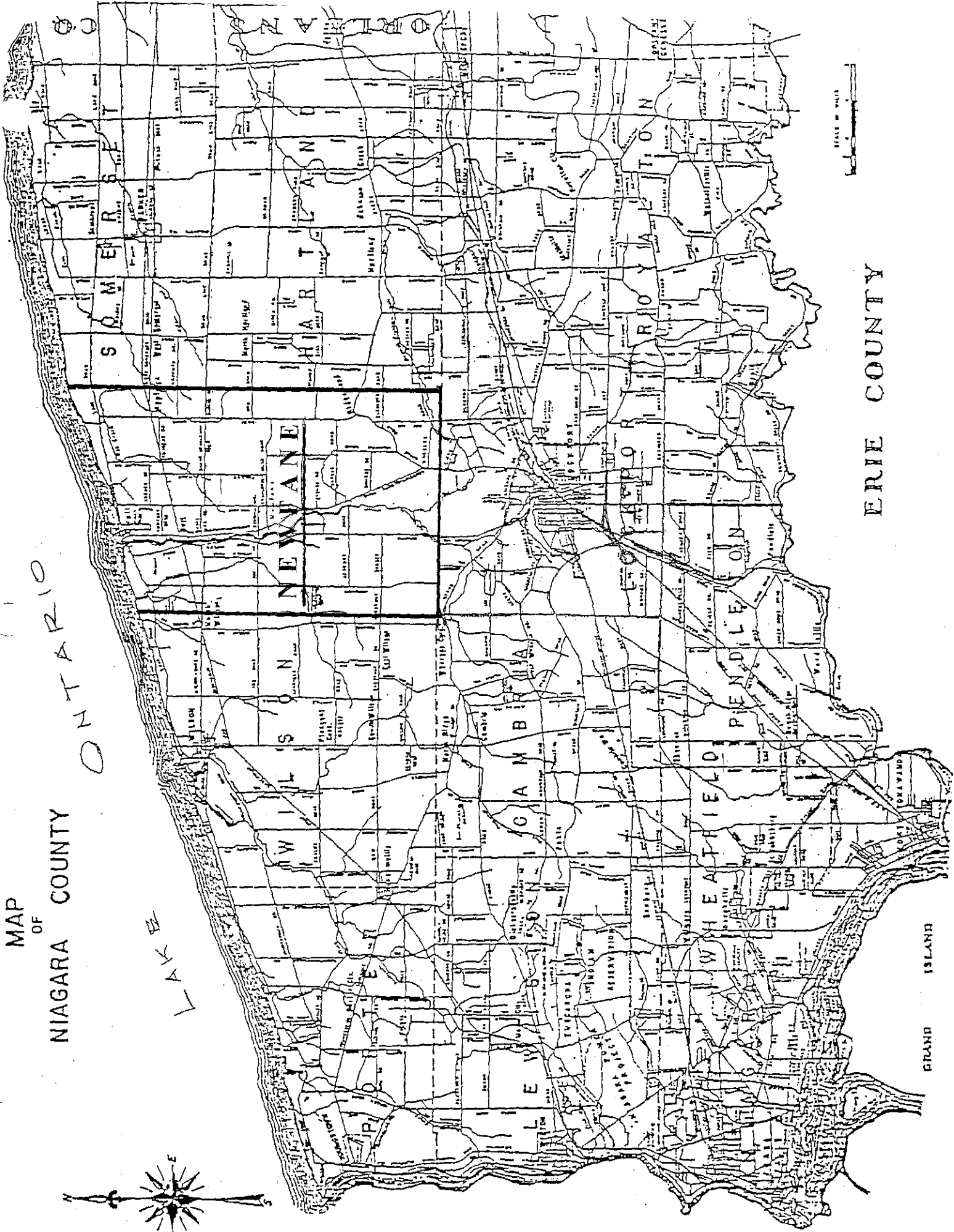
The Master Plan focuses on the evolution of the town for the next twenty (20) years to identify the long-range issues that effect development and assess the future impacts to anticipate solutions. The plan is general in nature as it does not seek to accommodate individual land use decisions, but guide the direction of development consistent with public expenditures. It provides a vision of the needs and the goals of the community and establishes the framework to accomplish that vision. The plan must be periodically reviewed for consistency with the trends of development and the expectations of the community - it must be a product of the community and not a rigid dictate for its growth. The Master Plan is not a static document and should be reviewed every five (5) years to remain a contemporary expressions of the public will.

Although the plan is a guide for town development policy and land use decisions, it is not a development ordinance. The Newfane Zoning and Subdivision Ordinances form the basis of development regulations which determine land use and provide the standards of development for consistent and safe growth. The plan, however, serves and a guide for the revisions and amendment to these ordinances to insure the consistent application of town development policy. The town should use the plan in the substantiation of rezoning actions and the use of development regulations.

MAP OF

NIAGARA COUNTY

ONTARIO

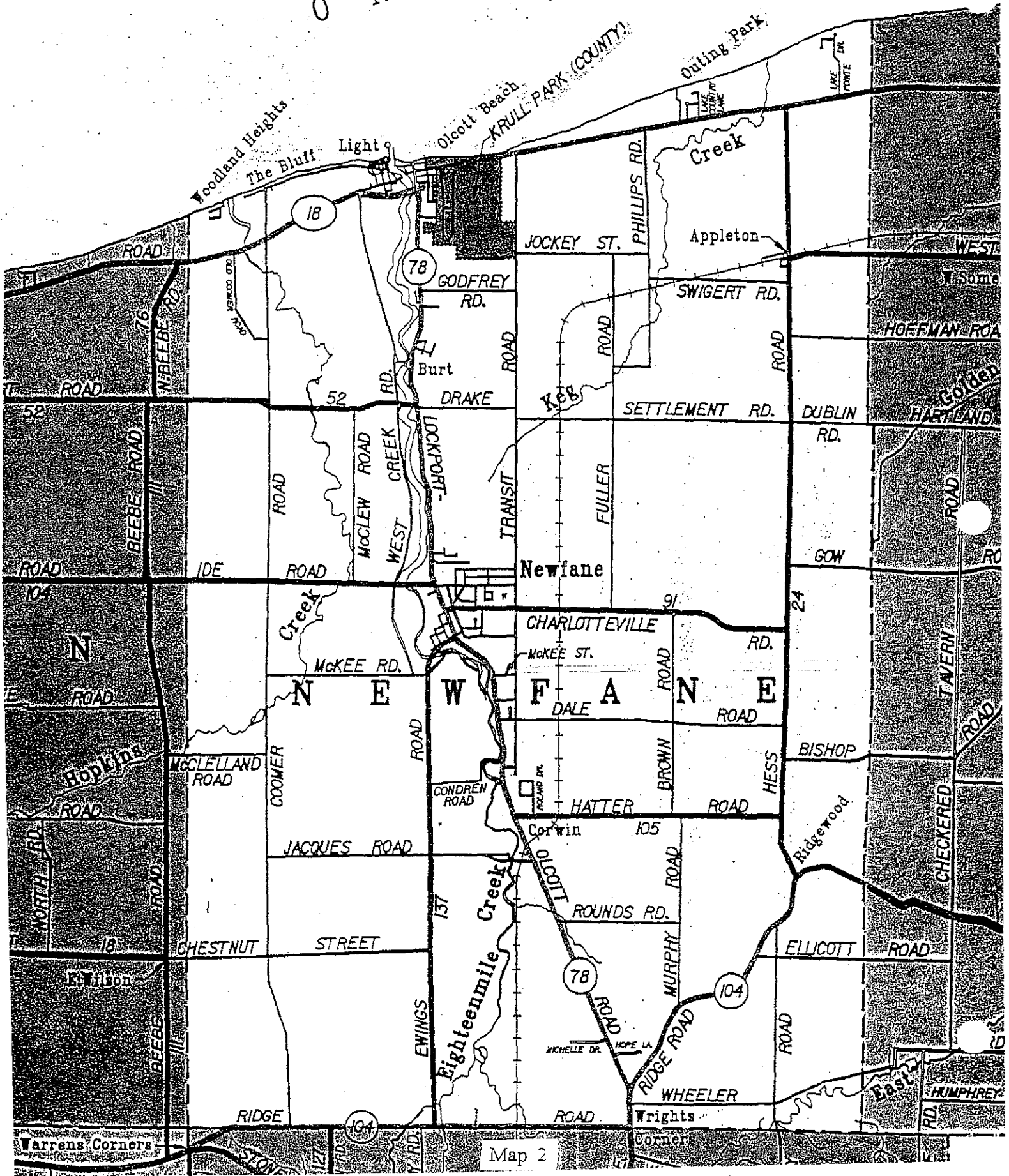


LAKES

ERIE COUNTY

GRAND ISLAND

ONTARIO



Woodland Heights
The Bluff Light

Olcott Beach
KRULL PARK (COUNTY)

Outing Park
LAKE POWIE

18

78

52

52

SETTLEMENT RD.

DUBLIN RD.

GOLDEN HARTLAND

WEEBE RD.

IDE ROAD

McCLEW ROAD

WEST CREEK RD.

LOCKPORT-ROAD

TRANSIT

FULLER

GOW

ROAD

104

IDE ROAD

ROAD

McCLEW ROAD

WEST CREEK RD.

LOCKPORT-ROAD

TRANSIT

FULLER

SETTLEMENT RD.

DUBLIN RD.

GOW

24

ROAD

ROAD

ROAD

ROAD

N

IDE ROAD

McCLEW ROAD

WEST CREEK RD.

LOCKPORT-ROAD

TRANSIT

FULLER

SETTLEMENT RD.

DUBLIN RD.

GOW

24

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

Hopkins ROAD

McCLELLAND ROAD

COOMER ROAD

CONDREN ROAD

JACQUES ROAD

CONDREN ROAD

HATTER ROAD

BROWN ROAD

HESS ROAD

BISHOP

91

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

NORTH RD.

McCLELLAND ROAD

COOMER ROAD

CONDREN ROAD

JACQUES ROAD

CONDREN ROAD

HATTER ROAD

BROWN ROAD

HESS ROAD

BISHOP

91

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

18

CHESTNUT STREET

EWINGS

137

Eighteenmile Creek

OLCOTT

ROUNDS RD.

MURPHY ROAD

ELLCOTT ROAD

104

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

WEEBE RD.

IDE ROAD

McCLEW ROAD

WEST CREEK RD.

LOCKPORT-ROAD

TRANSIT

FULLER

SETTLEMENT RD.

DUBLIN RD.

GOW

24

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

Warrens Corners

STONE

127

104

137

Map 2

104

104

104

104

104

104

104

104

104

104

104

ENVIRONMENTAL INVENTORY

SOILS, GEOLOGY

The town has two (2) predominant geologic features that characterize soils. These include the outwash along Lake Ontario with its thick lake sediments and the generally consolidated rest of the town that is part of the Lake Iroquois Plain north of Route 104. This route, properly named Ridge Road was the shore of the last glacial lake (Lake Iroquois) and contains substantial gravel and glacial deposits. A smaller deposit area below Ridge Road near the Hamlet of Newfane also exists and is known as Newfane Beach. These areas provide the resource for the modest extractive industry located at Ridgewood, on Wheeler Road, Ewings Road and north along Hess Road.

The outwash along Lake Ontario offers a unique condition that is highly conducive to agricultural activity. This thick sediment belt is 1-2 miles wide and exists east and west of Olcott. It offers rich soils that support orchard and crop production in association with the lake climate. The soils are 1-10 feet deep and well drained, although somewhat subject to wind and surface erosion. The Lake Ontario Plain is crossed by Eighteen Mile Creek, Hopkins Creek and Keg Creek which carries all the drainage of the town and adjacent areas to Lake Ontario.

Five (5) distinctive soil associations dominate the town and characterize the geologic formation noted above. These are generally depicted in Figure 1 and represent the variety of soil conditions in Newfane. They are mostly deep and poor to moderately drained soils except along the glacial outwash. They vary in their agricultural value, but are consistent in their restrictions to development which increase the cost of land improvements requiring sanitary sewers and drainage facilities. Soils in the glacial outwash south of Route 18 and in the southeast corner are highly productive for farm use and should be protected as an agricultural resource.

Howard-Arkport-Phelps: Located in the lake front outwash, these are deep, well drained soils composed of deltaic deposits of glacial Lake Iroquois. They are excellent for orchard farming when intensively used, but are subject to highly permeability and wind and slope erosion. Water transmissibility is high producing a potential for ground water and aquifer pollution. Sanitary sewers are required.

Appleton-Hilton-Sun: Moderately well drained soils derived from glacial till, these soils are found predominantly west of Eighteen Mile Creek and northeast of the Hamlet of Newfane. They have moderate farm potential and are used for mostly cropland and livestock. Their structure is good for foundations and residential development if drainage improvements and sanitary sewers are provided.

Minoa-Galen-Elnora: These are deep, poorly drained soils suitable for vegetable farming. Found east of Newfane to Hatters Road, these soils are formed in lake-laid sands and possess subsoils which are varied and complex requiring drainage and often producing unstable conditions. Sanitary sewers required for development.

Soil Associations

"Soil Survey of Niagara County"
USDA Soil Conservation Service
October 1972

78° 40'

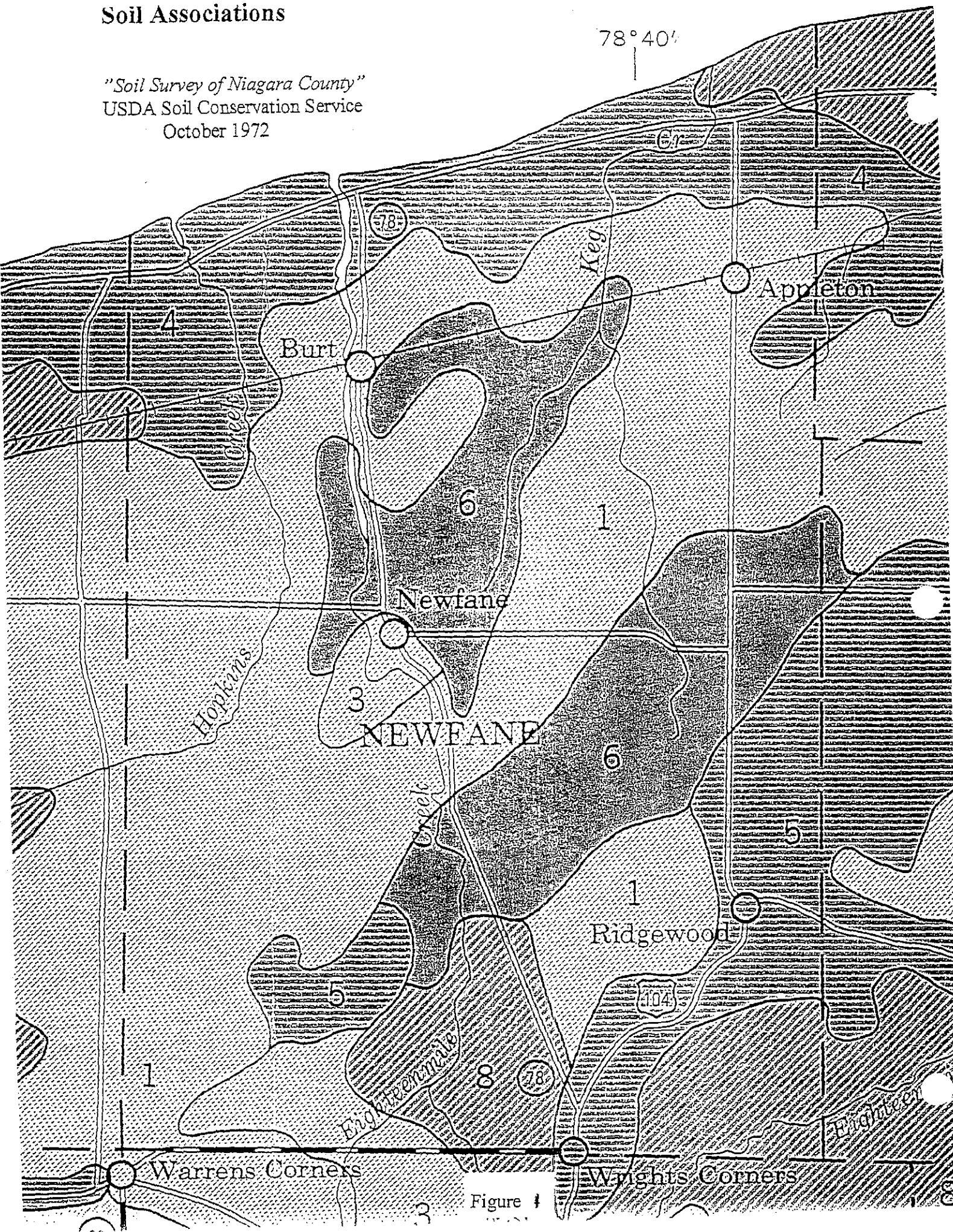


Figure 4

SOIL ASSOCIATIONS

AREAS DOMINATED BY SOILS FORMED IN GLACIAL TILL

1

Appleton-Hilton-Sun association: Deep, moderately well drained to very poorly drained soils having a medium-textured subsoil

2

Hilton-Ovid-Ontario association: Deep, well-drained to somewhat poorly drained soils having a medium-textured or moderately fine textured subsoil

3

Lockport-Ovid association: Moderately deep and deep, somewhat poorly drained soils having a fine textured or moderately fine textured subsoil

AREAS DOMINATED BY SOILS FORMED IN GRAVELLY GLACIAL OUTWASH OR IN BEACH AND BAR DEPOSITS

4

Howard-Arkport-Phelps association: Deep, somewhat excessively drained to moderately well drained soils having a medium-textured to moderately coarse textured subsoil, over gravel and sand

5

Otisville-Altmar-Fredon-Stafford association: Deep, excessively drained to poorly drained soils having a dominantly medium-textured to coarse-textured subsoil, over gravel and sand

AREAS DOMINATED BY SOILS FORMED IN LAKE-LAID SANDS

6

Minoa-Galen-Elnora association: Deep, somewhat poorly drained and moderately well drained soils having a medium-textured, moderately coarse textured, or coarse textured subsoil, over fine and very fine sand

7

Claverack-Cosad-Elnora association: Deep, moderately well drained and somewhat poorly drained soils having a coarse-textured subsoil, over clay or fine sand

AREAS DOMINATED BY SOILS FORMED IN LAKE-LAID SILTS AND VERY FINE SANDS

8

Niagara-Collamer association: Deep, somewhat poorly drained and moderately well drained soils having a medium-textured to moderately fine textured subsoil

9

Canandaigua-Raynham-Rhinebeck association: Deep, somewhat poorly drained to very poorly drained soils having a dominantly medium-textured to fine-textured subsoil

AREAS DOMINATED BY SOILS FORMED IN LAKE-LAID CLAYS AND SILTS

10

Rhinebeck-Ovid-Madalin association: Deep, somewhat poorly drained to very poorly drained soils having a fine textured or moderately fine textured subsoil that is dominantly brown or olive in color

11

Odessa-Lakemont-Ovid association: Deep, somewhat poorly drained to very poorly drained soils having a fine textured or moderately fine textured subsoil that is dominantly reddish in color

Otisville-Altmar-Fredon-Stafford: These are soils formed in the beach deposits located around Ridgewood and Wright's Corners along Route 104. They are deep, excessively drained soils associated with the glacial ridge (the old shore of glacial Lake Iroquois) and intensively farmed with fruits and vegetables. Their development potential is limited due to drainage restrictions and potential for well pollution. Sewers are required for development.

Niagara-Collamer: These are deep, moderately drained soils in the southeast corner of the town with a high farm value and potential for intensive agriculture. The subsoils are varied and complex with unstable characteristics and a high slope erosion potential. Sanitary sewers are required.

TOPOGRAPHY, DRAINAGE

Newfane lies north of the Niagara Escarpment and possess a gentle slope to the lake characteristic of the glacial plain. The town slopes from an elevation of 380 feet at Wheeler Road and 360 feet at Route 104 and Coomer Road as a fairly consistent rate to 300 feet on Route 18 near Keg Creek and 280 feet west of Olcott. This represents an elevation change of only 80 feet over a distance of fourteen miles or a slope of 1.1%. This is broken only by the stream courses that have cut a channel into the earth to accommodate storm water flow and the bluff that lines Lake Ontario. A prelude to the lake also exists in the form of the apparent glacial lake shoreline near the old Conrail right-of-way (Godfrey Road, Jockey Road, Swigert Road and West Somerset Road). This is the Newfane Beach formation that was the receding shore of the last glacial lake (Iroquois) and the resource for gravel and other shoreline deposits.

The town is essentially flat from Route 104 to approximately ½ mile south of the lake. This produces low stream gradients and storm water problems. Much of the town east and west of Eighteen Mile Creek does not drain well and the formation of numerous wetlands is a result of the low slope and the inability of the storm water to evacuate the land via stream channels. In many cases, the drainage channels are non-existent as the land slope is too shallow to promote adequate drainage. Development cannot easily proceed in these rural areas without proper storm water management and detention to consolidate water and meter its flow into the limited drainage channels.

The Eighteen Mile Creek system (Figure 2) is the only area with any significant topographic relief and is formed by the east and west branches of the creek upstream. The rush of storm water produced by the escarpment and its upstream reaches create flood problems for the town. While the Hamlet of Newfane is high enough to not be affected by creek flooding, Olcott at the mouth receives the brunt of the creek flows and could be compromised in the future if upstream development and storm water management are not carefully planned. Along the lake shore, the fast draining soils and slope toward the lake enhance storm water management. However, the bluff with its steeper slope and high water transmissibility have created the opportunity for erosion and ground water pollution requiring consideration in any development scenario.

The means of addressing the low slope and stream gradient is similar in that storm water detention is crucial to aiding flow problems. Such detention can accommodate the potential flooding by withholding the storm water runoff to the receiving channels until there is adequate capacity for additional flows. The judicious use of existing wetlands can enhance assist in this effort by coordination as regional holding facilities in storm water management for problem areas. This could be especially useful in areas of anticipated development such as south of McKee Road to accommodate the expansion of the Hamlet of Newfane west of Eighteen Mile Creek and the area east of Transit Road between Charlotteville and Hatter Roads. Study of these resources for the potential facilitation of storm water management should be undertaken as development moves into these areas.

Storm water management in the Burt area should be reviewed to identify the best means of accommodating future industrial development. This area is split between Eighteen Mile Creek and a tributary to Lake Ontario at the Sewer Treatment Plant. Further development will create drainage problems that could be planning by the town with the consideration of both wetland and stream resources.

FLOODPLAIN

The floodplain in Newfane closely follow the surface water channels which generally traverse the town north-south (Figure 2). These are well-defined courses that do not spread out along the streams, but follow well cut channels cut by the water over the years. Eighteen Mile Creek is the most significant of these streams which bisects the town from Route 104 near Wright's Corners to Olcott. It drains a substantial area from the Town and City of Lockport and carries flood waters to Lake Ontario. Its channel is twenty to thirty feet deep and as much as seventy feet near Burt. Burt represents the only in-stream impediment where a renovated hydroelectric dam provides local industrial power.

The Eighteen Mile Creek system and its tributaries accommodate the drainage of a large geographic area before it enters the town. These include The Gulf and area across the escarpment to the south. Storm water increases in velocity and flow off of the escarpment spreads out in the stream channels in the lower areas where the slope is reduced and the channels more shallow. The stream channels to the south in Lockport are broader and more susceptible to flood damage than the deeper stream channels in Newfane, but the volume of storm water is still significant although in a more shallow gradient.

Eighteen Mile Creek fans out to form a harbor at Olcott. This effectively dissipates the downstream rush of flood waters and offers a natural harbor that has been a traditional recreational site fro regional fishing and boating. The creek channel is so well defined that there are few places where flood waters inundate the surrounding land or overrun the stream banks - just north of Route 104 at the branch of the creek and at Corwin. The East Branch of Eighteen Mile Creek enters the town in the southeast corner. This does produce land inundation along the south side of Wheeler Road and at Ridgewood (south of Route 104) effecting a small area.

Hopkins Creek to the west and Keg Creek to the east are the only other floodplain areas. Hopkins Creek drains the area south to McKee Road and into the Town of Wilson. Its low slope does not produce a swift flood area and the floodplain is well defined. It exit into Lake Ontario through a wetland at the mouth of the creek. The Keg Creek floodplain is very small reaching only a short distance south of Route 18. This section of the creek is steeper in slope which explains its smaller floodplain area.

Town floodplains do not have a substantial effect on development. The flood prone areas are limited and mostly contained in the existing stream banks. Protection of these channels is important to restrict future flooding. Storm water flow into Eighteen Mile Creek is of critical concern as any future contributions could increase the volume and turbidity from the excessive storm flows to the south thereby eroding the stream channel.

WETLANDS

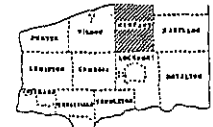
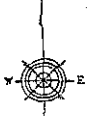
There are a number of designated wetlands in the town that contribute to the ecological health of the community and offer a resource to expand the capability of the land to accommodate development (Figure 2). The largest are state wetlands (classified as 12.5 acres and larger) concentrated in the flat areas along Coomer Road from Route 104 to Ide Road in the west portion of the town. In the east, they are along Murphy and Brown Roads and south of Route 104 at Ridgewood.

Concentrations of hydric soils along stream channels (Figure 3) have produced extensive wetland areas generally in the south part of Newfane. A few are east of the Hamlet of Newfane toward Hess Road. Most of these are either palustrine or wooded wetlands and offer excellent wildlife cover, forage area and ecological benefits. Hydric soils are extensively along stream channels and floodplain areas. These identify potential wetlands and must be considered in future planning.

Federally designated wetlands (National Wetlands Inventory of 1.0 acres or larger) are not currently identified in the town although with the extensive hydric soils such resources can be assumed.

These wetlands are quite restrictive to development and must be avoided in directing area growth. The wetlands in the southeast and the southwest represent clear limitations to development that must be incorporated into the town plan. By preserving these environmental resources, future growth can be planned to retain these natural systems and avoid excessive future costs or harm to the ecology of the town. They can also offer a valuable storm water control function if properly managed with runoff to compliment development. These resources must be viewed as the natural infrastructure that enables the capability of the land to be protected and properly accommodate development without resorting to extensive public engineering to supplement displaced environmental systems. In addition, these wetlands are beneficial for wildlife cover and forage, storm water regulation, groundwater recharge, open space and local recreation.

Environmental Factors



NIAGARA COUNTY, NEW YORK

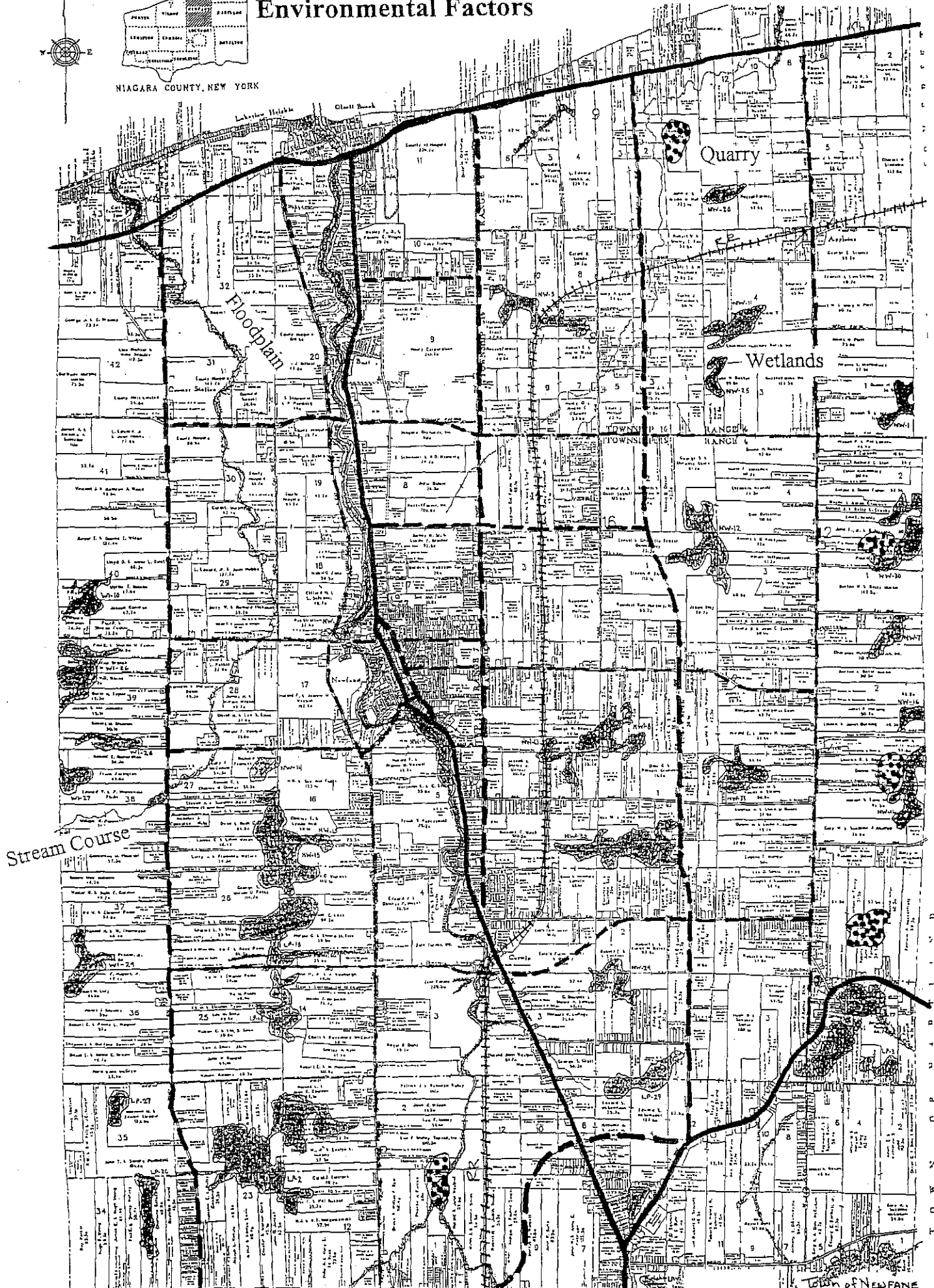


Figure 2

TOWN OF NEWFANE

CULTURAL INVENTORY

POPULATION AND DEMOGRAPHICS

The 1970 Town of Newfane Master Plan anticipated that town growth would produce up to 52,000 residents based on the full build-out of the community. The current rate of development, however, is too modest to fulfill this goal in the foreseeable future. The population has steadily declined since 1970 even though housing has increased during the same period. Likely urban migration and commuters looking for more amenities in a residential location are increasingly choosing Newfane. As a result, the current decline in resident population is not expected to continue and a modest growth in housing, economic development and community needs is anticipated.

Newfane in 1990 has a population of 8996 which was the fifth largest of the towns in Niagara County (Table 1). This is 4.1% of the county population and similar to its county share in 1980. Newfane is the largest of the surrounding towns, excluding Lockport, and clearly influenced by the north-south growth along the Route 78 corridor stretching from Buffalo and Erie County through the City of Lockport. The other larger towns are a product of the suburbanization of Niagara Falls and demonstrate the expansion of that area - Lewiston, Niagara and Wheatfield. Of the surrounding towns, only Cambria shows a population growth from 1980 to 1990 although merely one-half the size of Newfane.

The town has lost population since 1970 when it was 9459 people with 3150 dwelling units. The population declined by 2.2% to 9267 in 1980 residing in 3411 dwelling units. Although declining in population, the housing supply increased by 8.3% in that decade. Population declined slightly from 1980 to 1990 by 2.9% to 8996 while house further increased to 3547 (+4.0%). These two trends are converging due to the nature of the characteristics of the demographics and the effects of the change in household size. Future population could be influenced by housing, economic activity, migration, natural growth of all of these factors.

The change in population over these decades is a produce of the natural increase of births minus deaths and the movement of people into or out of the community (migration). The natural increase has remained positive (+4.8% 1970-1980; +2.1% 1980-1990). Migration, however, has been negative during the same period and its influence on total population have dictated the trend. But the effect of migration has been diminishing as the 1970's produced a -6.9% loss while the 1980's were -5.1%. Cohort survival projections of population which better reflect the independent characteristics of growth would show an eventual reversal of the effects of migration on town population based on the current trends of natural growth (births vs deaths).

The town has its population concentrated in three (3) hamlets that have traditionally been the focus of community development (Table 1). The remainder of the town is quite rural and agrarian in character. These hamlets - Wright's Corners, Newfane and Olcott - are stretched along Route 78 and provide vastly different characteristics that serve residential needs. They contain approximately 55% of the town 1990 population distributed as Newfane with 3001 people, Olcott with 1432 people and Wright's Corners with 505 people (estimated). These hamlets form the principal planning areas of the town.

TABLE 1
POPULATION AND HOUSEHOLD TRENDS
NEWFANE AND SURROUNDING TOWNS
1980-1990

Town	POPULATION			HOUSING			HOUSEHOLD SIZE		
	1980	1990	%	1980	1990	%	1980	1990	%
<i>Newfane</i>	9267	8996	-2.9	3411	3547	+4.0	2.91	2.71	-6.9
Cambria	4417	4779	+8.2	1383	1737	+25.6	3.29	2.88	-12.5
Hartland	4127	3911	-5.2	1334	1391	+4.3	3.24	2.94	-9.3
Lockport	12942	16596	+28.2	4134	5948	+43.9	3.13	2.79	-10.9
Porter	7223	7110	-1.7	2529	2698	+6.7	3.07	2.80	-8.8
Royalton	7764	7453	-4.0	2576	2743	+6.5	3.11	2.81	-9.6
Somerset	2680	2655	-0.9	1030	1056	+2.5	3.16	2.85	-9.8
Wilson	5810	5761	-0.8	2236	2384	+6.6	3.04	2.77	-8.9

SOURCE: 1990 Census; Consultant Projections.

TABLE 2
1990 POPULATION DISAGGREGATION
NEWFANE HAMLETS

HAMLET	Population	Households	Household Size
Olcott Harbor	1432	563	2.53
Newfane	3001	1063	2.66
Wright's Corners	505	187	2.70
TOTAL HAMLETS	4938	1813	--
TOWN	8996	3254	2.71
Percent Population in Hamlets	54.9	55.7	--

Source: 1990 Census.

The characteristics of town population are shown in Table 4 and indicate the unique profile of the town and its hamlet. Elderly population is 17.5% town-wide, but the hamlets are substantially higher demonstrating that the concentration of services and cultural conditions are the attraction to retain housing and offer a lifestyle that satisfies older residents as well as others. Newfane Hamlet has 21.4% elderly, but only 35.2% of its housing stock is pre-1940's. This is the traditional town center and is apparently expanding or being renovated to remain current. Olcott has a very high share of pre-1940 housing (44.7%) which targets it for consideration of repair and renovation programs.

Minority population in the town is small, even for a rural community. The 3.8% town-wide is reflected in the hamlets and no significant programs are warranted. Persons 18 years and under represent the school population and are about 25% of the population consistently for each area. This suggests 2330 people for both public and private schools evenly distributed within the town and concentrated in the hamlets. Educational attainment in the town is modest with only 57.1% of the town graduating from high school. Newfane Hamlet is similar with 58.7% and Olcott contains substantially more with 66.2% having attained a high school diploma.

These population trends can be projected for the next twenty (20) years to aide in anticipating community development needs for land use, utilities, public services, etc. Town population was reviewed from the trend in percentage growth from decade to decade identified in Table 3. A pattern of declining population was not consistent with the housing growth and the anticipated development impacts emerging at Wright's Corners (area commercial growth) and Olcott (recreational growth and potential marine shipping industries). A review of the changes in households in the town revealed that a growth pattern was evident and this trends was substantiated by the growth in building permits issued by the town for new dwelling units from 1990 to 1995 (see Appendix). Households grew by 4.0% from 1980-1990 and the building development rate indicated an average of 243 new units per year with no appreciable demolitions reducing the housing stock.

Each of the trends were analyzed for their statistical impact on the projection of town population. A combination of these growth was used to assess the future growth potential and establish a Year 2015 population as a target for land use and development consideration. The population trend produced a slightly declining result of 8359 persons in 2015 or a 7.6% decrease in town population (Table 3). The household trend produced a 2015 population of 9860 based on estimates of future households multiplied by the projected household size (a 9.6% growth). Similarly, the trend in building permits can provide a development rate within the community to estimate future population. The town rate of 243 new units annually with the declining household size will produce a 2015 estimated population of 11,746 or a growth of 30.6%.

In addition to these trends, the Olcott Harbor Master Plan identified an economic impact that could significantly affect future population. The implementation of the Outer Harbor Project currently under consideration would produce new employment, recreation opportunities and demand for housing and people to facilitate the new development of a shipping port at Olcott. This impact could easily create the impetus for up to 5000 people in the Olcott area. Although

this project is not assured, a series of alternative growth scenarios were evaluated to identify the effects and the potential distribution of such an impact. It was agreed that either the Outer Harbor Project or the recreational development of Olcott was a likely development impact that should be considered in the population projections. However, it was unlikely that such an impact would effect only Olcott. As a result, options were established that assessed the effect of additional population growth of 2000-4500 of each of the hamlets and the results were incorporated in the projections for future land use and infrastructure considerations.

The addition of a large population impact on Olcott would redistribute growth and infrastructure into the surrounding area at the expense of the other hamlets, especially the traditional center of Newfane. This was unlikely and would compromise the other areas. The lake waterfront would become over-developed and the Eighteen Mile Creek area would be adversely affected along with adjacent agricultural land. Similarly, the concentration of such growth in the Wright's Corners area would inundate Route 104 and the environmentally sensitive wetland areas around Ridgewood and Coomer Road. Lockport and Wright's Corners would grow at the expense of the other hamlets.

As with the population trends, it was determined that a combination of effects was more likely and appropriate than the concentration of any such growth impact on one hamlet. The actual impact of the Olcott Harbor development (either from the Outer Harbor Project or new recreational projects) was estimated at about 2500 persons distributed around the three (3) hamlets based on their growth trends with a 50% impact in the Olcott area. This provided some limits to the land use and infrastructure impact in Olcott and insured that town investments were more fully used. The target population for 2015 was identified as 15,000 and the distribution is shown in Table 3 with interim projections at five-year intervals. Olcott Harbor becomes 2400 persons for a 67.6% growth, Newfane would be 4950 (+64.9%) and Wright's Corners is estimated at 1500 of a growth of (54.8%) by 2015.

HOUSING

The housing stock in the town is relatively young with only 38.9% built before 1940 (Table 4). These older dwellings are concentrated in the hamlets with the largest share (44.7%) in Olcott. The hamlets contain 55.7% of the housing with the remainder scattered throughout the town in the rural areas. Most of the rural development has taken place on individual lots rather than in subdivisions. This has contributed to extensive strip growth on rural town roads, but do to the small numbers involved to date it is not yet a problem. Housing has been quite stable over the years with a modest rise of 4.0% in the last decade. Only 0.4% of the housing stock had any substandard characteristics (plumbing, heating, overcrowding, etc.) in 1990 indicating reasonable housing quality in the town.

Median housing value in 1990 was only \$60,400 representing 86.4% of the median county housing value and substantially less than surrounding communities. The exception to this is along the lakeshore where dwelling investment has been higher and in excess of \$118,000 per dwelling.

A review of average property assessment for the hamlets and rural area undertaken by the Town Assessment Office (Survey of Property Records, June 1997; Appendix B) indicated that the highest assessments in the town were in the rural areas owing to the more recent development. The average assessment in Newfane was \$65,000 and \$68,300 in Olcott while the rural area was \$78,000 or 20% higher (the lakeshore was 81% higher than the hamlets). The rural area represented 49.9% of the properties studied.

Housing is decidedly oriented toward single family dwellings with 79.1 % of the town dwelling of this type (1990 Census, Table 4). Multiples represented 13.4% and mobile homes 7.5% of the housing stock. The preference of single family dwellings also pertains to the hamlets where 78.8% of the Newfane housing and 85.1% of the Olcott housing are of this type. Multi-family housing is under-represented comprised mostly of doubles and conversions. The need for less expensive housing and senior housing has been satisfied primarily by mobile homes. These are located in Wright's Corners and account for 56.1% of the mobile homes in the town and nearly 60% of the Wright's Corners housing. These units represent a total average assessment of \$33,000 to \$45,000 or only 53.8% of the average town residential assessment. Extreme care in the location and density of mobile homes must be taken to avoid compromising the value of existing development in the town.

Household size has been declining in the town, historically, and is expected to continue. Wright's Corners is likely to attract area commuters with a demand for smaller/compact dwellings and the hamlets of Newfane and Olcott will attract developing families looking for housing value and seniors locating close to community services. The lake area will attract resort and recreational oriented residents who can afford the land cost, lake amenities and the distance to employment and services. The rural area can easily be compromised with strip development that will congest roads, convert viable farm land and threaten the investments in public services (sewer, water, etc.). Such development should be limited to avoid jeopardizing the hamlets and diluting their community significance.

Housing projections for the town followed the trends in population (Table 3). This produced 3913 dwelling units in 2015 at a greater growth than population due to the change (decline) in household size. This growth is focused in the hamlets and in the area east and west of Newfane, subject to the expansion of public sewer and water to accommodate the soils and densities. A growth in multi-family is anticipated to 18.8% of the housing. This is to be located in Wright's Corners and represents a shift from mobile homes to townhouses and low-rise apartments. Single family units still dominate at 70.3% and mobile homes will modestly increase in limited areas around Newfane and Olcott. Rural development should be severely restricted to subdivisions and associated with a hamlet and town services.

**TABLE 3
TOWN OF NEWFANE
POPULATION AND DEMOGRAPHIC PROJECTIONS
1980-2020**

		<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>
POPULATION		9267	8996	8735	8482	8359	8236
HOUSEHOLD		3411	3547	3689	3836	3913	3990
HOUSEHOLD SIZE		2.91	2.71	2.61	2.55	2.52	2.50
ESTIMATED POPULATION	*	9267	8996	9628	9782	9860	9975
ALTERNATE POPULATION	**	--	8996	10,096	11,196	11,746	12,296

* Projected Households x Estimated Household Size.

** Building Development Rate x Estimated Household Size.

2015 POPULATION GOAL: 15,000

2015 Housing Characteristics:

Single family	4167	70.3%
Multi-family	1103	18.8%
Mobile Homes	612	10.4%

2015 Population Distribution:

Olcott Harbor	2400
Newfane	4950
Wright's Corners	<u>1500</u>
TOTAL	8850
<i>% of Town</i>	<i>59.0%</i>

2015 Employment Characteristics:

Labor Force	10395	
Employment	7172-7796	
Town Jobs	3000	28.9%

Source: 1990 Census; NFTC 1990 Employment; Consultant Calculations.

TABLE 4
SELECTED DEMOGRAPHICS
TOWN OF NEWFANE
1990

DEMOGRAPHIC CHARACTERISTICS:	TOWN	HAMLET OF NEWFANE	%	HAMLET OF OLCOTT	%
Population	8996	3001	33.4	1432	15.4
% Elderly	17.5	21.4	---	18.2	---
% 18 yrs. and under	25.9	25.0	---	25.1	---
% Minority	3.8	1.3	---	4.3	---
Median Age (yrs)	35.6	36.3	---	36.6	---
Housing Units	3254	1063	32.7	563	17.3
% Single Family	79.1	78.8	---	85.1	---
% Multi Family	13.4	17.0	---	11.8	---
% Mobile Homes	7.5	4.2	---	3.1	---
Median House Value	\$60,400	\$56,400	93.4	\$63,200	104.6
Pre-1940 Housing (%)	38.9	35.2	---	44.7	---
Labor Force	4490	1443	32.1	645	14.4
Participation Rate	69.3	64.1	---	60.1	---
% Work in Town	6.2	13.5	---	3.1	---
Education - % with High School	57.1	58.7	---	66.2	---

SOURCE: 1990 Census of Population; Consultant Calculations.

ECONOMIC BASE

The industrial base of the town has traditionally resided at Burt and Newfane where the power of Eighteen Mile Creek could be used to drive mills and industrial machinery to manufacture a broad range of goods or offer a resource for chemical operations. Manufacturing still represents a large share of the employment of town residents (25.5%; Table 5), but the creek location is not as significant as in the past. A large part of the manufacturing was based on agricultural products, especially the fruit growth and its processing into retail products. Other chemical and manufacturing plants have added to the industrial base on Transit Road and are expected to expand the industrial jobs in the town. The Somerset Rail Line east of Burt provides an industrial resource that can also attract new industries.

The largest employment category, however, is in the health field owing to the hospital and the associated medical facilities that have developed in Newfane. This sector has accounted for 29.2% of the resident employment and dominates town jobs. Retail activities have expanded in the town, particularly at Wright's Corners. This sector now ranks third at 20.0% of the employment and is growing in parallel with regional and national trends. The construction and finance/insurance/real estate sectors are next at 5.9% each. The health and office employment sectors suggest the most likely growth based on regional trends and light industry offers the most promise for industrial expansion in the town. Continued retail development in Wright's Corners is anticipated while traditional commercial services in Newfane and resort/recreation related services in Olcott is likely.

The Olcott Harbor Project - outer harbor, marina, marine related industries, recreation facilities, accommodations, conference center - is the most significant potential for town economic development. The population projections anticipate this project and the exceptional growth in Olcott would produce demands for housing, infrastructure, permanent facilities and seasonal development. Such resort related activities often stimulate local growth, but due to the town's small employment base the project could provide over 800 local jobs, initially.

The Niagara Frontier Transportation Committee (NFTC) completed a regional assessment of demographics in 1997 that identified the place of work employment in Newfane at 2457 with an estimated growth to 3000 by 2020. This was based on a population of 10,500 and did not assume the implementation of the Olcott Harbor Project. The project would consume 83.3% of this estimated growth and would likely press it farther to 3800 employment. The retail and commercial sectors are the appropriate recipients of jobs from the Outer Harbor Project.

The town labor force is expected to grow with the population. In addition, the participation of population comprising that labor force is expected to rise as women increasingly enter the work place, especially in the administrative and health related sectors. Total participation may rise to 75% producing a larger labor force and greater employment demands in the town. While many migrating to the town will still commute (the majority of town residents work outside of town), the expansion of the industrial and commercial base will increase the resident jobs and greater economic independence for Newfane.

Table 5

Resident Workers by Industrial
Town of Newfane
1990

Industry	Town of Newfane	Percent of Total
Agriculture, Forestry	200	2.5
Mining	46	0.6
Construction	473	5.9
Manufacturing	1899	23.5
Transportation	244	3.0
Communications, Utilities	240	2.9
Wholesale Trade	350	4.3
Retail Trade	1540	19.1
Finance, Insurance, Real Estate	473	5.9
Health Services	2361	29.2
Public Administration	284	3.5
TOTAL	8074	100.0

Source: 1990 Census; Consultant Calculations.

HISTORIC

The town was formed out of the survey mapping of the Holland Land Purchase in 1798 and the first notable land acquisitions were in 1804 and 1805 (Jedediah Riggs, Joshua Slayton, William Wisner, Burgoyne Kemp and others). Development initially focused along Eighteen Mile Creek as the water resource provided power and transport for grist, woolen and lumber mills. Later the power and cooling capability of the creek attracted manufacturing operations. James Van Horn operated the first mills on the creek was a respected founder of the community. The first town meeting was held April 6, 1824 at the Van Horn dwelling in Burt following the enactment of the town by the State Legislature on March 20, 1824. The town was first named New Fane in honor of Mrs. Van Horn's hometown. While the town's commerce has evolved from milling and manufacturing to recreation and tourism, the lake and Eighteen Mile Creek remain an important part of the community heritage.

A review of state historic maps revealed no specific sites of state-wide significance although numerous general locales exist that are of historic or archaeological significance due to their association with important geologic features conducive to these resources (ie: glacial lake shorelines) or conditions relevant to prior site discovery. Such sites are concentrated along Eighteen Mile Creek, Route 104/Ridge Road (shoreline of the old Glacial lake) and Lake Ontario. These are likely spots for prehistoric archaeology from deposits and early native settlement evidence. Two (2) pre-historic burial mounds have been identified along Eighteen Mile Creek, a proto-Iroquoian village site near Hopkins Creek and transient camp site evidence has been noted at Olcott Orchard, Keg Creek and at Olcott Bridge.

A number of historic sites of local importance have been identified by the Town Historian and are documented on Figure 3 along with the potential state archaeological sites. Included are the following structures:

- Van Horn Mansion* - This stately home in Burt was built in 1823 and was occupied by the Van Horn family for many generations. Known as Green Acres it served as the town hall in the early formative years of the town.
- First Baptist Church of Newfane* - The earliest church in the town, it was first built in 1843 and outfitted in cobblestone. A memorial hall was added in 1920 in honor of those who served in World War I.
- Krull Park* - The land was adjacent to the famous Olcott Beach Hotel and complimented the facility for many years. It housed the Rustic Theater and numerous recreation facilities. In 1937, following the demise of the hotel, Frederick Krull purchased the land and donated it to Niagara County exclusively for a park. It currently contains the Soldier's Monument honoring Civil War participants which was relocated from the intersection of Routes 78 and 18. The Holland Land Company Stone Marker also resides there at the end of Transit Road noting the northern terminus of the straight line survey from Pennsylvania.
- Olcott Skating Rink* - This recreation facility has been in continuous operation since 1928 and has become a town institution.

Burt Post Office - This building has served the area for over 100 years and is the oldest such facility.

Sister's of Saint Joseph - Originally known as Appleton Hall, this building was built in 1853 as a residence (Merritt Home) and was reputed to be haunted. It later became a religious retreat.

Bible Conference Center/Cemetery - This chapel and religious conference facility also contains a private cemetery dating to the Revolutionary War - Veteran David Wisner is interred there.

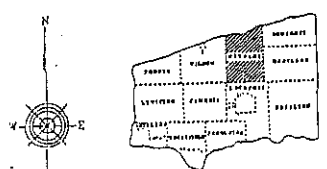
Other local sites of historic interest and significance exist throughout the town and form part of the cultural character of the community and its historic heritage. One of these is the Olcott Beach Hotel site at the end of Franklin Street. It was built in 1902 and was the most famous of the Olcott hotels that housed tourists in the early 1900's epitomizing the flamboyant character of Olcott Beach's recreation reputation. The annual Pioneer Picnic would attract over 10,000 via the International Traction Company line from Buffalo and Lockport. Similar facilities such as the Albright Hotel (Route 78 and 18) and the Weeks Hotel (Main and Franklin Streets) and the Rialto Amusement Park helped the community flourish as a regional center for entertainment and recreation from 1900-1940.

The Burt Dam and the adjacent site of the Van Horn mills offer the evidence of the past commerce of Newfane and the continuation of the importance of Eighteen Mile Creek in today's industry. The Lockport Felt mill was established in Newfane Hamlet in 1891 and operated until 1982 using the water power of the creek to provide the economic stability for the town. Similarly, the Newfane Roller Mill (Collins Mill) on McKee Road utilized the creek location for its grinding operation from 1835 to 1950. An old dam site exists on Eighteen Mile Creek south of the end of Condren Road. There is also the remains of an old bridge at the end of Condren that served traffic crossing the creek.

The community of Appleton was once an important rail siding with industrial buildings and commerce much the same as it was in the 1800's. Hall's Store and the foundation of the old coal sheds (destroyed by fire in 1960) are still there. The community handled passengers, coal, fruit, grain and cabbage in 1875. The community had a post office, cheese factory, bedspring maker, harness shop, grocery, saw mill and residences - much of which remains today.

RECREATION

The Town of Newfane has not made extensive investments in public recreation as the small size of the community would have presented a significant tax burden for operation and maintenance and there were substantial private resources available for resident use. Eighteen Mile Creek provides an excellent fishing opportunity along its length and the confluence with Lake Ontario offers a natural harbor that has been improved by both public and private funds. These water related activities are complimented by Keg Creek and Hopkins Creek that offer habitat and seasonal fishing resources to residents and visitors.



NIAGARA COUNTY, NEW YORK

• HISTORIC SITES

51 STARS OF ST. JESUIT

• (C) CHURCH

TRANSIT MARKER
OLCOTT HOTEL SITE

BIBLE CONF. CENTER

SKATING RINK

PHILLIPS HOUSE

REILL PARK SOLDIERS

HALL HOUSE

MONUMENT

HALL'S STORE COACH SHEDS

BOAT POST OFFICE

HOSACK RE

BURT DAM

STAN HOVE MANSION

OLD TROLLEY LINE

NEWFANE HISTORICAL MUSEUM

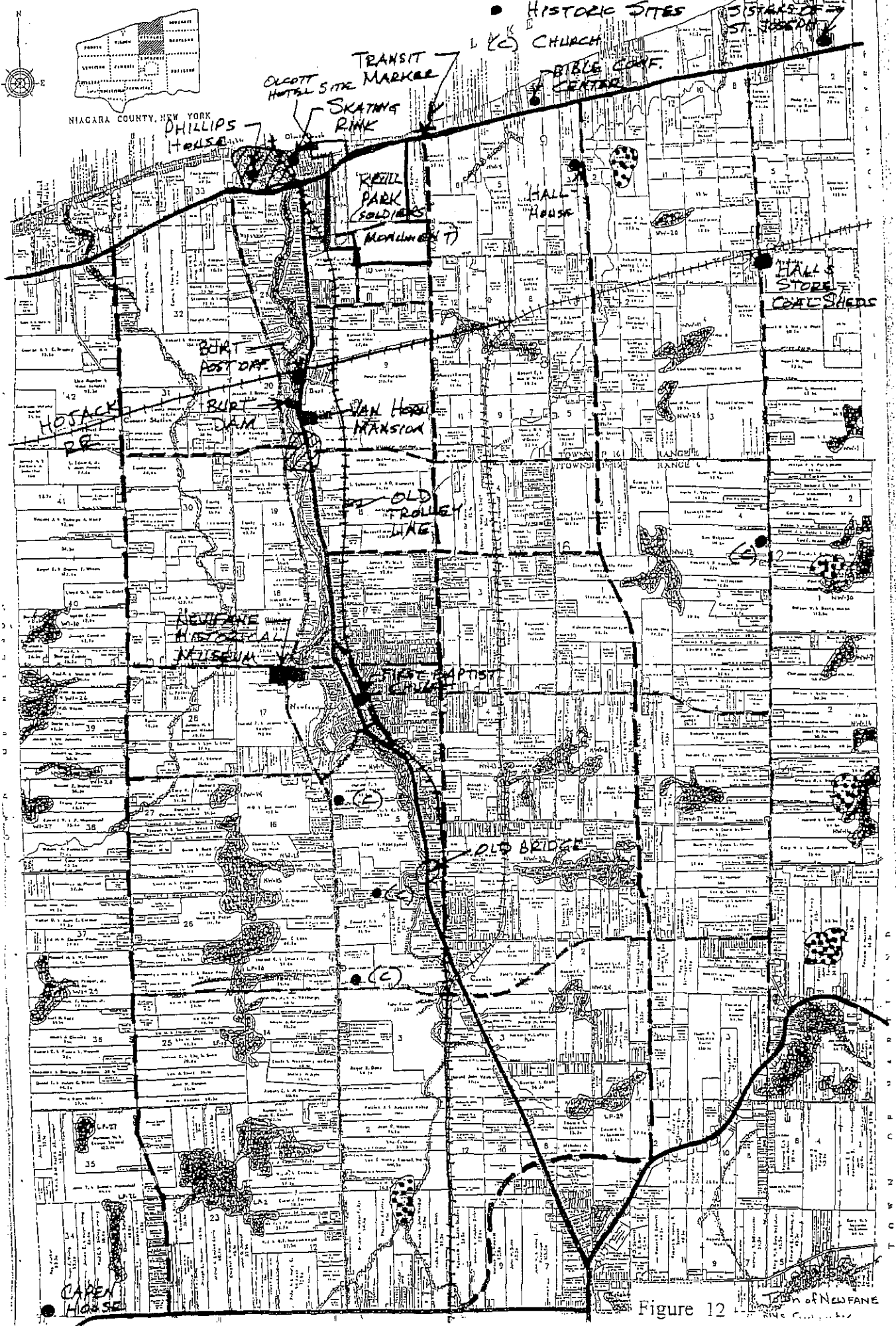
FIRST APTIST CHURCH

OLD BRIDGE

CAPEN HOUSE

Figure 12

Town of Newfane



The town has recognized these resources and aggressively developed their potential to encourage both local recreation and tourist opportunities. A public marina and boat launch was built by the town to provide harbor and lake access in Olcott for fishing and recreational boating. Public creek access has also been created at the Burt Dam to facilitate fishing and insure that seasonal use of the area would not erode the banks or compromise the environment. The town has also pursued crucial public access to the lake shore and the creek in Olcott to insure public use of the lake.

Krull Park is the premier park facility in the town accommodating baseball, skating, playground, football/soccer, golf, beach and picnic uses along the lake. This 300 acre park offers both active and passive recreation and is continuing to be improved. Seasonal tourist use is extensive from summer sports and winter sledding, skating and cross-country skiing. The town has worked in coordination with Niagara County which owns and operates the park for its development and scheduling for town residents. The town supports organized baseball, soccer and other programs at the park as a compliment to the investments in public recreation. The school facilities are similarly available for community recreation and organized sports programs operated by the town.

As the town grows and becomes more suburban in character, demand will increase for recreation services and facilities. While these can be expensive facilities to construct and maintain, the town can seek to combine actions with other public and private groups and civic organizations to maximize the effectiveness of public investment and broaden the availability of service to town residents. In addition to the joint implementation of facilities at the county park, the town can work with the schools and churches to provide court and field recreation in various locations in the town. A recreation plan should be undertaken to identify opportunities for joint development and encourage the participation of community groups in the maintenance and improvement of these facilities.

Recreation services also need to concentrate on opportunities to link different parts of the town to connect them and offer a means of shared identity with other town areas. Rights-of-way, power and pipe lines, creek beds and roadways present the potential for linkages to the hamlets and identified rural areas. Eighteen Mile Creek provides an excellent opportunity for this as the hamlets are linked along its path and the scenic and aesthetic prospects can be combined. Portions of the creek bed and West Creek Road offer a reasonable route for hike/bike/skiing.

Recreation standards for suburban areas present a method for evaluating the future recreational needs of the town and are documented in Table 6. Based on the projected population of the town, the analysis suggests that there is a need for one community park (min.40 acres) and three (3) neighborhood parks (min. 5 acres each) concentrated in the three (3) hamlets. Clearly the community park is well satisfied by Krull Park as is the need for a neighborhood facility in Olcott. The combination of local and regional facilities at Krull Park has assured the availability of resident and tourist services in this area.

Newfane possesses two (2) schools that offer recreation opportunities and as future growth occurs, a 10-15 acre park site should be sought to compliment school facilities (ball fields, courts,

etc.). The only open space in Wright's Corners is the church which has limited facilities. The mobile home parks offer some recreation for their tenants, but the growth in that area will require a five (5) acre park around 2005-2010 with diverse recreation services (ball fields, picnic, exercise, etc.). There is an existing school site (unused) on Wheeler Road that could provide the necessary park land for future development. Other potential locations include Condren Road at the creek and the Phillips Road landfill site as part of its reclamation and land restoration. Two potential site west of Eighteen Mile Creek can be considered with the growth of development - an expansion of the golfing facilities in the lake area south of Route 18 (near West Creek Road) and the floodplain are immediately west of the Hamlet of Newfane commensurate with the opening of utility services west of the creek.

COMMUNITY FACILITIES

Public facilities include schools, utilities, government facilities and fire protection among others. Each hamlet has a fire company which supported by volunteer and public assistance. These are well situated to respond to emergency circumstances as the majority of the population resides in the hamlets. Should future town zoning actions encourage residential sprawl, then the fire location would not be properly located to provide service. The Olcott Fire Company recently moved to larger facilities on Route 78 and can anticipate having adequate facilities to serve the future population. Should development and utilities extend west of Eighteen Mile Creek, a satellite facility from Newfane would be needed along Coomer Road between Ide and McKee.

The Town Hall and highway garage is located in Newfane on Transit Road. It is appropriately located to serve town residents and adequately provides for current administrative operations. However, the town court and the administrative offices will need expansion as the population grows. Suitable sites exist in the surrounding area and the continued location of governmental services in Newfane appears appropriate for town growth. The Newfane Free Library is also well situated for service of town population. Its present site, however, is too small for future growth and either satellite facilities in the other hamlets or a larger site in Newfane should be considered. The decision can be based on the town growth which if continued in the adjacent hamlets should guide new facilities in those directions.

The Inter-Community Hospital is a substantial resource in the town and is a valuable asset in its future development. It appears to possess adequate space for current operations, but the need to grow with the town and the need for support services (offices, parking, labs, etc.) may demand additional area. Opportunities for the continued viability of the hospital and its services is essential to the town's future.

Schools in the town are administered by an independent district board which operates the facilities and levies the tax revenues to cover expenses. School facilities are located predominantly in Burt and Newfane with an elementary school in Wright's Corners. These facilities all possess excess capacity and can accommodate limited growth in student population. The projected town growth anticipates that school children would increase by 41.7% (972 students) by 2015. Such growth would exceed the current school capability and require an additional elementary school plus added

classrooms at both the middle and high school levels. These increases are keyed to the potential growth in Olcott and the new classroom space would be concentrated there. However, no new school space is expected unless the outer harbor project proceeds so any school expansion should be carefully planned to meet actual student increases, not anticipated growth.

PHYSICAL DEVELOPMENT INVENTORY

LAND USE

The Town of Newfane has 33,920 acres or 53 square miles which were 17.0 per cent developed in 1968 when the last definitive survey was completed. Town land development has not increased appreciably since then with the exception of the commercial development in Wright's Corners. Agricultural uses remain the dominant land use in area with development concentrated in the hamlets of Olcott, Newfane and Wright's Corners. These areas comprise 5459 acres or 16.1% of the town and contain 54.9% of the population (1990) - Olcott has 1998 acres (5.8%), Newfane 2031 acres (6.0%) and Wright's Corners 1450 acres (4.3%). The community of Burt adds another 368 acres (1.1%) to the hamlets for a total of approximately 17.2% developed area in the town.

Population density averages 170 persons per square mile (1990 Census). This produces a density of 580 persons per square mile in the hamlets and a very low density of 91 person per square mile in the rural portions of the town. Development density (dwellings per acre) is 0.096 or roughly an average of one dwelling for every 10.4 acres town-wide. This density increases to an average 0.33 units per acre in the hamlets (one unit for each 3.0 acres) and declines to 0.05 units per acre in the rural area (one unit per 19.8 acres). The highest development density is in the Hamlet of Newfane which averages 0.52 units per acre or one unit for each 1.9 acres.

The town has developed along Route 78 and established the three (3) hamlets as the focus of community development. Wright's Corners is at the crossroads of two arterial highways and the local and regional traffic exposure has promoted the area for commercial growth. The hamlet is located between a number of rural centers sufficiently enough to offer access to a population larger than Newfane and encourage the retail center that is evolving. Wright's Corners provides a convenience function to the surrounding residents, but presents a broader commercial opportunity to the area north of the City of Lockport. This development is also enjoyed by town residents as well. Further growth of shoppers goods and clothing is anticipated as the area grows.

Newfane is the traditional center of town services and the recognized focus of public services for residents. The main post office, the hospital, schools, churches, library, government services, insurance, banking and other commercial activities are there and represent the hub of town facilities. Main Street has evolved as a cross between a village center and a suburban strip area with some businesses have parking and sidewalk entry and some possessing direct drives to the street. As Main Street has been the focus of attention, the crowding of stores and the congestion of seasonal as well as local traffic has limited development and may begin to adversely affect commercial activity. The potential for development of Maple Street as a complimentary commercial area and the use of parking lots to promote foot traffic will aid the community. The re-location of through traffic to Transit Road will enable the hamlet to become a destination to stop for services and retail, not just a place to pass through.

Olcott provides the unique recreational opportunity for the town and the region. Already a renown destination for recreational boating and fishing, the potential for complimentary recreational services is tremendous and the essential economic element of the hamlet. The

residential draw of the area is the lake vistas and the prospective use of lake facilities. The town move to provide critical marine services in the harbor is commendable and a key component to the continued viability of the hamlet. Complimentary recreational services - motel, amusements, picnic, playground, festival, etc. - must be encouraged and sought. Commercial goods and services for the marine and tourist customer with one-of-a-kind merchandise is appropriate. Waterfront access and development must not obscure the lake, but enhance its use by others. The more connection there is to the lake, the more additional opportunity can be provided and the farther the economic gains - public and private.

The Olcott Harbor Project is a major initiative for hamlet development and will vault the area into the future. However, the magnitude of the endeavor necessitates all of the incentives and financial capability to be mobilized at one time. This requires great preparation and will take a prolonged effort to complete. Many smaller yet significant efforts can be under-taken that collectively achieve the same end and will substantiate the harbor project, when it is ready. These include continued renovation of the housing stock, encouragement of property owners to make interim commitments for commercial uses and services until the harbor project is in progress and the coordination of tourist services to promote the use of the area and the receptiveness of the hamlet.

Agriculture

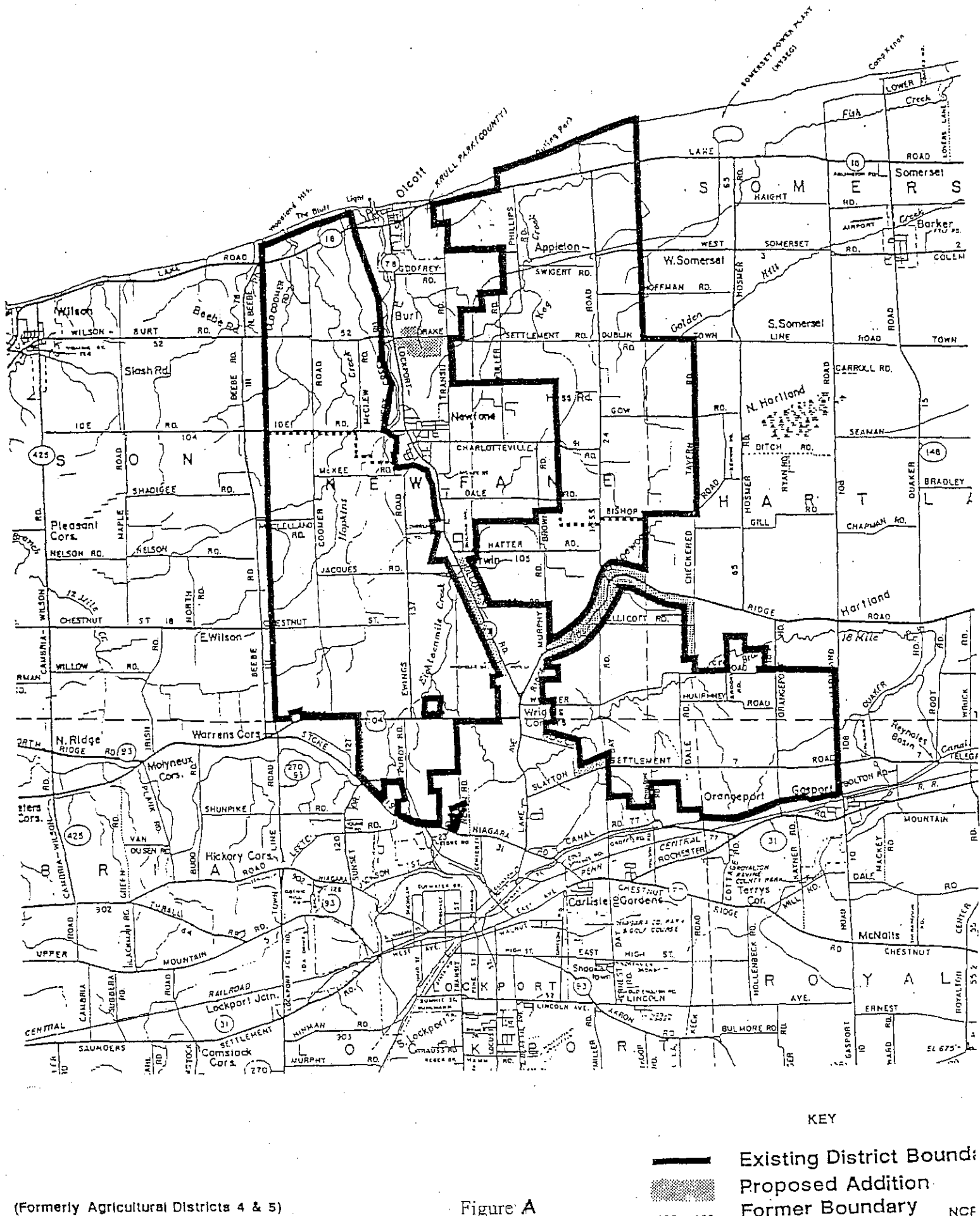
Farming represents the largest category of land use in the town. There were 20,020 acres in 239 farms in 1964 and that was 59.0% of the town. At that time, farms were being consolidated as the number of farms were declining while the average amount of acreage per farm was rising. The Newfane waterfront contains the best land due to the combination of soils, drainage and climate along the lake. This area has some of the finest orchards in Niagara County providing an abundant annual harvest of apples, peaches, cherries and pears.

Prime agricultural areas exist along Route 18 near Lake Ontario. They run west of Eighteen Mile Creek south to the Wilson-Burt Road and along McClew Road to the creek. They also are located east of Phillips Road as far south as Drake Settlement Road including the area around Appleton. A smaller area exists around Ridgewood owing to the well drained soils produced by the Newfane Beach formation in the area (old Lake Iroquois shoreline).

The Route 18 areas coincide with the designated Agricultural Districts^(FIGURE A) that include key farm properties for the protection of agricultural uses and practices. These county districts conserve farm land by discouraging their sale for development and offering tax breaks and modest protection from rezoning and adverse local regulation. West of Olcott is the Newfane-Wilson Agricultural District which contains 325 acres in Newfane (7.8%) of the 4190 acres in the total district. The area east of Phillips Road is part of the Newfane/Somerset/Hartland Agricultural District and has about 1548 acres (12.6%) of its 12,735 acres in Newfane.

Niagara County conducted a Land Use and Natural Resource Inventory in 1978 from satellite imaging to assess the changes in county land development and provide a guide to agricultural and

Eight-Year Review (1991)



(Formerly Agricultural Districts 4 & 5)

Figure A

NCP

municipal development policy. It identified the land use changes from 1968 to 1978 documenting the decline in farming and the conversion of county active agriculture by nearly 21% during the period. The study identified the geologic and traditional use characteristic of agricultural activities for the establishment of trends to guide growth. The combined activities of orchard land, vineyard and soil conditions provided the basis for high-value farming interpretation and high agricultural productivity that were used to assess agricultural operations and their location in the town.

While Niagara County farming was generally declining, orchard and vineyard lands increased indicating the economic stability of these agricultural activities. Orchard land remained about the same and vineyard land grew resulting in a combined 3.6% increase in these activities. The highest losses were in crop and produce activities which declined by 25.1% - they accounted for 85.5% of county agriculture.

Orchard and vineyard land in Newfane from the above study constituted 4781.1 acres concentrated as noted above. This represents 14.1% of the town and about 24% of the farmland in the town. The value of this agricultural use was 49.1% of the total farm product value in 1964. Other high intensity farm uses (vegetables, etc.) provides another 1067.7 acres which is 3.2% of the town land and nearly 5% of town agriculture acreage. This accounts for another 17% of total farm production for a combined 41% of farm value in the town. All farm products generate a combined total of \$2,548,000 for the town economy (1964 dollars).

Residential

Single family development is the largest land use in the town other than agriculture. This category contains over 70% of the developed land even though the units are predominantly concentrated in the hamlets. The town has experienced a number of dwelling conversions of old structures and supplemental apartments in new ones producing a large number of doubles and multiples. Each of the hamlets contain 7.0-7.8% two-family units with the highest number in Newfane. Structures with three (3) or more units range from a low of 15.5% of the dwellings in Olcott to 20.3% in Newfane and 26.9% in Wright's Corners (1995 study of land use by town assessment records). Even the rural area has 5.0% doubles and 6.0% multiple unit buildings.

Newfane still possesses available lots for infill and adjacent properties for further subdivision or residential development. Single family development is the most appropriate to retain the vested value in the hamlet. Olcott contains the lowest average assessed value for residential properties in the town due to the small, seasonal structures that characterized the community. These cottages can be renovated for continued seasonal use or removed where they present fire or safety hazards due to overcrowding. Lake oriented residences should be encouraged to reserve open space access or visual opportunity to the lake to maximize the lakefront potential. Wright's Corners is closest to the city employment and will attract young employees and new households. Townhouse and cluster units are appropriate for lower costs and the density to provide amenities.

The rural portion of the town has received the greatest impact from housing development since 1990. Approximately 22.2% of the new building permits from 1990-1995 were constructed in or around the hamlets. The remainder (77.8%) were built in the rural portion of the town. Slightly more were built in the east than in the west part of town, but there is no distinctive pattern to the locations other than stretched out along the roads. Also notable is that only 20.3% of these dwellings were built in subdivisions as opposed to striped along the road front. Such development is assured to produce the greatest impact on road travel and collectively diminish the capacity of collector roads like Hess, Coomer, Transit and others.

Development in the rural area does not have to alter the character of an area. Rural dwellings must be subject to subdivision review to provide the opportunity to consolidate where practical and buffer the growth from compromising the character that attracts residents to the town. This can be accomplished by restricting rural lots and their building sites to locations that compliment the land and its features and limit road entry. The use of shared drives, tree buffers, cluster development to accommodate environmental features, exceptional setbacks, col-de-sacs or drive easements for access and consolidated lots to diminish the rural impact will maintain the area character. This atmosphere is a valuable asset to the community. If it were not valuable, others would not seek it and attempt to be the few who keep the open character and rural nature of the area.

Commercial and Industrial

Commercial uses are concentrated in the hamlets and separately provide differing utility to the community. Convenience and shoppers retail are located in Wright's Corners; resident and commercial services are located in Newfane and recreational commerce is located in Olcott along with marine facilities. The exception to this is the limited agricultural oriented retail on Route 18 and at Corwin which is associated with farm products. The growth of office uses and mixed office/commerce development should be explored to provide for this contemporary land use.

Industrial uses have been traditionally been located along Eighteen Mile Creek to capitalize on the inexpensive water resource for power and dilution. The community of Burt and the adjacent area along Drake Settlement Road to the railroad. Some industrial still use the creek fro processing, but the area east of Burt has attracted agricultural and manufacturing industries that are independent of the creek. The town has designated a 249 acre industrial park on Transit Road for light industries. This area has access to the railroad and the town highway network and contains the requisite sewer and water for industrial production. Newer industries and commerce that utilize only road access should also be accommodated in the town. The most likely area is Wright's Corners where two arterial roads offer north-south and east-west access to the region.

Mobile Homes

The growth of mobile homes has become significant in the town as both low income residents and elderly homeowners have taken to this land use. A field survey of units was conducted in June 1996 (see the Appendix) to assess the frequency of this development and this was compared with

the average property assessment in each hamlet to identify the potential impact from proliferation of these units. Designated mobile home lots in the town total 481 based on town Building Department records. This represents 21.9% of the town properties and 200 of those lots are vacant awaiting development.

As with other development, mobile homes are concentrated in the hamlets. Wright's Corners has the highest share of units with 55.7% of the housing devoted to mobile homes. This represents an unusual proportion which dominates the area even though they are contained in three (3) parks. All of the existing lots are filled, but expansion is available in the current zoned properties. Newfane contains 22.2% mobile home lots in two (2) developments - an elderly park next to the hospital and a community park at the south edge of the hamlet. These are only 50% developed with development of 102 lots in the existing parks. Olcott possesses some scattered and an elderly park on Route 78. These comprise 16.1% of the properties and have little effect on the hamlet.

The disparity between the assessment of mobile homes and traditional subdivision homes is significant and presents a problem with the protection of housing values as is required by zoning and the need for a diverse housing stock as dictated by proper planning. The average assessment of mobile homes is \$33,000-\$45,000 for a developed unit based on values identified by the Town Assessor's Office. This contrasts with the average home value in the hamlets which ranges from \$63,100 in Burt to \$77,700 at Wright's Corners. Clearly the use of individually sited units on a permanent basis is not advisable.

There are portions of each hamlet that may be reasonable for mobile home location and the assessment study which identified each area by street provides guidance. In Olcott, many of the small lots in the hamlet are not suitable for conventional construction and may be acceptable for mobile or modular homes. Average assessments on Harrison Street is \$18,400 and Saxon Street is \$24,600 making them quite comparable with the mobile home units. Newfane is variable in assessment with most streets part of prior subdivision and presenting cohesive values that would be compromised by the intermixing of mobile homes. Exceptions include Caledonia, Dutton, Edward, Grace and King west of Route 78 which contain comparable housing values.

There were no identified portions of Wright's Corners that would be suitable for further development of mobile homes. The current commitment to these units exceeds a reasonable mix for housing and future low cost units should be multiple or townhouse units that represent a comparable land assessment value to other area development. Similarly, the remaining town rural area can not benefit from individually sited mobile homes. The average assessed value of rural homes is the highest in the town at \$78,080 producing the greatest possible disparity of investments for adjacent units.

The congregation of mobile homes in campus setting with recreation, amenities and support services is more comparable with existing town development and offers an alternative to individual units. At a density of 3-5 units per acre, there is sufficient density to provide for services, buffering and compatibility with the surrounding area should the location be appropriate for such density (sewer, water, acceptable for the higher density, etc.).

PROPERTY MAP
TOWN OF NEWFANE
 NIAGARA COUNTY, NEW YORK

DECEMBER 1990

COMPILED AND DISTRIBUTED BY

NIAGARA COUNTY PLANNING AND INDUSTRIAL DEVELOPMENT DEPARTMENT
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LEO J. NOWAK, JR., AICP, DIRECTOR

Lee Simonson, Chairman, Niagara County Legislature

Steven H. Brown, Chairman, Commerce, Transportation & Tourism Committee

EXISTING LAND USE
 1996

This is a computer-aided map. Jeffrey F. Dignan is not Niagara County Planning and Industrial Development Department but compiled this map data furnished by Niagara County Real Property Services, William Z. Boudic, Jr., Director. For details see manual to be printed, refer to that agency's tax maps.

SCALE



- LEGEND
- TOWNSHIP & RANGE LINE
 - SECTION LINE
 - GREAT LOT LINE
 - FARM LOT LINE
 - PROPERTY LINE
 - STATE HIGHWAY
 - COUNTY ROAD
 - TOWN HIGHWAY
 - STREAK
 - RAILROAD

LEGEND

- Agriculture, Rural
- Residential, Low Density
- Residential, Medium Density
- Commercial/Office
- Light/Heavy Industry
- Community Facility

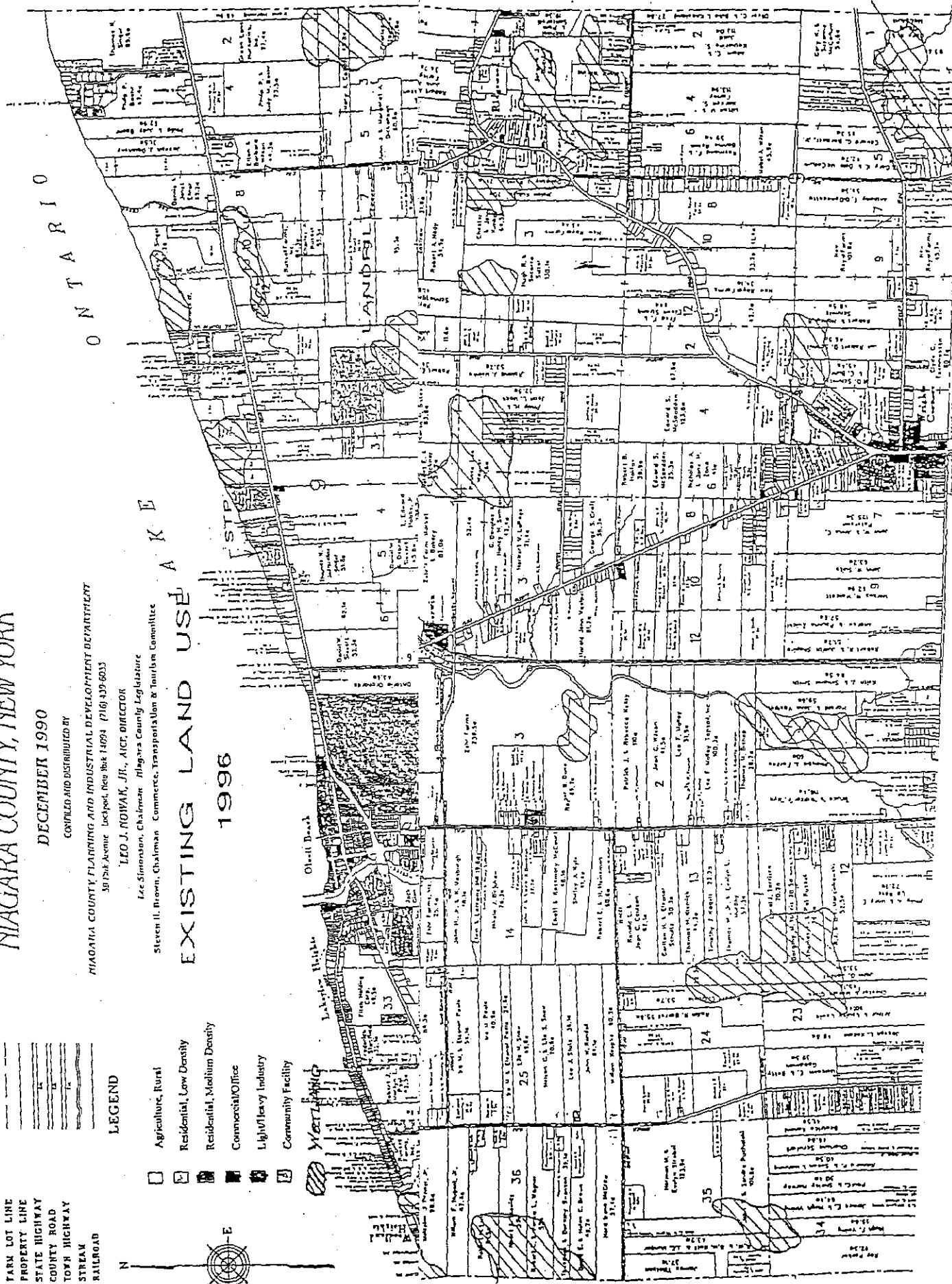


Figure 5

Table 6A
Town of Newfane
Existing Land use
1996

<u>Land Use Categories</u>	<u>Acreage</u>	<u>Percent Developed</u>	<u>Percent Total</u>
Residential:	2113.6	60.3	6.2
Single Family	1973.2	93.4	
Multi-Family	12.8	0.6	
Mobile Homes	127.6	6.0	
Commercial	106.3	3.0	0.3
Industrial	133.4	3.8	0.4
Public/Semi-Public	363.8	10.4	1.1
Transportation	787.9	22.5	2.3
Roads	666.7	84.6	
Railroad	121.2	15.4	
TOTAL - DEVELOPED	3505.0	100.0	10.3
Agricultural/Vacant	25826.3		76.1
Orchards	4781.1		
Crops	1067.7		
Open Space	442.1		1.3
Woodland	1999.5		5.9
Flood Plain	870.8		2.6
Wetland	1276.3		3.8
TOTAL	30415.0	--	89.7
GRAND TOTAL	33920.0	--	100.0

Source: Estimates of Land Use from Town Records;
Consultant Calculations.

Table 6B
Town of Newfane
Existing Land Use
Hamlets - 1996

<u>Land Use Category</u>	<u>Olcott/ Burt</u>	<u>%</u>	<u>Newfane</u>	<u>%</u>	<u>Wright's Corners</u>	<u>%</u>
Residential	280.2	14.2	377.2	18.6	183.9	12.7
Single Family	272.7	97.3	265.5	70.4	162.7	88.5
Multi-Family	4.1	1.5	8.7	2.3	0.0	0.0
Mobile Homes	3.4	1.2	103.0	27.3	21.2	11.5
Commercial	26.3	1.3	48.0	2.4	19.4	1.3
Industrial	103.8	5.2	29.6	1.5	0.0	0.0
Public/Semi-Public	47.8	2.4	143.8	7.1	9.6	0.7
Transportation	28.7	1.5	53.1	2.6	22.9	1.6
TOTAL - DEVELOPED	486.8	24.6	651.7	32.1	235.8	16.3
Agricultural/Vacant	1032.7	52.2	1097.7	54.0	1149.0	79.2
Open Space	308.7	15.6	92.8	4.6	22.9	1.6
Woodland	12.6	0.6	108.4	5.3	29.4	2.0
Flood Plain	82.1	4.2	35.9	1.8	0.0	0.0
Wetland	55.1	2.8	44.5	2.2	12.9	0.9
TOTAL	1491.2	75.4	1379.3	67.9	1214.2	83.7
GRAND TOTAL	1978.0	100.0	2031.0	100.0	1450.0	100.0

Source: Estimates of Land Use from Town Records;
Consultant Calculations.

Conservation

Some of the land uses include environmentally sensitive areas such as the stream channels, flood plain, federal and state designated wetlands and other undeveloped lands. Eighteen Mile Creek, Keg Creek and Hopkins Creek are among these, but also the low drainage areas between Ewing and Coomer Roads and the peat bogs located south of Ridgewood. These require conservation protection and are prohibited from development under state law. Key planning concepts for future land use are the conservation of agriculture and environmentally sensitive lands and the enhancement of rural development areas to directing new development into the hamlets and adjacent areas rather than continue the rural sprawl along town roads.

ZONING

The current zoning in the town is shown in Figure 6. It identifies that the dominant zoning classification is the Agriculture-Recreation Residence District (ARR) governing land use in over 90% of the town. The ARR District requires a large 40,000 square foot lot which typically uses well and septic systems for residential development. However, this district is still the preferred zoning class as only 24 building permits out of 153 single family permits (15.6%) were issued in a district other than ARR since 1990 (1990-1995; Newfane Building Office Records). In addition, these permits were mostly in areas outside the hamlets and were not a part of any approved subdivision (18.3% of the residential building permits 1990-1995 were in identified subdivisions). Such development increases the potential for rural road congestion, strip road development and compromise of the public investment in utilities and infrastructure.

The ARR District is intended to offer low density development that is compatible with the rural portions of the town. However, it allows a broad range of non-rural uses that can alter the character of substantial part of the town. This all-inclusive approach to the rural area is not a problem if there is relatively little development. Recent demands for commuter residences and the spread of development from the urban area in search of a bucolic atmosphere or a rural setting has produced pressure in the town outside the hamlets. The ARR District offers so many additional uses that the potential to compromise the character of the rural area is high.- especially Coomer Road, Hess Road, Routes 104 and 78 and the connecting roads between Route 78 and Hess Road. Recent applications for use variance in the rural area and special exceptions for medical, office and veterinary facilities have raised public concern for land use compatibility and placed pressure on the town.

A substantial portion of the town represents high-value farming and environmental features that should be protected from intense development rather than be subjected to intrusion by residential or commercial uses. The ARR District does not offer this protection. The orchard groves south of Route 18 (east and west of Eighteen Mile Creek south to Burt) and the sensitive drainage areas around Ridgewood, west of Ewing Road (south of McKee) and east of Murphy/Brown Roads are not adequately served by the provisions of the ARR District and its regulations. These need to be revised into two districts that address the rural area and its diverse characteristics:

Agricultural - This district would be protective of environmental or agricultural features that benefit the town and provide for limited development that contributes solely to the farm or environmental area in which it is set.

Rural Residential - This district would provide for limited residential development that would be consolidated and designed to compliment and enhance the rural character rather than present suburban development in a rural area.

The ordinance contains a number of other residential districts for which the principal difference is lot size. These can be consolidated into a few differing districts based on density and lot size can be accommodated by performance - where public versus individual utilities are available or where key environmental features exist the lot size is adjusted to accommodate the site conditions. In addition, clustering and/or mixing of dwelling unit types is needed to address the variety of market and land conditions in the town. Cluster provisions can specifically accommodate the extensive environmental situations and offer land development options to respond without eliminating land best suited to residential use.

The distribution of residential classifications should be based on the need for true alternative densities in different parts of the town. Such zoning can be used to encourage growth in particular areas by providing the development density or desired use in a specific area to promote development of sewer areas, for example (eg: west of the creek at Newfane commensurate with sewer expansion).

Accessory uses need to be more restricted than presently configured in the ordinance. The use of home office, resident professional and apartments in the lower density classifications can often present problems in application. These can be made special exemptions with specific conditions for acceptable use attached to limit their proliferation and avoid the potential for nuisance. Such uses are often limited within subdivisions, require minimal access and parking, restrict square footage on non-residential use and prohibit the employment of off-site personnel. The increasing demand for these non-residential uses in residential districts suggests that the commercial districts or their location need to be evaluated for their effectiveness. The proliferation of these commercial accessory uses in the community will compromise the value of the designated commercial districts.

The commercial districts are concentrated in the hamlets where traditional services and community facilities developed. The hamlets are well developed and the zoning should reflect the existing growth and the opportunities for expansion and re-development consistent with the master plan. Wright's Corners is not well-defined and should be reviewed for its potential regional commercial growth as well as its need for residential diversity as a hamlet rather than a convenience center. Development pressures along Route 78 and the need to plan the transition of zoning classes between the hamlets suggests a different approach for that area. Such zoning can offer a succession of uses that will reinforce the hamlets without encouraging undue competition from strip development and provide a buffer to the rural areas from the hamlets.

TOWN OF NEWFANE, NEW YORK

ZONING MAP



Figure 6

Zoning can help resolve land use conflicts and separate or buffer incompatible uses. Pressures along town arterials suggest the need to study boundary compatibility and use transitions to protect the separation between commercial and residential uses. There may be a need for an office classification, especially at Wright's Corners, to add to the transition tools of the ordinance and aid in the buffering of industrial uses. The industrial districts may benefit from the addition of a planned facilities district that can fit into commercial areas and mix various uses. The more traditional heavy and light industrial classes are also needed to accommodate the range of town industries at Burt and along the rail line. Revisions to the site plan process and requirements would follow revisions of these districts.

The extensive use of mobile home parks in the town must have a variety of amenities to promote development diversity such as open space, landscaping, community facilities, recreation and other benefits. Minimum development standards should be adopted to insure that occupants can easily live with each other and retain privacy to encourage continued use. Mixed uses on a limited basis and a different classification to address the unique issues of the rural area are also needed.

TRANSPORTATION

The transportation network is crucial to any community development plan. It provides for the movement of goods and people into and out of the town to link with the region and the rest of the world. The access afforded by this system often provides the basis for development incentives and community growth. The primary arterial network in the town is Route 78 which bisects the town north-south from the City of Lockport and Buffalo; Route 104 connecting the south border of the town to Niagara Falls and Rochester; and Route 18 which runs along Lake Ontario and provides a connection with the state trailways network for recreation and tourism.

Route 78 is the gateway to the town from Buffalo and Erie County. The Buffalo-Newfane route has become an important regional travelway attracting commuters, shoppers, new residents and continuing improvement and expansion of the highway links - Millersport, Lockport Expressway, Transit Road. This route passes through the City of Lockport and the evolving congestion on city streets has diminished its importance as a regional access link. Commuters in Newfane now seek alternative north-south routes to the urban center via Hess and Day Road through Lockport from the east part of town and Coomer Road to Campbell Boulevard south through Amherst from the west. Route 78 in Newfane has become quite congested seasonally and the spread of land use along its frontage has compounded the traffic problems.

Traffic counts on the arterial network were obtained from the New York State Department of Transportation (NYSDOT) from 1994 and prior years to identify the change in traffic (Table 7). Routes 104 and 78 in Wright's Corners has the highest volumes in the town with 10,400 average vehicles per day in the commercial area. This confluence of north-south and east-west traffic poses the greatest potential for congestion, but the two (2) traffic signals handle the volume quite well. The section of Route 78 north of Wright's Corners is growing rapidly with the link to Newfane increasing by 3.5% since 1990 and the next section to Drake Settlement Road increasing by 8.5%. Development along Route 78 and the importance of Drake Settlement Road for east-

west travel has contributed to this exceptional growth in traffic. NYSDOT is currently preparing an improvement project for Route 78 through the Hamlet of Newfane to help facilitate traffic flow as the hamlet becomes congested.

The major collector system of local roads compliments the arterial network and facilitates access and circulation to subdivisions streets and land development for convenience. These roads include east-west links of Wilson-Burt/Drake Settlement Roads, Ide Road, Charlotteville Road, McKee Road, Jacques Road and Hatter Road. Corollary north-south links include Coomer Road, Ewing/West Creek Roads, Transit Road (north of Newfane) and Hess/Day Roads. Most of these roads are not continuous across the town leaving a circuitous path to travel. A key future transportation issue to address is the establishment of an alternative route to Route 78 as the potential for traffic growth in this corridor could severely inhibit traffic flow through the hamlet and northward to Olcott and the town recreation/tourism facilities.

Transit Road is a reasonable alternative to Route 78 through Newfane and would reinforce the hamlet as its existing east boundary. It would have to be re-connected to Route 78 at Corwin, but would offer significant north-south circulation for congestion relief and development access to the lake and Krull Park. Similarly, Hess Road and its re-alignment with Day Road south of Route 104 would provide another north-south route for farm vehicles and residents.

Other road improvement needs include traffic management in the Hamlet of Newfane (access restriction, parking coordination, involvement of Maple Street as a one-way road, etc.); paving Jacques Road; and addressing circulation/alignment problems at Burt, Route 78/Charlotteville Road and Route 104/Ewing Road. Transit Road and the Wright's Corners area are important to address as they are crucial routes for industrial truck and commercial travel.

The provision of adequate north-south circulation in the town and the continuity of the arterial network are crucial to the transportation system and the economic stability of the town. It was identified previously that Route 78 is the heart of the town. It connects the town with the city and regional areas to the south. The section south of Newfane must be coordinated with the Route 104 area for intersection alignment and traffic management of entries, turning movements and signalization to avoid future congestion. Strip commercial development can completely compromise the arterial function to provide through-trip circulation to the hamlets and the lake to the north. The use of larger commercial lots and consolidating commercial development and access, where possible, will protect the capacity of this road and enable reasonable development at the same time.

Additional north-south circulation options also need to be developed to provide for alternative access to Transit Road. The establishment of Coomer and Hess/Day as north-south collectors whose function is protected in land development will provide adequately for town growth and avoid extensive road improvements or new alignments that must await state or federal funding with its 8-10 capital processing.

The bridge on Day Road across the New York State Erie Barge Canal has fallen into disrepair and recently was closed due to structural deterioration for safety reasons. It has since been revealed that it is unlikely to be improved by the state due to the expense and the close proximity

Table 7
 Town of Newfane
 Arterial Road Traffic Counts
 1994

Route 18

West of Olcott	1750 ADT	+4.9% per year
East of Olcott	2150 ADT	+3.8%

Route 78

Ridge Road to Wheeler	10,400 ADT	+0.6% per year
Rt. 104 to Newfane	5800 ADT	+3.1%
Newfane to Drake Road	6950 ADT	+8.5%
Drake Road to Rt. 18	2750 ADT	-2.9%

Route 104

Route 270 to Coomer	4700 ADT	+3.6% per year
Coomer Road to Rt. 78	4950 ADT	+3.2%
Rt. 78 to Hartland Road	3500 ADT	+1.5%

ADT - Average Daily Traffic Volume

of other bridges for detour - Cold Springs or the Harrington Road bridges. However, Day Road provides continuous circulation to the south and is the only route that provides optional access through Lockport from Newfane into the Lockport Expressway Corridor.

The Somerset Railway traverses the town north-south offering freight service to the Somerset Power Plant. Scheduled service currently includes two-three trains per week to various industries along the line. Such service is an attraction to the potential development of the industrial land on Transit Road at Drake Settlement Road. This line is also presumed to be extended to Olcott to serve the Outer Harbor Project should it proceed. The Old Hojack Line right-of-way stretches east-west through Burt and the trestle crossing of the creek is part of the area recreation. However, the line is abandoned and the right-of-way sold. Similarly, the old trolley line north of Newfane to Olcott is gone, but may be usable for trail/recreation purposes.

Two (2) private airstrips exist in the town and provide local air service. The Palmer Airport on West Creek Road is close to Olcott/Route 18 and is used for private and charter aircraft arriving for the fishing tournaments. The other is the Patterson airstrip at Route 104 and Coomer Road. This is an agricultural strip which is in little use currently.

UTILITIES

Water

The Town of Newfane receives its drinking water from the Niagara County Water District (NCWD) via intakes on the west branch of the Niagara River and distributes it to town residents. An adequate supply exists for town use from the 22 MGD plant on the Niagara River. Water service is available throughout the town along road rights-of-way and to all hamlets. The town is separated into four (4) water districts which provide for billing and maintenance of facilities. District boundaries are as follows although they are inter-connected and operate as a unit:

- | | |
|-------------------|--|
| <i>District 1</i> | Hamlet of Newfane |
| <i>District 2</i> | Hamlet of Olcott and the adjacent lake shore |
| <i>District 3</i> | Community of Burt focused primarily on the adjacent subdivision east of Route 78 |
| <i>District 4</i> | Remainder of the town including Wright's Corners, Appleton and the rural area. |

Primary water service to the area is provided by a transmission line through the Town of Lockport along Route 104. Secondary access points exist at each end of Lake Road. Water service is extended along Route 78 to the hamlets. Transmission is by 10" lines along Route 78 from Wright's Corners to Newfane and another 10" line on Transit Road between Newfane and Olcott. Service west of Eighteen Mile Creek is also via a 10" line in McKee Road to Ewing Road. Distribution is provided throughout the town with 8" mains on the roads to offer a stable, consistent supply to residential and commercial users. A few 6" line remain on Fuller, McClew, Swigert, West Creek and Murphy Roads, but are looped into the system.

Water service appears to be adequate for expansion of development as proposed. Main sizes are adequate and will be upgraded as growth demands to maintain proper flow and volume. Pressure balance and reserve storage are provided from three (3) elevated tanks tied into the system - a 150,000 gallon tank on Route 18 in Olcott (west of the creek), a 200,000 gallon tank on Route 78 between Newfane and Burt (east Side) and a 100,000 gallon tank in the Hamlet of Newfane.

Sanitary Sewers

The town provides sanitary sewer treatment services through its plant on Lake Ontario. The facility has a capacity of 1.6 MGD and is located near Phillips Road on Route 18. In 1996, the plant experienced seasonal flow of 1.4 MGD indicating that significant additional town growth would require expansion of the treatment capacity and an upgrade of the treatment process. The town plant was built in the 1970's to replace the 1930 treatment facility in Newfane. Continued compromise of the water quality of Eighteen Mile Creek from the old plant and its aging technology dictated its replacement and provided the opportunity for the extension of sanitary service to new development areas of the town.

The town has three (3) sewer districts to coordinate sewer service:

- District 1* Hamlet of Newfane
- District 2* Hamlet of Olcott, Transit Road along Newfane, the lake shore from the treatment plant to Hopkins Creek and the development between Olcott and Newfane
- District 3* Southeast town from Ewing Road east and Charlotteville Road south including Ridgewood

These districts service all three hamlets and the lakefront development. They also provide service on Route 78, Transit Road, Burt and the adjacent industrial area, Charlotteville Road west of Fuller, Dale and Hatter Roads west of the stream crossings, Rounds Road and Wheeler Road east of Wright's Corners. No sanitary service is available west of Eighteen Mile Creek except on the lakefront. Service on Lake Road extends east to Phillips Road.

Much of the sewer lines are recent as the only aged portion of the system is in the Hamlet of Newfane. Line sizes and capacity are generally adequate for growth and development with the exception of the older mains through the Hamlet of Newfane. These lines were built in 1920-1930 and tend to be shallow with low gradient - they were not part of a larger system at that time. As a result, these lines produce a bottleneck in northward sanitary flow that limits their use. This affects the potential growth in Wright's Corners, Corwin and the area west of the creek which all flow through these older mains. A bypass around the hamlet on Transit Road represents one option along with expansion of the treatment facility. An engineering feasibility study is required to properly assess the alternatives and their cost and this should be tied to the increase demand from town growth, should it occur.

Much of the southeast portion of the town contains significant environmental restrictions to

development and the northeast and northwest are being used for valuable agriculture that is appropriate for some level of conservation rather than development. The current sewer is gravity flow and does not include extensive pumping facilities that are costly to operate and maintain. The areas east and west of Newfane can be expanded for growth around the hamlet, but further expansion should be cautiously considered.

The future land use pattern concentrates development and growth into the Route 78 corridor and recommends protection for the east and west sections where farm uses are viable. This directed land use pattern reduces the total area proposed for future sewer service and diminishes the amount of collection, pumps and plant capacity necessary to serve the town. Prospective costs of sewer facilities and the efficiency of development is enhanced by this coordination of future land use and facility plan development. This use of sanitary sewers in the town is imperative for most areas. Soil analysis indicated that there are a few areas that are appropriate for septic systems or soils that can support large lots, but this is a temporary solution and a waste of land if development is intended in the area. Limited residential development on septic systems in the rural areas are possible.

Gas, Electric, Solid Waste

Both natural gas and electric utilities are available in the town. Niagara Mohawk transmission lines traverse the area through Burt supplying local and cross-state service to customers. Electric service to the area substantially exceeds local growth needs.

The town operates a recycling facility on Phillips Road south of Route 18. Debris mulching and distribution are part of the operation which keeps substantial amounts of material out of the landfill through shredding, drying and sale to area landscapers. The town participates in the county refuse association and disposes of landfill waste at the facility in Wilson.

WATER DISTRIBUTION SYSTEM
WATER DISTRICT 4. PROJECT NO.

GENERAL LOCATION PLAN

OWN. RC. DEMARCO	APPD.
ENR. [Signature]	DATE MAY 26, 1954
WENDEL ENGINEERS PC.	SCALE 1" = 400' HORIZ.
LOCKPORT, N.Y. - BUFFALO, N.Y.	JOB NO. 554

LEGEND

--- EXISTING WATER DISTRICT NO.

--- EXISTING WATER UNDER COURT

--- EXISTING WATER BY TOWN OF

--- EXISTING PROJECT

PROJECT 12
PROJECT 13
PROJECT 14
PROJECT 15
PROJECT 16
PROJECT 17
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PROJECT 19
PROJECT 20
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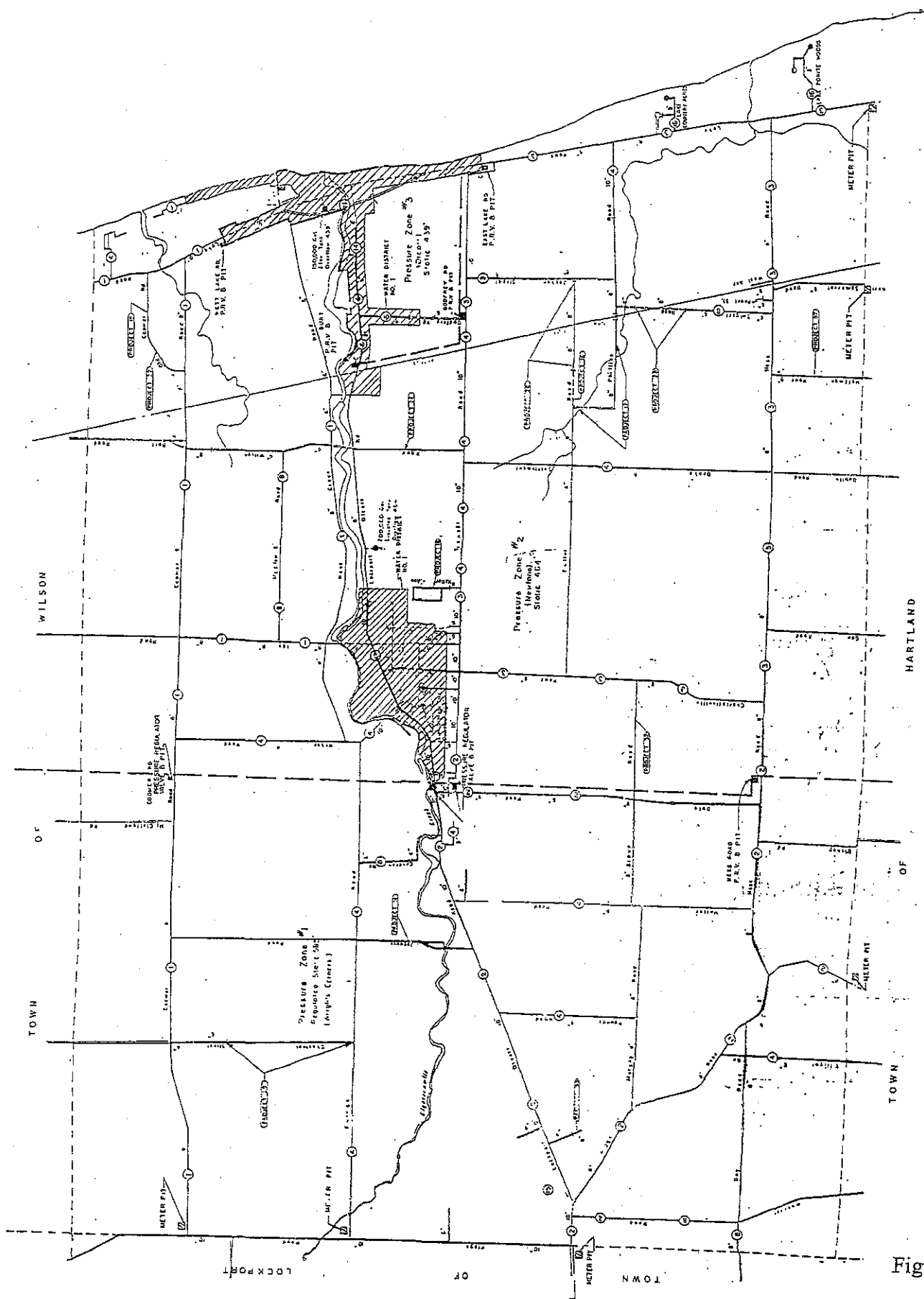



Figure 7

SEWER DISTRICT NO. 3		GENERAL LOCATION PLAN	
OWN. M.C.R.	CHK. W.C.G.	APPR. J.P.T.	DATE JULY 20, 1984
 WENDEL ENGINEERS PC CONSULTING ENGINEERS / PLANNERS / SURVEYORS 148 CANAL ROAD, LONDON, ONT. N6A 1K6 (519) 835-1122		SCALE 1" = 2000'	JOB NO.
		SHEET OF	

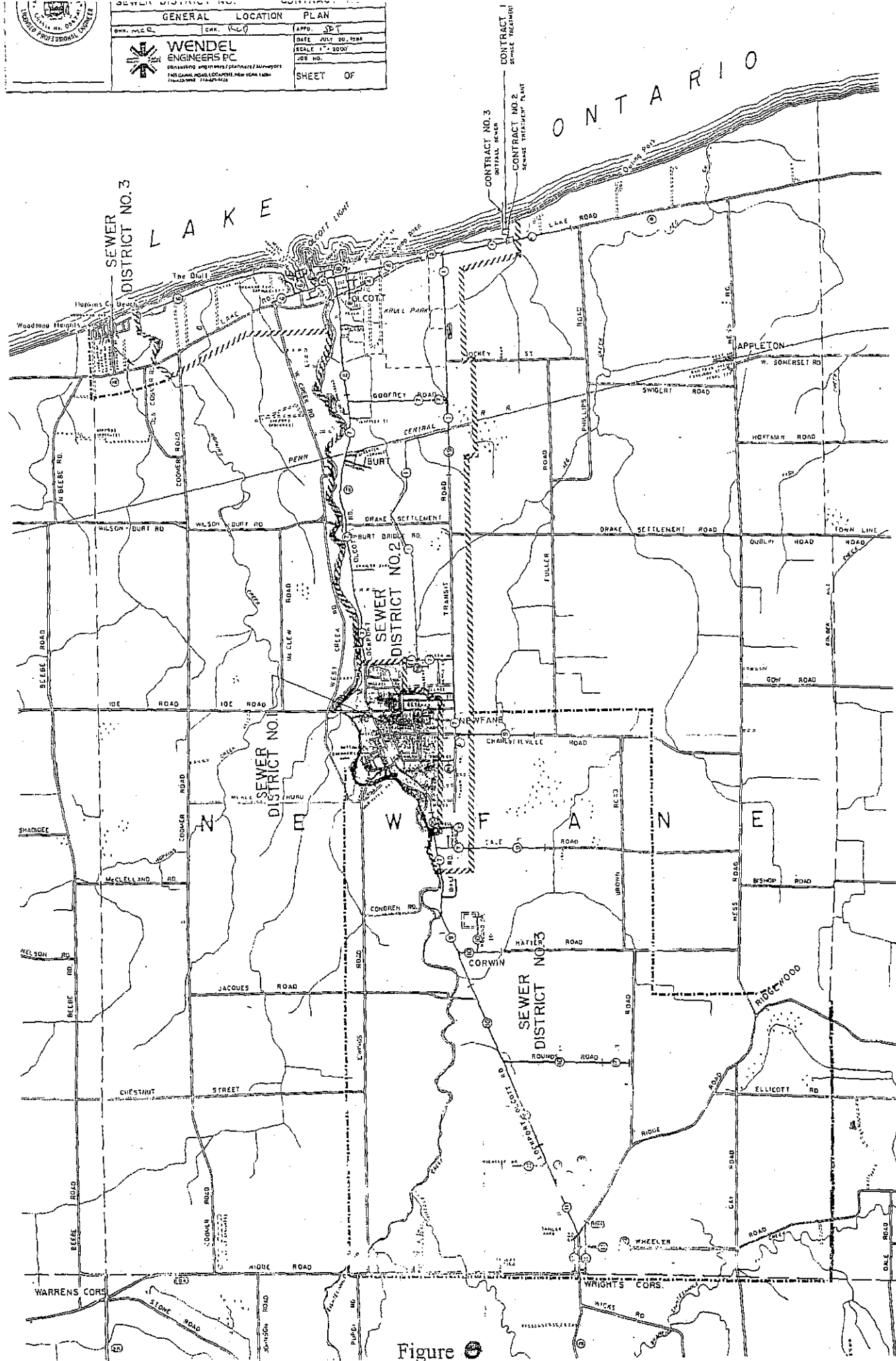


Figure 1

NEWFANE MASTER PLAN

NEWFANE MASTER PLAN

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

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

The 1970 Town of Newfane Master Plan reviewed the entire town and established proposed uses for a target population. This master plan updates the prior plan and replaces it in its entirety by refining and augmenting the information and recommendations for town development. Since the master plan update, local environmental data has become available, the Olcott Harbor Master Plan has been adopted and the Local Waterfront Revitalization Program has been established for waterfront development.

In the course of evaluation of the town and its inventory, it was discovered that the development issues had more than one reasonable land use solution and that some issues conflicted with each other. Four (4) alternative plans were drafted to explore the various issues and identify the concepts and impacts implicit with each issue. each concept suggested a different master plan approach and these were refined by the Joint Planning and Zoning Boards and consolidated to produce the final plan presented in this document.

The alternate concepts were the subject of public discussion and town review in formulating the selected plan. None of the alternatives were considered wholly acceptable, but a consolidated perspective was drawn from the public debate that guided the formulation of the plan and the documentation established herein.

GOALS AND OBJECTIVES

The Town of Newfane has established goals and objectives for the future growth and development of the town to promote an orderly pattern of land use, consolidate infrastructure where possible and direct development to specific town areas for the protection of resources and the enhancement of public and private investments. Detailed goals and objectives are in the appendix to this plan. From these are created a set of specific development policies as a standard to guide future growth and influence the amount, type and location of land development through:

- the enactment of ordinances, regulations and programs consistent with these policies which further the purpose of the plan;
- provide mechanisms for involvement of the citizenry in the planning and regulatory process;
- identifying the natural resources, social needs and fiscal implications of proposed development to assess the impact of plan implementation before development is authorized; and
- matching development proposals to the appropriate locations and intensity as guided by the plan.

The following is an itemized list of the desired development policies for the execution of the master plan and the promotion of land use development consistent with that plan:

Growth Management and Plan Implementation - Promote a diversity of land uses to produce a balanced tax base for economic strength and efficient service to town citizens.

- Focus town growth in the existing hamlets to capitalize on the prior infrastructure and investments available rather than create new competitive development areas in remote portions of the town.
- Limit residential sprawl beyond infrastructure services and discourage strip development along town highways that promote congestion and inefficient land use.
- Provide for a transition of land uses from low to higher density and intensity of activity to mutually reinforce the pattern of development; major incompatibilities such as the residential and industrial adjacencies in Burt should be avoided or extensive buffering provided.
- Development incentives such as density bonuses or clustering should be offered to encourage the direction of growth or to discourage growth along Coomer or Hess roads.
- Cluster development or planned residential development should be used along the lakefront where highly surface erodible soils, high agricultural value orchard use and recreational/residential demands conflict and can be somewhat mitigated through the use of common areas to protect the resources and development areas of bonus density to produce the same overall development potential.

- Establish carrying capacity standards for each development area of the town to guide the ultimate growth of each hamlet.

Agriculture, Natural Resources and Open Space - Protect town resources and conserve the social and cultural heritage of the community for future generations.

- Protect high value farmland near the lake where residential pressure for development may compromise orchard land by using Route 18 as a boundary between productive farming to the south and lake related resort development to the north.
- Promote the use of agricultural and forestal districts to help support agricultural uses and retain their viability a part of the town economy.
- Avoid any discharge or degradation to Eighteen Mile Creek or any of the tributaries to Lake Ontario.
- Protect the town surface water system and its capacity through the assessment of erosion and sediment controls and the planning of stormwater management at the site plan and subdivision plat review process.
- Natural features and sensitive environmental resources must be protected and are encouraged to be reserved in open space areas as part of development through clustering, conservation easements, buffers, reserves or other techniques.
- Conserve flood plain and wetland resources for their ecological and water quality capability; maintain minimum setbacks from creeks, streams and wetlands to avoid encroachment by development consistent with LWRP and state regulatory requirements.
- Prohibit the development of housing or other facilities in the rural where soils and groundwater capabilities cannot accommodate such development - avoid any development approval where a continuation of such development would threaten the water quality or natural resources of the area.
- Prohibit land uses that present significantly adverse environmental effects that cannot be minimized or eliminated with mitigation.
- Require excessive setbacks along Lake Ontario to avoid lakefront erosion and insure the safety of development.
- Provide for the adequate consideration and protection of local, state and federal historic sites and structures in new development through identification of their locations and the adoption of regulations for rehabilitation and recognition.
- Identify and protect the historic resources of Olcott including its boundaries, landmarks and significant structures and setting; the aesthetic and visual resources of Olcott should also be protected to retain the character and atmosphere of the lakefront in any renovation or new development.
- The visual features along Eighteen Mile Creek should be protected for its aesthetic value and incorporated into any future development or recreation facilities.

Growth and Future Land Use - Maintain the rural character of the community and direct land development in the Hamlets to reinforce private investments and expand on the public infrastructure available in the town.

- Concentrate residential development in “neighborhood” oriented subdivisions for planned access and development density and located in the hamlet areas, particularly Newfane where the existence of infrastructure and community services can support new residential needs.
- Consolidate neighborhood retail and service uses in the hamlets and plan their expansion consistent with available infrastructure and the function of each hamlet.
- Detail the development potential for each hamlet and master plan the future uses to anticipate the land use needs and public services necessary to support the growth.
- Restrict residential development in the agricultural portions of the town and use a rural residential district to assure low density, limited use of non-public utility systems where soils or groundwater resources are poor and the use development standards such as share driveways or buffered setbacks to maintain a rural character.

Housing - Provide a range of housing types and values to meet the needs of the population and quality of life reflected in the socio-economic characteristics of the community.

- Provide safe and sanitary housing for every resident of the town commensurate with their needs and socio-economic abilities.
- Improve the housing stock through renovation in Olcott, expansion of dwellings in Newfane and transient housing in the Wright’s Corners area.
- Expand higher density, multi-family housing in Newfane consistent with the availability of infrastructure and support services; tourism facilities are best concentrated on Olcott commensurate with the recreation economy of that hamlet.
- Concentrate housing growth in hamlet service areas where public sewer and water can provide sanitary facilities to assure serviceable residences; discourage rural development in non-service areas as the soils cannot properly offer adequate septic system service.
- Promote the use of cluster development for housing to accommodate the protection of resources and make the most efficient use of land.
- Protect single family subdivisions from compromise by higher density development including apartment conversions, home occupations and doubles that can jeopardize housing values.
- Restrict the expansion of residential development west of Eighteen Mile Creek until services can be extended from Newfane and adequate linkages to the hamlet services can be maintained.

Transportation - Insure the reliability and improvement of the transportation system commensurate with future land use and the safe and efficient movement of goods and people.

- Interconnect the existing arterial road system in the town to improve traffic management and expand the current right-of-way wherever possible before seeking new alignments.

- Evaluate Route 78 for ways to improve the existing road through turn lanes, signage, signalization and land use access control where practical.
- Improve the traffic flow through Newfane Hamlet by establishing a one-way circulation using Maple Road north and Route 78 south in the hamlet; reconnect Transit Road to Route 78 as an alternative north-south route to Olcott.
- Establish Coomer Road and Hess Road as rural north-south routes in the town and avoid congesting their travel way with subdivision entrances or drives.
- Protect the opportunities for east-west travel across Eighteen Mile Creek due to the difficulty in adding another creek crossing - Route 18, Drake Settlement Road, Newfane (Ide Road and McKee Road) and Route 104.
- East-west travel should be improved at Jacques Road (future) and Route 104 including a bypass to assist congestion and expand development opportunities at Wright's Corners.
- Should Route 78 and Transit Road become congested and unable to handle the annual traffic, an extension of Phillips Road using new alignment south of Drake Settlement Road to Brown and Murphy Roads can be provided.
- Railroad access at Burt should be encouraged to promote industrial development.
- Provide for the continued operation and encourage the expansion of the Palmer Airport to serve light plane traffic to the Olcott area and the Newfane waterfront.

Community Facilities and Services - Provide for adequate public facilities and services consistent with future development needs and the ability to reasonably support such facilities through the available tax and service base.

- Maintain the water and sewer systems in the town as the backbone of the utility network for development; encourage their expansion along the lakefront from Hopkins Creek to Phillips Road and east and west of the Hamlet of Newfane for development concentration and protection of soils and surface water.
- Undertake the renovation of the Newfane sewers and assess the feasibility of bypassing the congested Main Street sewer line with a new interceptor to relieve line capacity problems to the Sewer Treatment Plant; evaluate the Wright's Corners area and the sewer expansion potential to accommodate area commercial growth through both the Route 78 interceptor and the plant at Olcott.
- Recognize the unique conditions of the Newfane Composting Facility and protect its use as a community facility by proper zoning and buffering for prolonged useful life.
- Locate all community facilities in the hamlets to reinforce the service functions and land use pattern of those areas.
- Restrict the expansion of public or private utilities in designated agricultural or natural resource areas.
- Consolidate community medical facilities in Newfane and restrict other facilities such as clinics, specialty medical services and doctors, dental offices to the other hamlets.
- Establish and maintain a five year Capital Improvement Program to assess the effectiveness and fiscal impacts of roads, utilities, schools and other municipal facilities on land use plans.

Economic Development - Encourage the expansion employment opportunities within the town in agriculture, tourism, industry and productive land development for the continued viability and independence of the community.

- Promote the specialization of town hamlets to take advantage of their economic potential as follows:
 - Olcott - Tourism and recreation associated with Lake Ontario and the lake/creek fishery and marine resource of maritime freight and recreation.
 - Newfane - Town center of community services, banking, government and commercial facilities that serve town residents; expand the opportunity for light industrial park development at Burt.
 - Wright's Corners - Regional retail and transient economic services including offices, shops, warehousing and light manufacturing.
- Encourage the development of maritime industries at Olcott, rail related industries at Burt and vehicle related businesses at Wright's Corners.
- Promote the establishment of industries that utilize raw farm products in the rural part of the town associated with the agricultural resource used.
- Select industries that compliment the existing industrial base by seeking secondary industries or suppliers for current industry to expand the base.
- Solicit industries or business that will fit the labor pool resource and capture currently commuting employees to offer alternatives to job commuting.
- Avoid industries that will become a hazard to the environment or will not be responsible for their own products and byproducts through pre-treatment or self-regulation.
- Attempt to achieve a balance between the agricultural, commercial, industrial and tourism sectors of the economy.

Education, Recreation and Library - Promote the availability of high quality facilities to serve town residents and compliment future development with accessible and effective facilities.

- Encourage the continued provision of education and information services through the school and library systems located in the Hamlet of Newfane, Olcott and Wright's Corners.
- Encourage the cooperative participation of civic organizations and other municipal agencies in the development and maintenance of recreation facilities.
- Provide functional recreational opportunities for people at each hamlet and link these together via a path/trail network along Eighteen Mile Creek, the Hojack Line right-of-way and local street that can offer protected pedestrian travel; such opportunities shall include the development of Krull Park for tourist recreation, Burt Dam for fishing access and path, neighborhood park at Newfane and a community park at Wright's Corners for residents and visitors.

LAND USE PLAN

The future land use plan is a consolidation of demographic needs, environmental limitations, infrastructure and anticipated development for the year 2015. By taking the picture of the future and the desire it expresses for planned growth, we can stage the phasing of roads, utilities and development for the most orderly and cost effective results. The plan is targeted far enough into the future to transcend local cultural or economic trends that may not be long term influences on the community, yet near enough to be both attainable and complimentary of existing public and private investments.

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

Therefore, key developmental issues are east-west circulation across Eighteen Mile Creek, alternative travel routes to the lake without jeopardizing the economy of Newfane, conservation of agricultural activities as part of the town economy, directing new development toward the hamlets to reinforce traditional development and the protection of the rural character of the town while providing for limited residential development. Related issues included the need to accommodate environmental resources as a part of town growth and the coordination of town growth with public infrastructure to fulfill the investments in services and promote their cost effective utilization. These formed the focus of factors that helped consolidate the alternatives to produce the Land Use Map (Figure 8) attached to this text. It is intended to address these issues for a growth of 15,000 persons in 2015 and be a major force in continuing town development.

Agricultural

The northeast portion of the town west of Eighteen Mile Creek from Route 18 south to the Wilson-Burt Road and along Hopkins Creek to Ide Road is a productive and valuable farm area that generates a viable economic base for the community. So, too, is the northeast portion east of Phillips Road from Route 28 south to Drake Settlement Road where orchard and productive farm land provides a viable base to support agricultural industries in the town. Such areas should be limited in development to avoid compromising the availability of land for farm use and their unique soil areas should be conserved to protect the agricultural potential that cannot be replaced. Their contribution to the economy of the Town is significant and the benefit of land conservation is an asset to the future plan.

The designated Agricultural District contributed to the identity of these areas along with the soil and environmental areas. While there is active farming in other parts of the town, these areas contain the unique mixture of climate, soils, drainage and size to suggest that they represent a

valuable resource to the town to conserve and promote as agriculture and protect from compromise by development or community growth. The existence of viable farmland with wetland and flood plain areas suggested the conservation of this portion for agricultural use.

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

Development of residential uses would be quite restricted. Residential densities would be in the range of 0.25 to 1.0 dwellings per acre in areas conducive to on-site sanitary from septic systems. Cluster development could be used to minimize the impact on agricultural land use and consolidate development and road access in farm areas. Similar development conditions might be used in the southwest portion of the town where wetland and environmental restriction suggest the same conservation approach.

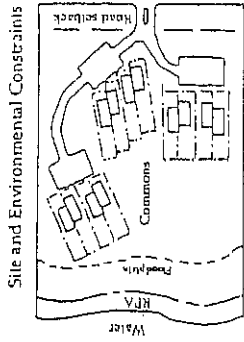
The use of consolidated development in agricultural areas offers the best opportunity to enable limited rural growth while protecting the agricultural resource that attracted farming. Figure B depicts some of these land development options that can retain the rural character of the area and preserve as much farm land as possible for agricultural viability. Subdivisions of up to four (4) lots can be accommodated on shared or private off-road access which are sited to avoid the use of valuable farm land - lots can be located in treed parcels or set back on a common easement at the edge of tillable areas.

Developments of more than five (5) or more lots can utilize clustering to place farm or environmentally sensitive areas in open space while locating dwellings in development groups to reduce its impact on both agricultural land and the rural atmosphere of the town. The benefits of such cluster development over conventional subdivision is, generally, a 25-33% reduction in street improvements, up to 50% increase in density, similar or increase in number of units, a commensurate decrease in utilities and the reservation of open space for recreation, environmental protection or agricultural preservation. The use of cluster subdivisions will be limited by sewer availability and the compatibility of the requested area to accommodate development. However, the objective is to promote the continued use of farm land, so the extent of development must be restricted in any area by the viability of farm operations and the desire to maintain that use.

Residential

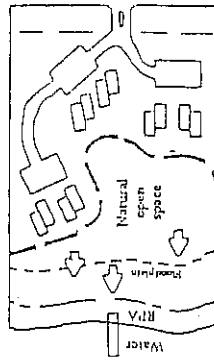
Agricultural/rural is reserved for farmland and areas adjacent to environmental facilities where development sensitivity is critical. This includes areas adjacent to orchards, areas around wetlands and sensitive drainage channels along the lower parts of Keg Creek (Hess and Brown Roads south to Hatter Road). Density is expected to be 0.5 - 2.0 dwelling units per acre. Especially suitably for non-sewered areas, the development characteristics of the rural areas will

Cluster Subdivision
(Open Density - 1du/2ac)



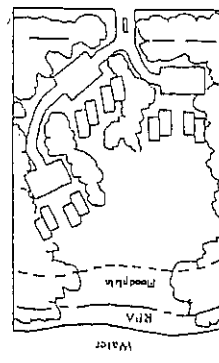
Typical lot size 5 acre; 12 units (zero lotline) proposed.
Siting of buildings and roads compatible with topography.

Access and Open Space

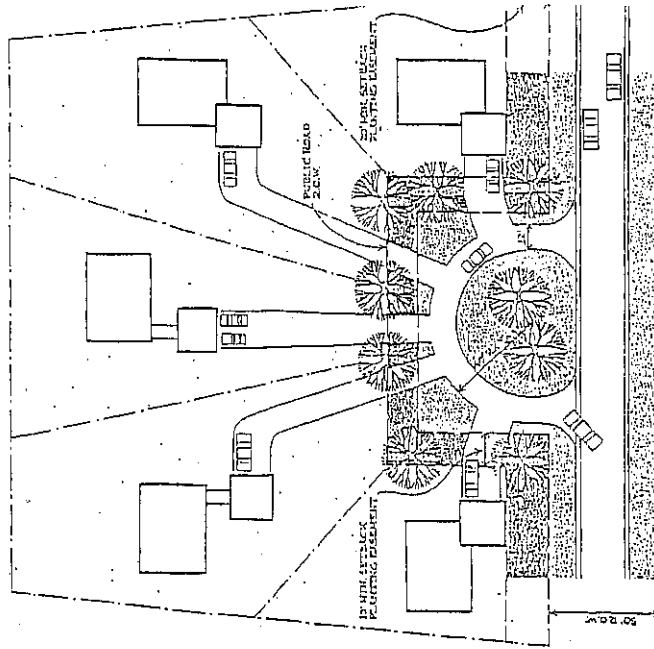


Access to water is available to all. Water: on and common open space are focal points of project.

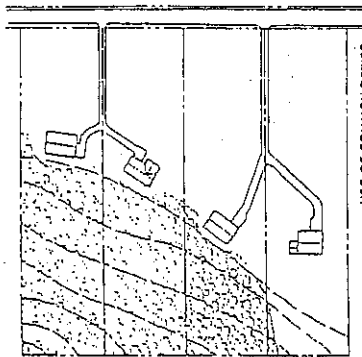
Vegetation and Buffers



Fifty percent of site is undisturbed; natural areas are preserved.

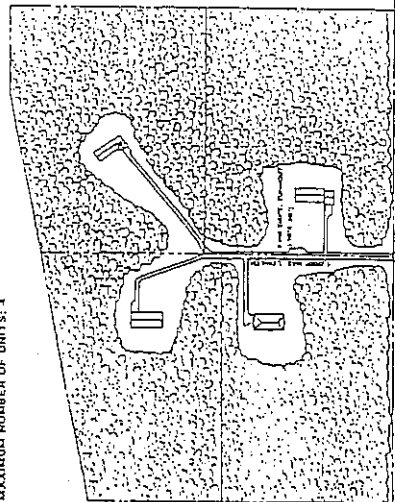


EYEBROW ENTRY



USE OF COMMON DRIVES FOR FRONTAGE LOTS IS ENCOURAGED

MAXIMUM LENGTH: 1,000'
MAXIMUM NUMBER OF UNITS: 4



PUBLIC STREET

WHEN COMMON DRIVEWAYS ARE USED, THE PORTION OF THE COMMON DRIVEWAY LOCATED ON A LOT IS TO BE INCLUDED IN THE SITE DISTURBANCE TOTAL FOR THAT LOT.

COMMON DRIVEWAYS

FIGURE B

include promotion of the rural atmosphere of the town through exceptional setbacks, road buffering, limited farm uses, joint driveways or reverse frontage lots, clustering and other criteria to retain the open rural character while allowing limited residential growth consistent with the capability of the land. Rural development is severely limited by soil suitability and the lack of availability of sanitary sewer service. The Niagara County Health Department has indicated that subdivisions of five (5) or more lots must be in sewered areas or in service areas where sewers will be extended within five (5) years.

Low density residential areas are identified in the areas along Route 78 between the hamlets. These transitional areas form the development relief that separates the hamlets and avoids continuous sprawl throughout Route 78. Additional areas suitably oriented for this density are east of Wright's Corners to Ridgewood and on both sides of the Hamlet of Newfane. Density is suburban in the 2-3 unit per acre category with single-family subdivisions intended west of Eighteen Mile Creek and east of Newfane along Charlotteville Road. The area around Wright's Corners and toward Ridgewood may be better suited for cluster development to properly accommodate the environmental restrictions in those areas.

Medium-density uses are designated concentrated in the hamlets to provide density and capitalize on the availability of public utilities. They are excellent for buffering of non-residential uses and are designated around Krull Park, at the south end of Newfane and surrounding commercial uses at Wright's Corners. Densities of 3-8 units per acre are appropriate in townhouse and garden apartment type housing (three floor maximum).

Mobile homes are not separately accommodated in the land use plan as their current high number would suggest a limitation of this use in favor of townhouse, cluster single family dwellings or multi-family units. Mobile home parks or subdivisions with full complimentary support services and amenities are recommended instead of individually sited units due to the potential for compromise of individual housing values. However, the proliferation of mobile homes in Wright's Corners argues against any further units locating there.

The Hamlets - Commercial

The rural parts of the Town are difficult to plan future land use due to the numerous influences and resulting alternative patterns that are possible. However, strip development should be avoided and there is a need to consolidate services and density in the rural areas for efficient utilities, roads and public expenditures. Land use in the hamlets is a mixture of rural, retail business, community services, institutions and employment opportunities for the area that form a cohesive neighborhood. It is the central location for community activity including housing (other than rural single-family dwellings at a low density or clustered dwellings), retail sales and services (postal, etc.) for the surrounding area and employment from rural industry or local services. The hamlets are intended to be 1500 - 2500 in population and be self-supporting for the area they serve. They are also the center of social activities that include churches, civic associations, parks and fire protection.

Olcott: This area along Lake Ontario is relatively stable and serves the surrounding agricultural community as well as offering seasonal recreational opportunities for residents and tourists. The fishing and boating industries are significant contributors to the town economy and the potential for expansion is great. Unique recreational businesses and convenience services for area residents are future uses. Expanded recreational services are planned as part of the Olcott Harbor Master Plan which is described at the end of this section and incorporated into this plan.

Newfane: This hamlet is the seat of town government and the traditional center of resident services. A mixture of essential town uses such as convenience stores, shoppers goods, business services, industry and medium density or apartment dwellings will epitomize this center. It is just as important for such services to be consolidated in the town to avoid the diluted values and congestion associated with strip growth.

Wright's Corners: The central development node of the south portion of the town, this hamlet builds upon the retail concentration that has developed from the growth in the regional market and recognizes that it will become the future growth area for this part of the Town of Newfane. New development that not residential or recreational oriented should be focused into this hamlet to compliment the retail and community services investments that compliment the surrounding area. Diverse land use development will strengthen the economic base of this area and enhance the town with services, jobs and economic growth tied to the region.

Industrial

Industrial development is the most important economic opportunity for the town as it combines the traditional manufacturing base of the area and the agricultural related industries that use farm resources with newer light industry prospects to create local jobs for a sustaining economy. Burt has been the traditional location of town industry due to the proximity to the creek and the hydro-electric dam for power. Changes in industrial processes and the demise of the power generator have lessened the significance of this location, but the restoration of the hydro-electric facility and the renewed interest in heavy industry along the Somerset Rail Line has re-kindled the area.

The town has expanded the 300 acre Noury Site (now home to Akzo Nobel Chemicals) east across Transit Road to provide industrial sites on the rail line. This additional 249 acre site has attracted a processing and manufacturing plant and is ready to utilize either truck or rail transport to support new industry. Light industry is planned in a park setting on Route 104. The new park would also abut the rail line, but would access the arterial network directly (Routes 78 and 104) to offer easy entrance to the regional market for office and industrial uses.

Public/Semi-Public Facilities

This group generally identifies uses that provide a service function to the community. The include churches, cemeteries, schools, libraries, medical facilities, utility services (substations, pump

stations) and area recreation. New school sites are not located, but shall most surely be needed with the anticipated growth in town population. Public facilities such as the fire halls and parks are recognized as is the Newfane Composting Facility, Town Hall, the sewer treatment plant and medical facilities.

Recreation facilities are identified along with the potential use of common utility corridors to consolidate certain services in a linear right-of-way for economy and convenience. Likely corridors include Eighteen Mile Creek from McKee Road to Burt (west side) and the West Creek Road to Route 18 at Olcott. The creek south to Condren is identified as well and a recreation facility at the end of Condren is recommended. Transit Road is also identified for a potential bike/hike path from Newfane to Krull Park. Future growth needs in the town suggest one community park (40+ acres) plus three neighborhood parks of 5-15 acres, preferably located in the hamlets or nearby ("Estimates of Recreation Needs", 2015; Appendix). While Krull Park offers an excellent community/regional facility, additional hamlet sites should be sought for future recreation including picnic (Eighteen Mile Creek at Newfane and Burt), hiking, tennis and courts.

Facilities at Krull Park have been coordinated between the town and the county for local and regional recreational use and will continue to be available in the future. Recent county improvements to the park include soccer fields for tournament play, outdoor ice skating, six (6) softball fields, a festival area, a model airplane field and basketball courts. Town participation in this and other facilities are planned for the future. Marine, trail, passive picnic and outdoor sports development is planned for consolidation with other organizations to offer diverse recreational services to town residents. Other small parks are planned at Wright's Corners, in Newfane and at Burt to enhance hamlet development. Public and private recreation development will be encouraged at all of the hamlets to reinforce the identity of these neighborhood centers.

Resource Conservation

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

The Eighteen Mile Creek gorge is added to the areas identified for conservation to insure that its erodible and drainage characteristics are not compromised in the development process. So to are the lake outlets of Keg Creek and Hopkins Creek.

Transportation

Transportation network improvements are proposed consistent with growth trends and future development needs. Foremost is the need for properly spaced connectors to provide for traffic circulation as well as local access. North-south traffic routing as an alternative to Route 78 is most important to accommodate seasonal travel to the lake and resident travel to routes destined south into Erie County.

North-South links are important to accommodate traffic in the Hamlet of Newfane to supplement road capacity and free up Route 78 for commercial access. Maple Street is proposed to handle

local traffic circulation by joining with Main Street as a one-way pair - Main Street south and Maple Street north - with improvement for transitions at each of Maple. This will accommodate local flow, but the long term capacity of the Route 78 Corridor can only be addressed by additional travel lanes for through traffic. Transit Road can offer an interim solution to this by re-connecting to Route 78 at Corwin. Traffic will thus be diverted to the east of Newfane and conveniently egress at Krull Park. Figure C identifies alternative routes for the restoration of Transit Road with Route 78 at Corwin.

This improvement should satisfy traffic demand through 2010 unless the implementation of the Olcott Harbor Project or population growth mandates a new facility. Should the growth in traffic warrant further improvement, the linkage of Phillips Road with Brown and Murphy via new right-of-way to Wright's Corners will offer a new corridor with north-south traffic splitting at Route 104.

Other connector links are proposed to complete the sector road network and provide continuity in each area. Some proposed roads are essential to solve existing problems and provide orderly growth. Others may await proper demand or be built as part of private development. A bypass north around Wright's Corners is recommended as the commercial growth of that area will likely strain road capacity. This will also facilitate better planning of proposed development and provide expansion area for Wright's Corners growth.

Water, Sanitary Sewer

Sewer service is a limiting factor in achievement of the plan and its objectives. Expansion of development in the south at Wright's Corners and east and west of Newfane is dependent on the availability of sewer service. The land use plan identifies growth in these areas, but the inability to accommodate sewer flows to the plant on Lake Ontario will restrict this development. The best potential for the expansion of sewer flows north is via a bypass of the hamlet with a trunk main to augment line capacity and present an option to the collection of effluent in the Newfane area. Diversion of flows onto Transit Road could also facilitate service to the east of Transit.

Commensurate with the directed growth of the hamlets is the need to review the sewer treatment plant capacity and the appropriate engineering options for expansion and/or modification of the treatment process. The growth of the Wright's Corners commercial area and the prospect of extending service to portions of north Lockport may offer additional revenue base to support improvement of the treatment plant and the sewer system without undue burden on the residents of Newfane. An engineering feasibility study and waste water facilities plan should be undertaken in joint with the Town of Lockport to assess the opportunities for shared improvements in the Wright's Corners area.

Water service and storage facilities are generally adequate for planned growth throughout the Town. Only the advent of the Olcott Harbor Project could require substantial improvement to the water system to serve the Olcott area.

OLCOTT HARBOR MASTER PLAN

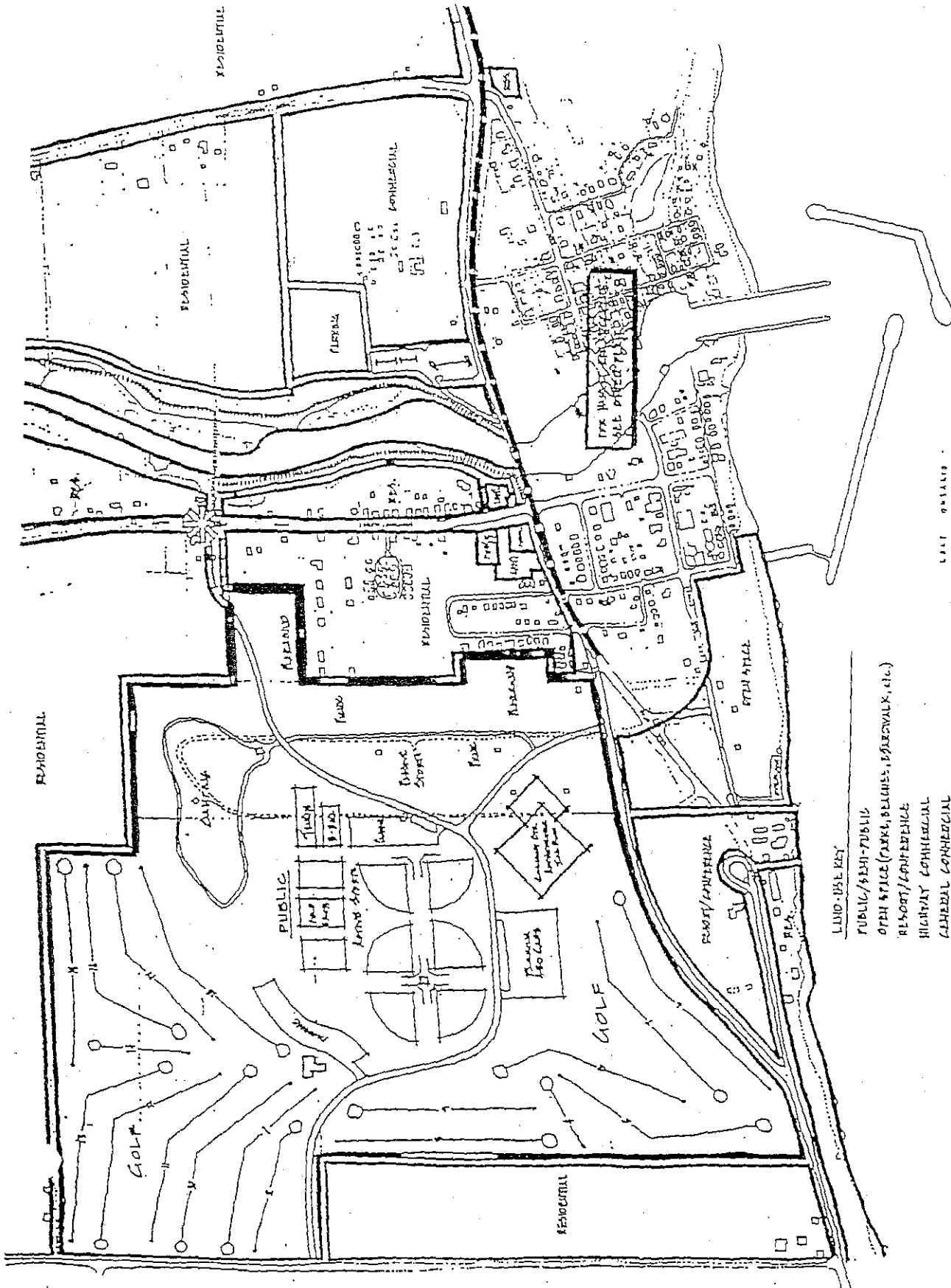
The hamlet of Olcott has the advantage of being located on an extensive recreational and economic resource - Lake Ontario. This has generated many opportunities in the past and been the genesis for the development of the hamlet and its harbor. Most recently, a proposed expansion of the marine facilities at the end of Eighteen Mile Creek and the likely upland development has been the impetus for initiated of a hamlet master plan. This plan incorporated the outer harbor expansion based on the design of new harbor breakwalls by the U. S. Army Corps of Engineers (USCOE). The plan identifies the prospective mooring facilities that can be accommodated by the outer harbor and the anticipated 15-20 year public and private development that would result from the new marine activity.

The master plan addresses the improvement of both the hamlet and the outer harbor and the phasing of related projects to capitalize on the investment. The plan, adopted in September 1992, documents the USCOE outer harbor, proposed boat mooring from the protected harbor, future hamlet land use based on the outer harbor project and the development plan of projects that would be initiated by the outer harbor. It was subject to an Environmental Impact Statement which was concluded in December 1992 and included the master plan as a mitigation of alternative development. Figure 10 shows the Olcott Harbor Master Plan Future Land Use which is consistent with the projections of the 2015 Town Master Plan and its analysis. The Olcott Harbor Master Plan and related development projects is incorporated in its entirety in this plan and will be used for planning and zoning in Olcott.

The first phase of development of the Olcott Harbor Master Plan includes the following projects:

- Outer Harbor Marina of 800 slips
- Adjacent upland parking for 804 spaces in four (4) locations - Cooper/Ontario, Franklin/Ontario, East Main at Krull Park and Krull Park south of Route 18
- Harbor control and marine service support facilities
- Street improvements for marine access and drop off (Ontario, Franklin, Cooper and Lockport Streets)
- Fishing access from the east Federal pier
- Waterfront boardwalk along the east side of the hamlet - Krull Park to the harbor
- Hotel/Conference center on the east side of the harbor
- Rezoning of the hamlet for marine uses and commercial support activities
- General clean up of beach and entrances to the hamlet

Subsequent phases include resort facilities, commercial uses, peripheral residential development and other recreation related uses and services.



OLCOTT HARBOR MASTER LAND USE PLAN


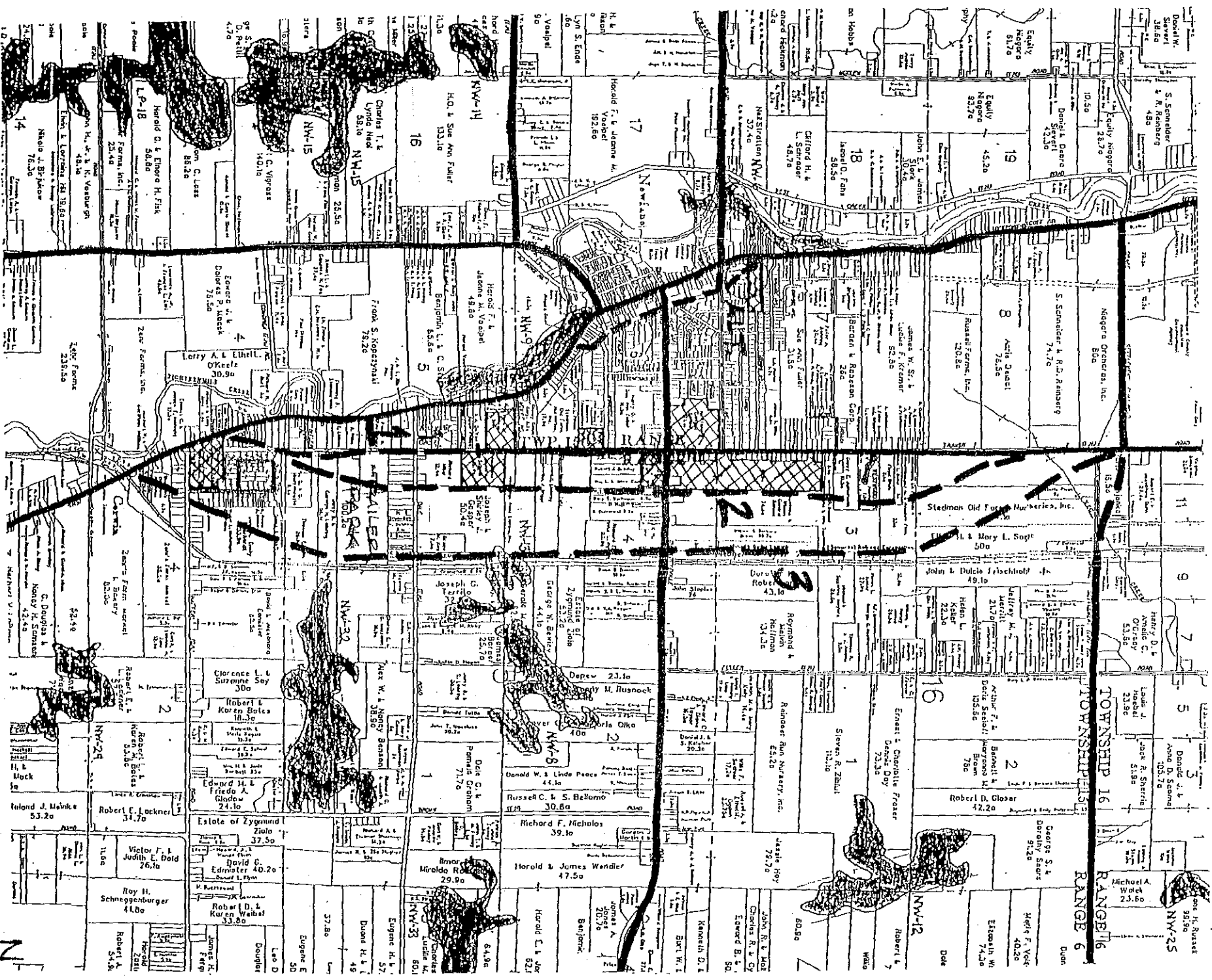

WENDEL
 DEVELOPMENT PLANNING SERVICES
 NIAGARA COUNTY PLANNING DEPT.

Figure 10



ALTERNATIVE ALIGNMENTS

WETLANDS
 DIABLIC USE

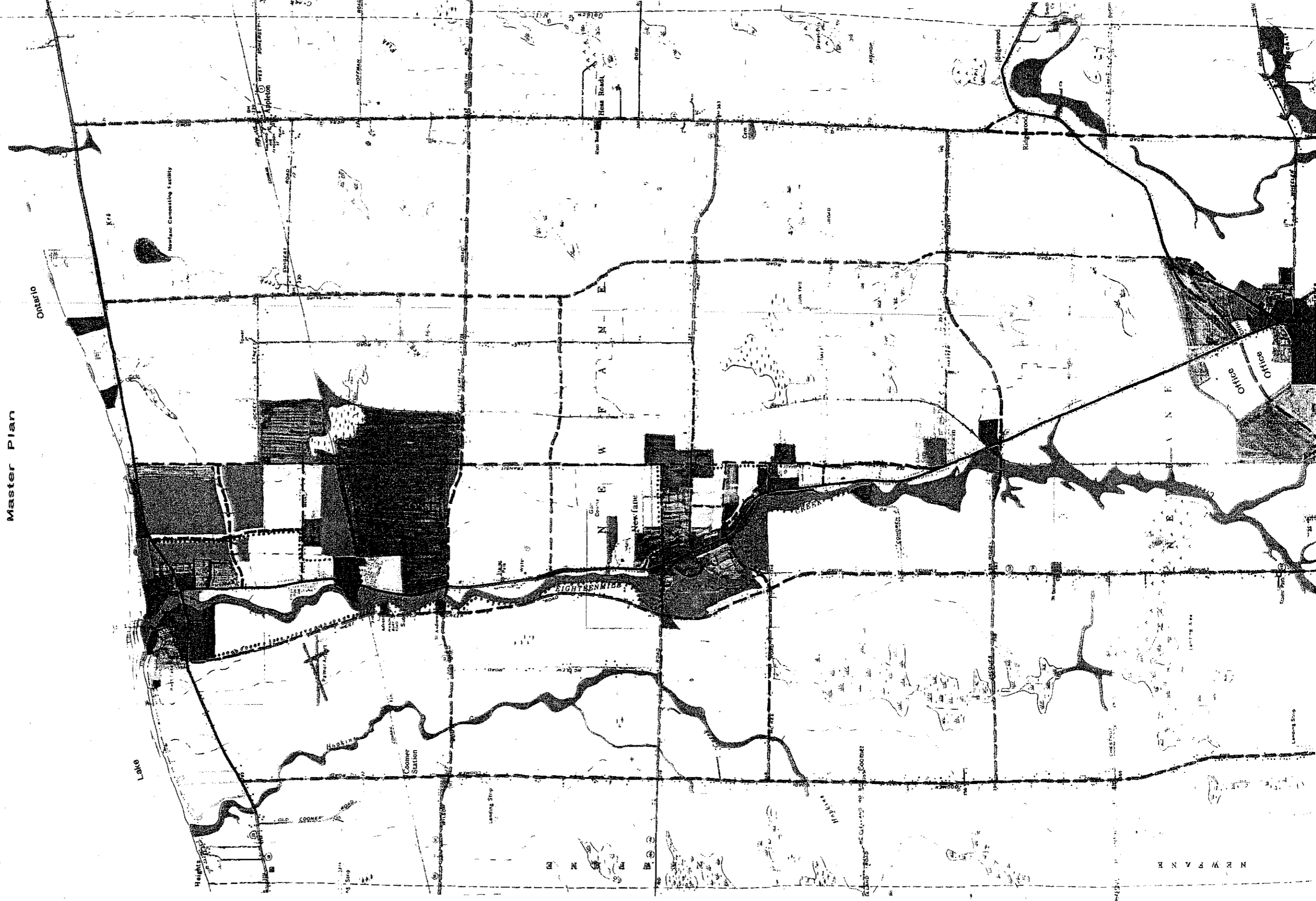


TOWNSHIP 16
 RANGE 6
 NW-25
 NW-24
 NW-23
 NW-22
 NW-21
 NW-20
 NW-19
 NW-18
 NW-17
 NW-16
 NW-15
 NW-14
 NW-13
 NW-12
 NW-11
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 NW-9
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 NW-5
 NW-4
 NW-3
 NW-2
 NW-1

APPENDIX

Town of Newfane

2015
Master Plan



TOWN OF NEWFANE
ESTIMATES OF RECREATIONAL NEEDS
2015

Community Park (1)
(3 acres/1000 population)

40 Acres

Neighborhood Park:
(3 acres/1000 population)

Newfane
Olcott
Wright's Corners

10-15 Acres

5-8 Acres

5 Acres

Suggested Facilities:

Baseball	3 Diamonds
Softball	5 Diamonds
Basketball	30 Courts
Football	1 Field
Soccer	1 Field
Swimming Pool	1 Pool (indoors)
Public Beach	400' Shoreline
Camping	75-100 Acres;
	300-400 Sites
Hike/Bicycle Trails	15 Miles
Picnic	150 Tables
Golf	0
Tennis	7 Courts

Source: Town Population, 1990 - 2015; Consultant Calculations.

TOWN OF NEWFANE
HOUSING VALUE TRENDS
1990 - 1995

1990	\$86,391
1991	\$75,760
1992	\$76,897
1993	\$90,809
1994	\$89,227
1995	\$75,450
AVERAGE	\$82,422

COMPARISON OF ASSESSMENTS
RESIDENTIAL PROPERTIES
NEWFANE HAMLETS
June 1997

<u>HAMLETS</u>	<u>No. of Properties</u>	<u>%</u>	<u>Total Assessmt</u> (x 1000)	<u>Average Assessmt</u>	<u>MH Lots</u>	<u>Vacant MH Lots</u>	<u>% MH of Properties</u>
NEWFANE (18 Mile Ck to Transit) (Dale Rd to Par 3)	716 (920)*	29.0	\$46,505.6	\$65,000.0	204	102	22.2
OLCOTT (Coomer Rd to Transit) (No. of Route 18)	340 (405)	13.8	\$23,208.4	\$68,300.0	65	30	16.1
BURT (Route 78/18 Mile Ck) (Gosfrey to Wilson-Burt Rd)	72 (147)	2.9	\$4,541.1	\$63,100.0	75	68	51.0
WRIGHT'S CORNERS (Route 104/78) (Hope Lane/Michelle Dr)	109 (246)	4.4	\$8,470.1	\$77,700.0	137	0	55.7
REMAINDER OF TOWN (outside hamlets)	1233	49.9	\$96,273.0	\$78,080.0	--	--	--
TOTAL	<u>2470</u> (3164)	<u>100.0</u>	<u>\$178,998.2</u>	<u>\$72,469.0</u>	<u>480</u>	<u>414</u>	<u>21.9</u>

	Unit	Lot	Total
Mobile Home Assessment			
Single-wide	\$15,000	\$18,000	\$33,000
Double-wide	\$20,000	\$25,000	\$45,000
Modular Home Assessment			
	\$45,000	\$18,000	\$63,000
	\$65,000	\$25,000	\$90,000

SOURCE: Newfane Assessor Office, June 1997.

TOWN OF NEWFANE
BUILDING PERMITS
1990-1995

	<u>Single Family</u>	<u>Multi-family</u>	<u>Mobile Homes</u>	<u>Commercial</u>	<u>Industrial</u>
1990 <i>(Square Feet)</i>	23	0	0	5 <i>(9640)</i>	0
1991 <i>(Square Feet)</i>	25	0	0	4 <i>(13351)</i>	3 <i>(78334)</i>
1992 <i>(Square feet)</i>	29	24	6	4 <i>(33675)</i>	1 <i>(4000)</i>
1993 <i>(Square Feet)</i>	34	0	14	6 <i>(8250)</i>	2 <i>(43615)</i>
1994 <i>(Square Feet)</i>	22	0	22	3 <i>(12482)</i>	0
1995 <i>(Square Feet)</i>	20	0	24	8 <i>(19406)</i>	0
TOTAL <i>(Ave. Sq. Ft.)</i>	153	24	66	30 <i>(3227)</i>	6 <i>(20,992)</i>
Percent	63.0	9.9	27.1	---	---

Development Rate: 243 dwelling units per year - 550 Persons per 5 year interval

+2750 Population for 25 Years

Source: Town of Newfane Building Office Records; Consultant Calculations.