

Village of Hamburg

2011 Comprehensive Plan Update



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

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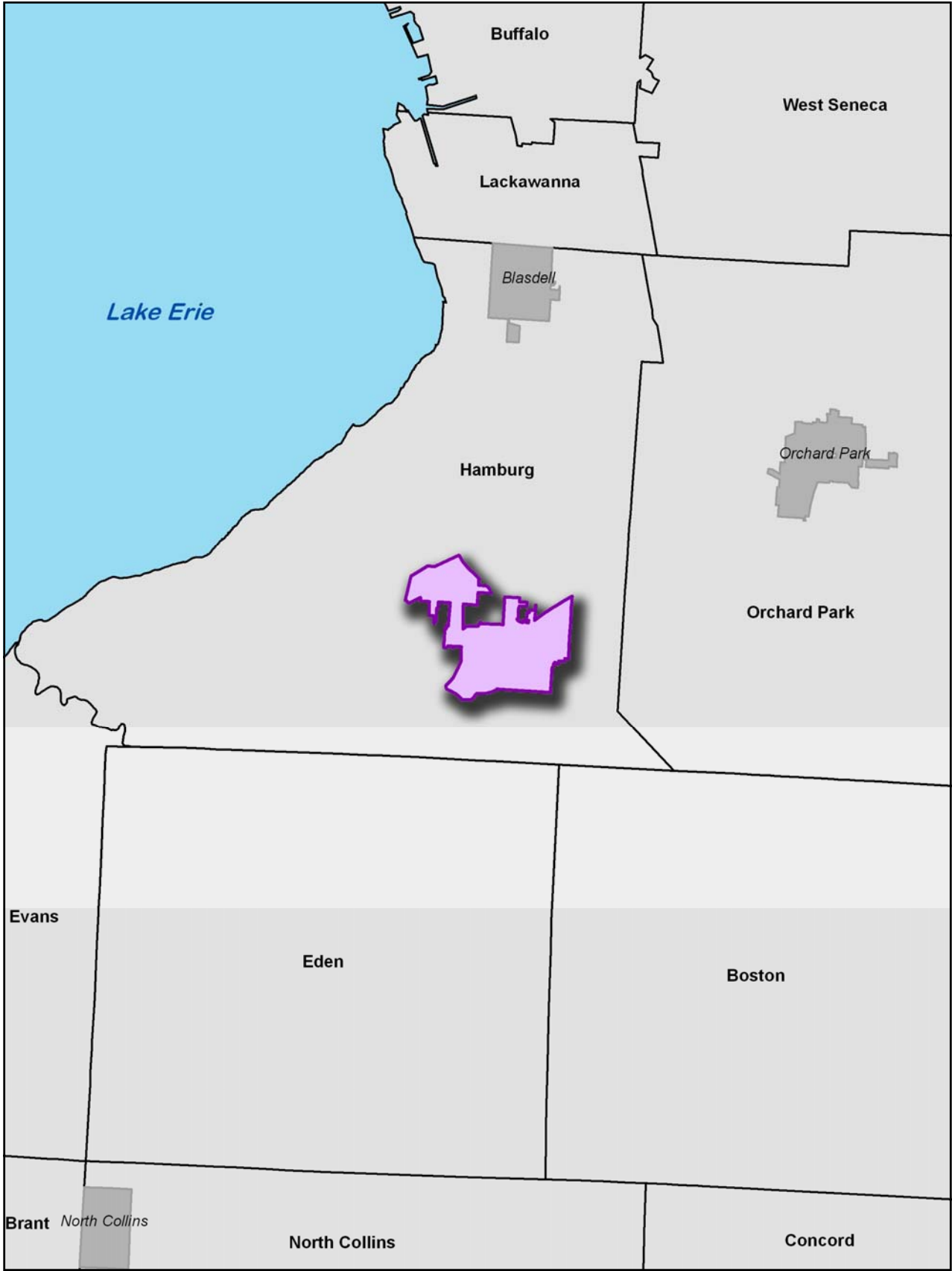
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1. Introduction

Introduction

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

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

What is a Comprehensive Plan and Why is It Important?

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

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



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



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

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

Why Update the Village's Comprehensive Plan Now?

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

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



1. Introduction

How Does This Comprehensive Plan Relate to the 2003 Plan?

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

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

Who Participated in the Planning Process?

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

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

Sample Public Input

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



Community Planning and Design Successes



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



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



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



Historically significant structures have been restored throughout the village.



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



Façade enhancements reflect varying building styles and architectural character.



2. Confirmation and Discovery

2. Confirmation and Discovery – Understanding Current Conditions

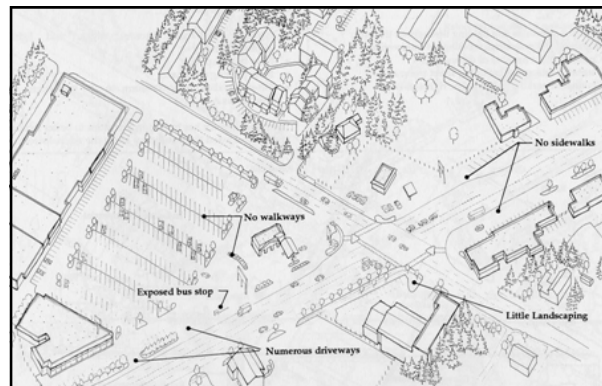
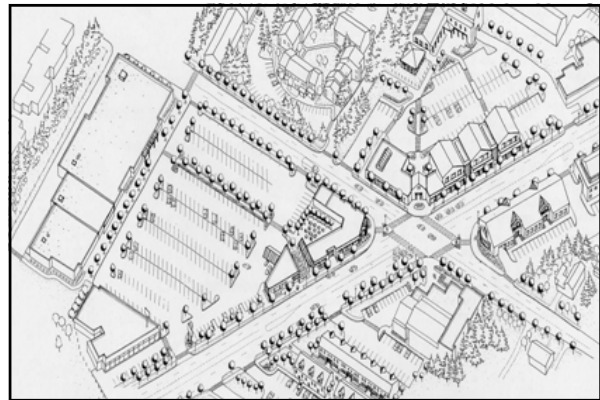
What Distinguishes a Village from Other Places?

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

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

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

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



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



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

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

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

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

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

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

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

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



2. Confirmation and Discovery

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



2. Confirmation and Discovery

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

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

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

- Lake Street (north of Pierce and Main Street);
- Pine Street
- South Buffalo Street
- Main Street (between Lake and Center Street)
- West End (heavy industrial zone located along the western boundary of the village).

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

General Observations

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



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

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

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

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



Pleasant Avenue links the Village center with the Lake Erie Shore. However, its current configuration does not encourage easy use by bicyclists or pedestrians.

Weak Village Gateways— The Village's primary gateways are located on: Pleasant Avenue, Camp Road/Lake Street (from the Thruway); Buffalo Street (from the City of Buffalo and points north); East Main Street (from Boston, Springville and ski areas); Newtown Road (from Orchard Park and East Aurora); S. Buffalo Street (from East Eden); and



2. Confirmation and Discovery

Pierce Ave (from agricultural areas). The context and sense of arrival vary considerably from gateway to gateway. It will be important to strengthen all of the Village's gateways and ensure the arrival into the village is obvious, pleasant and memorable. Given the ranging settings at each gateway area (e.g., varying street configurations and land use patterns); streetscape improvements may not be exactly the same at every one. Instead, the Village should identify themes or signature streetscape elements that can be incorporated into future improvements to promote the Village's character, promote its identity and create a sense of arrival.

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

Area-Specific Observations

Lake Street – Input from the public and key stakeholders consistently identified Lake Street as a priority target for future capital improvements. The corridor's mix of land uses, residential conversions, predominantly suburban styled development, varying lots sizes, range of property maintenance, and hostile pedestrian environment does not reflect the Village's character and support its goals for walkability and sense of place.

The Village needs to identify both short and long-term opportunities to improve the streetscape, encourage the most appropriate mixes of development and improve property maintenance. Although Lake Street may not be on NYSDOT's reconstruction cycle for a major



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



construction project, the Village should maintain an ongoing dialogue related to its reconstruction to restore the Village qualities that were undermined during the last reconstruction project. In addition, the village should work actively with NYSDOT and the regional



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

transportation council to ensure that the Lake Street/Pierce Avenue/Main Street intersection is identified as priority location for round-about conversion.

Pine Street and East Union Street –

Despite its current zoning classification, Pine Street looks, feels and functions like a residential street. The Village should make zoning and design guideline changes to maintain the residential character of the street and limit future commercial development. With its proximity to the Central Business District, the Village should explore opportunities to expand residential living opportunities. For this area of the Village, efforts should be made to enhance the small amount of existing commercial, rehabilitate existing residential properties, and promote high-quality future residential land uses. This area may be a prime location for higher density residential development that maintains the village's historic charm and character.



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

South Buffalo Street – South Buffalo Street provides a critical link between residential neighborhoods, the Eighteen Mile Creek, Centennial Park, and the Central Business District. However, this critical connection has been weakened by deferred maintenance of existing buildings, underutilized/vacant parcels, inadequate buffers between residential and commercial development and a lack of streetscape defining elements. The properties on the east side of S. Buffalo Street are currently the focus on the



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Village's 2009 Main Street grant. The Village will also need to take steps to explore redevelopment of the vacant parcel along the creek and improve the public realm amenities through this area.

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



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

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



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



Vision Statement

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

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





3. Plan for the Future

3. Plan for the Future

Overview

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

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

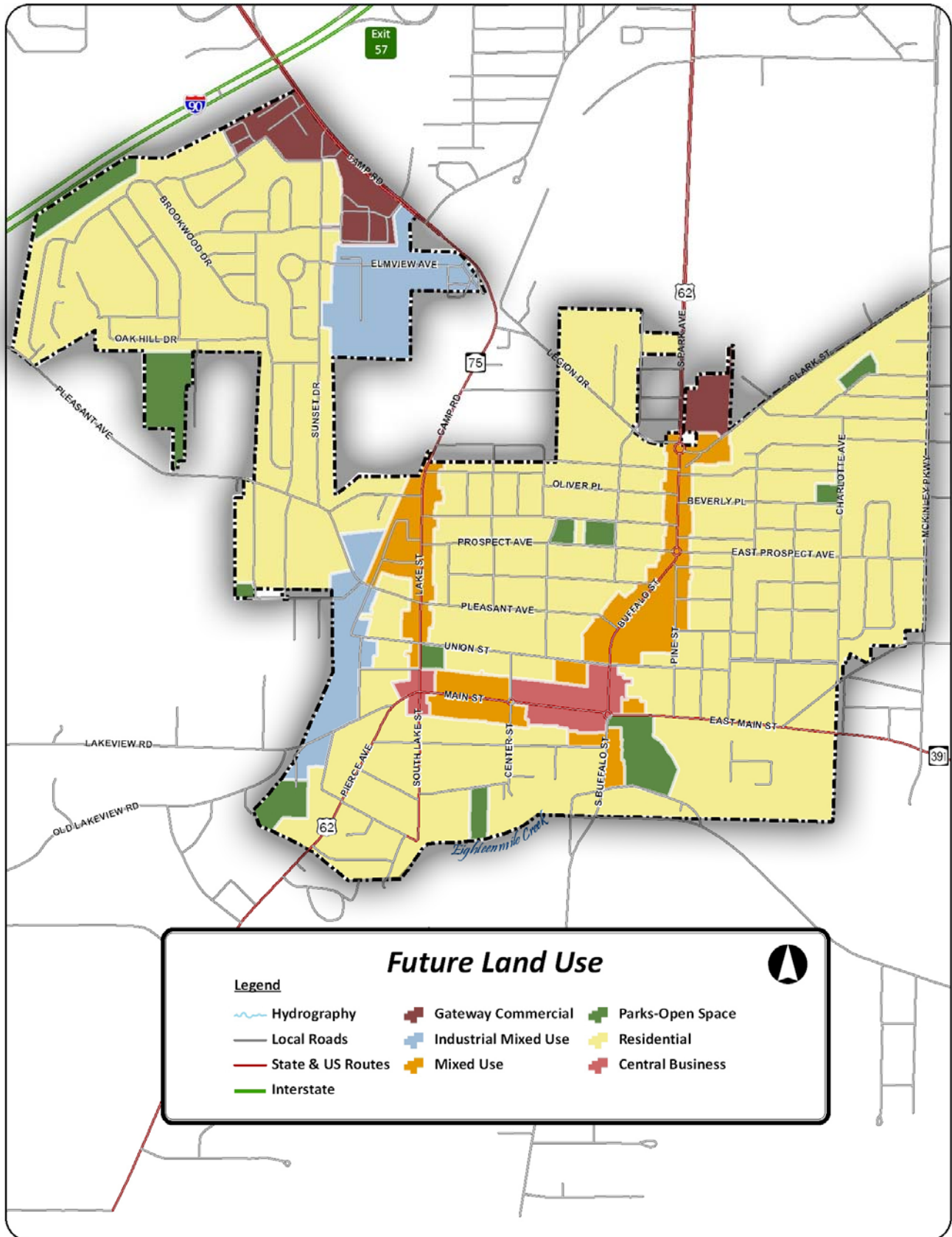


The public realm plays a significant role in defining the Village's sense of place. The success of recent streetscape improvements has prompted the Village to explore how future public realm enhancements could have transformative impacts on other areas throughout the Village.

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

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

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



Map 2: Future Land Use Map



3. Plan for the Future

Future Land Use and Development

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

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

Policy:

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

Strategies:

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



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

Future Land Use Categories

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

Residential

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

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



3. Plan for the Future

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

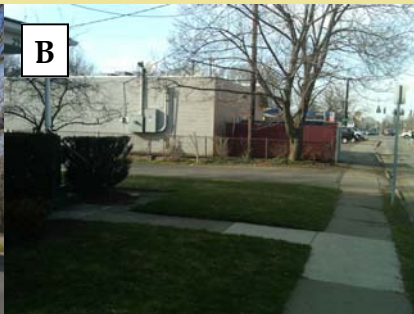
Because the residential areas of the village are largely built out, there will be very few opportunities for new single-family residential construction within the areas designated as residential. However opportunities for redevelopment may arise as older or underperforming residential development is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

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

Residential Area Considerations



A



B



C



D

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



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

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

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

Central Business District

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

The future land use plan depicts the Village's Central Business District along portions of Main Street and Buffalo Street and at the intersection of Lake and Main

Streets. This designation was determined based on the presence of traditional "main street" characteristics and reflects the need to distinguish the Central Business District from other commercial or mixed use areas in the village.

In these areas, development is, and



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



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

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

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

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

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

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



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



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

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

Mixed Use

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



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

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

Complementary design themes that help tie the structures together, such as front porches and decorative façade elements



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

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

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

Industrial Mixed Use

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



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



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

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

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

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

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

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

The design for new development in these areas should reflect the scale, massing and building materials typically found in turn of the century industrial districts. The Village should consider developing design



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guidelines that guide landscaping and site design and identify design strategies that will celebrate the area's railroad heritage, enhance landscaping and site amenities, and guide building massing and façade design to ensure the existing physical context is retained over time.

Gateway Commercial

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

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

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

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

- Small to mid-size general or market-specific retail
- Banks and other professional offices
- Gas stations and convenience stores
- Grocery, pharmacy and other personal products retail establishments
- Multi-family residential development (e.g. townhomes and/or apartments)



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



- Gymnasiums, dance studios and similar facilities

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

Parks and Open Space

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

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

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

The Town of Hamburg's Local Waterfront Redevelopment Plan includes Eighteen Mile Creek in the immediate vicinity of Lake Erie. The Town and Village should explore opportunities to extend the defined LWRP boundary to include creek's location in the Village.

The Village should continue to explore collaborative opportunities with



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the Town and other municipal entities to expand the use and enjoyment of nearby parks and open space amenities located outside the village boundary.

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

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





Public Realm

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

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

What is the Public Realm?

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

Policy:

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

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

Strategies:

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

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



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

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

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

Preferred Development Survey Results



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

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





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

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

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

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

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

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

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



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

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

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

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

A building should never be demolished to provide a parking lot or increase parking at an existing building without including: a substantial substitute for the building to hide the parking with permanent structure to serve as a visual barrier (not landscaping); a substantial addition to the existing building; or a new building.

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



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



Pedestrian Focused Community Design

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

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



A



B



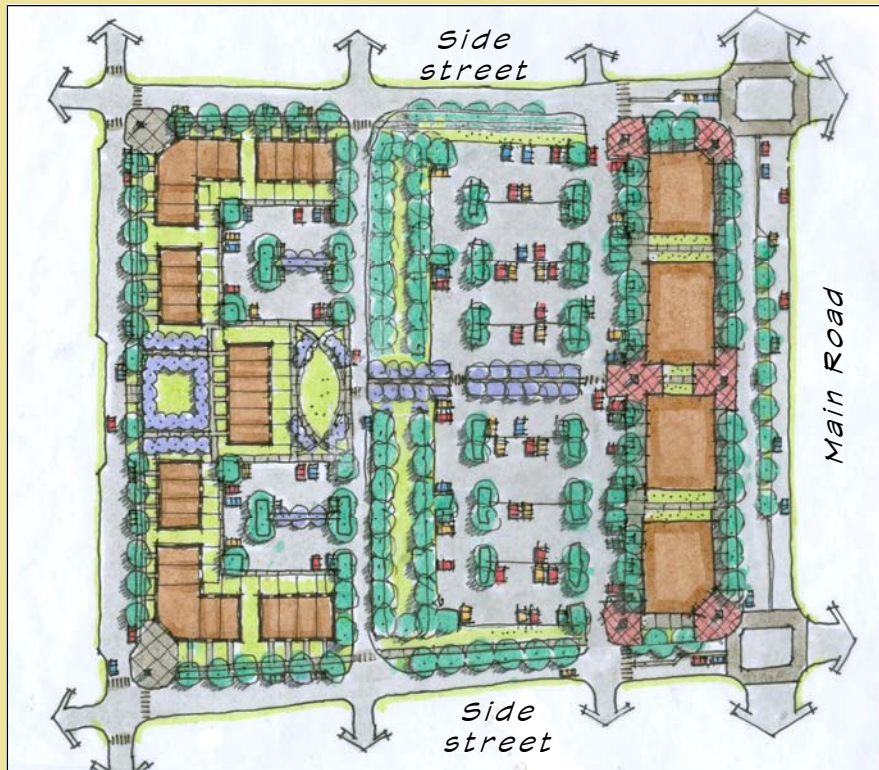
C

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



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Bird's Eye View of Good Community Design



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

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

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

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

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



Economic Development

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

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

Policy:

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

Strategies:

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



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

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

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

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

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

Coordinate Village economic development activities with regional development efforts.

The Village should cooperate with other governmental agencies such as the Town of Hamburg and Erie County to advance shared economic development goals. A concerted marketing effort will improve opportunities for attracting new businesses and therefore improve the economic climate of the village.

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



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

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

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

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

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

Instead these historically industrial areas should be repurposed to incorporate a mix of uses that maximizes available land and the larger building footprints, like those discussed in the future land use section on page 23-24.

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

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

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

Additionally the Village is located in close proximity to the Route 219 corridor, which provides direct access to local ski centers and points of



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interest along the corridor. The Village should explore ways to attract travelers along Route 219 into the Village.

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



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



Brownfield Opportunity Area Program – A Redevelopment Resource

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

The BOA program is composed of three steps:

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

Benefits of BOA Program

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

What areas in the Village of Hamburg Could Be Eligible?

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



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Transportation

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

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

Policy:

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

Strategies:

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

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



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

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

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

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

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



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

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

Identify and advocate for future round-about locations.

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

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

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

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

Expand multi-modal access and safety throughout the Village.

The Village should work with the Niagara Frontier Transportation Authority (NFTA) to enhance bus routes to and through the Village. The Village should also determine the feasibility of establishing a park and ride location for commuters who depend upon or choose to use transit services. Additionally, the Village should consider designating preferred



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



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Environmental Resources

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

Policy

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

Strategies

Protect environmentally sensitive areas from future development.

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

The Village of Hamburg will also utilize New York State's State Environmental Quality Review Act (SEQRA) procedures to ensure that ecologically sensitive areas are protected from development



encroachment. Rather than viewing SEQRA as an obstacle, the Village will utilize the SEQRA process as a framework for development and redevelopment projects.

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

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

The Village of Hamburg should actively participate in regional dialogues and activities related to environmental stewardship to understand how regional conditions and issues might impact the Village's natural assets and/or quality of life.

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

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

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



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Historic and Cultural Resources

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

Policy:

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

Strategies:

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

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

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

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

Celebrate and Preserve the Village's Development Patterns



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

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



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Parks and Recreation Facilities

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

Policy:

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

Strategies:

Review and update parks planning documents regularly.

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

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

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



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

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

Explore opportunities to connect the village to regional trail systems.

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

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

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



3. Plan for the Future

Community Facilities

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

Policy:

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

Strategies:

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

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

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

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

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

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



Utilities

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

Policy:

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

Strategies:

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

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

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

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



4. Plan Implementation

4. Implementation

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

Although there are several complex issues that must be addressed in the future, such as the need for redevelopment in the West End and South Buffalo Street and future roundabouts within the Central Business District, the goals and strategies contained in this plan identify ways to maintain current levels of service or enhance existing conditions.

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

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

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

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

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



Community Design and Public Spaces

Short-Term

1. Develop a street tree and public landscaping inventory that tracks the location, species and condition of existing public landscaping resources. Work with the County to track the information graphically utilizing Geographic Information Systems (GIS) software. The inventory should be updated annually.
2. Consistently enforce the Village's policy related to street tree planting based. Periodically review the regulations and practices associated with the Village's street trees to evaluate their effectiveness in achieving the Village's urban forest objectives. Some communities divide their geographic boundary into quadrants to manage plantings, maintenance and upkeep.
3. Compile an assessment of existing infrastructure systems and create a corresponding infrastructure conditions mapping to track public realm conditions. This information will help the Village prioritize capital improvements and focus private investment as opportunities become available. The conditions map should provide an assessment of road conditions, sidewalk system and conditions, street lighting, public landscaping installments, sewer and water system components and any other conditions that influence the performance, function or appearance of the public realm.
4. Identify key intersections and pedestrian crossings in need of improvement and pursue grant funding and other support needed to make physical improvements at those locations. Improvements could include: striping and lane demarcation, tabled crosswalks or lighted pedestrian paths.



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

5. Develop an access management law or provision within zoning regulations that clearly defines site and roadway design regulations regarding driveway locations, curb cut spacing (driveways and intersections), shared driveways, cross connections between lots, controlled turning movements to/from sites, signalized intersection criteria.



4. Plan Implementation

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



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



Mid-Range

1. In areas where on-street parking is permitted or possible, redesign intersections with curb bulb-out to reduce crossing distances and better define on-street parking areas.
2. Enhance South Buffalo Streetscape to include wider sidewalks, bike lanes and other enhancements.



Industrial Mixed Use Design Considerations



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



4. Plan Implementation

3. Identify and improve buffers between public and private realms to improve safety and appearance as properties redevelop or roadway reconstruction projects rebuild sidewalk systems.
4. Work with private and public partners to implement public space improvements in targeted locations throughout the Village, especially the West End, Pine Street, Lake Street/Camp Road.
5. Work with County and State DOT and Village Highway Department to implement traffic calming measures on roadways within the Village as reconstruction or enhancement opportunities arise. Work with Greater Niagara Buffalo Transportation Council to ensure the Village's transportation improvements are included in long-term and short-term planning and funding programs.
6. Implement gateway improvements outlined

Long-Range

1. Work with NYSDOT to implement preferred designs and roadways reconstruction projects along state roads that will enhance aesthetics, establish attractive gateways, improve pedestrian and vehicular safety.
2. Pursue roadway and intersection improvement projects through NYSDOT and Erie County DOT to ensure safer multi-modal access throughout the village, especially at key locations. For example, the Village would like a more village-oriented design on Lake Street to undo some of the changes made during the last reconstruction project. Additionally, the Village would like to install roundabouts at other key intersections, especially at the intersection of Lake /Main /Pierce Street.

Healthy Village Neighborhoods

Short-Range

1. Continue the Village's awards and recognition program(s) that highlight good examples of property rehabilitation, design or maintenance.
2. Maintain a list of residential development sites for new development and a list of properties where redevelopment may be likely, possible



or preferred. Share this information with local developers and real estate professionals.

3. Initiate the updates to the Village's zoning code and design standards based on recommendations to advance the goals expressed in the updated comprehensive plan. Limiting commercial zoning district boundaries and establishing mixed use zones will enhance existing commercial nodes and protect neighborhoods from negative impacts associated with commercial creep.
4. Identify a prioritized list of suitable and/or ideal locations for future senior housing or facilities.
5. Enforce the street tree ordinance that requires street trees to be replaced when they are removed or be planted in areas without existing street trees.
6. Utilize temporary radar systems and other driver education tools to alert drivers to their speeds in areas known for speeding and along streets near schools and other areas with concentrated pedestrian activity.
7. Continue to work with residents and/or volunteer organizations to initiate clean-up days by neighborhood or block. They can be scheduled once or twice a year to target trouble spots where debris and leaves gather or conducted regularly. This type of activity provides an opportunity for collaboration with local organizations that often seek community projects (e.g., Boy/Girl Scouts, schools, churches).
8. Develop a "welcome wagon" program to welcome new residents into the community. The program could be as simple as a mailing to new residents that contains basic information about village services and coupons to local establishments and services. It could be addressed virtually via the village's website. Or the program could be formulated to include more complex elements, such as guided tours and/or meet and greets with neighbors and local officials.
9. Update the Village website to more prominently publicize neighborhood-based activities and promote village initiatives aimed at improving the quality of life in residential neighborhoods.



4. Plan Implementation

Mid-Range

1. Incentives for new or rehabilitated senior housing should include amenities to increase marketability and high quality of life.
2. Identify areas where permanent speed radar signage may be warranted to continually advise motorists of their speeds. This kind of mechanism may be needed in areas where there are significant speed limit changes (e.g., Pleasant Avenue).
3. Encourage the creation of block groups and/or neighborhood associations to formally organize residents and foster community involvement and citizen-based initiatives.
4. Expand and enhance existing bike routes throughout the Village.

Long-Range

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

Economic Development

Short-Term

1. Update the Village website to promote the Village as a destination for businesses and residents. Consider creating a "one-stop" business



development link where all information associated with locating a business in the Village can be easily found. Develop Frequently Asked Questions (FAQ) pages or other condensed checklists and post them on the main page of the website.

2. Continue supporting the efforts of the Hamburg Chamber of Commerce, Village Business Advisory Council, and the Hamburg Development Companies to attract new business enterprises to the village and to support and expand existing businesses already located here.
3. Expand relationships with regional economic development organizations and increase participation in regional business and tourism efforts. For example, the Village should build upon its connections to the Buffalo Niagara Convention & Visitors Bureau.
4. Explore memberships and increased participation in local and regional planning organizations as a means to foster future partnerships and define the Village's role in and contributions to the Buffalo area.
5. Ensure the project review process is "business-friendly" to encourage development and investment in the community. Consider joint meetings of Planning Board, Zoning, Architectural Review Board, Historic Preservation Board and Village Trustees to help expedite required reviews and approvals. At a minimum, the existing process should be evaluated to determine opportunities for concurrent review during the process to reduce time between initial application and approval.
6. Implement recommended zoning, land use and design guideline modifications outlined in this plan.
7. Continue pursuing NYS Main Street Grants and other economic development grant funds to meet the Village's development and redevelopment goals.
8. Initiate meetings with New York State Department of State representatives to better understand the Village's funding potential via the Brownfield Opportunity Area Program, Local Waterfront Revitalization Program and other funding streams focus on economic enhance and redevelopment. Once deemed eligible, the Village should submit applications for funding to conduct advanced planning in targeted areas.



4. Plan Implementation

9. Prepare redevelopment plans for targeted areas within the Village, such as West End, S. Buffalo Street and Lake Street to examine concepts for redevelopment that address transportation and land use modifications outlined broadly in this plan.
10. Identify grant funding partnerships with surrounding communities to help strengthen the community's chances for projects that will expand business opportunities, increase tax base or create additional jobs within the community and for Village residents.
11. Support existing businesses to foster investment, expansions, and creations of additional jobs within the Village. Economic development funding sources aimed at existing businesses should be sought as eagerly as funding for new business ventures. Additionally the Village could initiate simple marketing efforts to help support local businesses (e.g., a "buy local" campaign aimed at residents and businesses to buy from their neighborhood retailers and service providers).

Mid-Range

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

Long-Range

1. Work with City of Buffalo, Town of Hamburg and other nearby communities to develop and implement a regional economic strategy to bring new jobs to the Greater Buffalo area.
2. Expand transit services to the Village to provide efficient access between the Village and points in the region.



Grant Funding Opportunities

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



4. Plan Implementation

Grant Funding Opportunities

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



Zoning and Regulatory

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

Zoning Modifications

- Revise the zoning map and districts to be consistent with the future land use map included in this plan. The future land use plan established a gateway commercial area and two distinct mixed use districts. It also recommended a reduced boundary for the Central Business District, which better aligns with the Village's goals for economic development and neighborhood enhancement. Additionally the Village should consider converting R-2 zones to R-1 in areas where single family homes are predominantly located to limit the amount of conversions that are permitted within the Village.
- Provide new, or modify existing, purpose statements for each district. The purpose statement should describe the district's intent, including anticipated development types and character. A clearly defined district purpose provides a framework for applicants and village decision makers to determine whether proposed projects align well with the surrounding area and whether they support village's physical, economic and community development goals.
- For commercial and/or mixed use districts outside the central business district, a zero set back may not be suitable or appropriate. The Village should consider establishing a maximum setback that will allow for the creation of front lawns, outdoor eating or seating or promenade spaces.
- In the Gateway Commercial areas, well designed drive-throughs or convenience parking may be suitable if well designed and located on sites with shared drives and access across adjacent parcels, which will minimize curb cuts and reduce potential conflict points.
- Although the Village has done a good job of updating its existing code to incorporate design standards, in the long-term the Village

would benefit from the preparation of a newly drafted zoning code. Creating the zoning code from scratch would provide an opportunity to develop a form-based or hybrid code that dictates future development and redevelopment based on the performance of sites and buildings, rather than traditional Euclidean zoning that bases development on uses.

Design Standards

- Conduct a review of the Village's adopted Design Standards every two years to ensure they adequately reflect community's design preferences and produce desired development and update them as needed. The review could be conducted by the Planning Board, the Architectural Review Committee or a separate ad hoc group convened for the sole purpose of regulatory review.
- Until such time that a hybrid or form-based code revision takes place, design standards should be developed for all existing and future zoning districts, including residential. New design standards should be graphic-oriented, incorporating illustrative examples of preferred site and architectural design elements. These graphics could then be utilized in whatever form-based or hybrid form-based code is developed in the future.

Other Regulatory Issues

An Access Management Guideline or Policy would clearly outline the Village's intent to make pedestrian/vehicular access safer throughout the Village. This topic could be addressed as a separate local law or as a provision in the zoning regulations. The requirements established in the law/zoning code should be based on national standards, but adapted to suit the Village's specific needs.

Access Management laws/codes typically regulate driveway/intersection spacing, number and distance between curb cuts, intersection design, provisions for shared access or cross access between properties and other measures that will influence safety and access of all modes of transportation.



2. Confirmation and Discovery

Existing Conditions Overview

This section highlights current conditions related to the Village's built environment and natural features. Although much of this information was addressed in the 2003 Comprehensive Plan, revisiting this information provides an important foundation for the new and revised information contained in the Comprehensive Plan Update, which will be incorporated as a stand alone addendum to the 2003 plan.

Water Features

The most prominent water feature in Hamburg is Eighteenmile Creek, which is located along the southern border of the Village. The creek flows in a northwest to westerly direction and eventually terminates into Lake Erie. Eighteenmile Creek is classified as a class B (T) creek along adjacent to the Village and is a popular attraction throughout the region for trout and steelhead fishing, as well as other recreation activities. Class B watercourses are suitable for fishing and recreation and the (T) designation indicates that the water is suitable for trout habitation. Further east of the Village, the creek is classified as class A, indicating that the water is suitable for potable or drinking water purposes.

The Federal Emergency Management Agency (FEMA) is responsible for the management of the National Flood Insurance Program and, through local municipal land use regulation and enforcement, provides flood insurance protection. A floodplain, especially a 100-year designated one, is an area in which there is a one-percent chance each year or once every 100 years for a major flooding event. These areas are also known as riparian areas that typically contain nutrient rich soils and are valuable ecosystems for a variety of wildlife. Development should be discouraged in floodplains due to their likelihood for flooding. A FEMA floodplain is located immediately adjacent to Eighteenmile Creek; however, due to the topography of the land, the extent of the floodplain within the Village is minimal. Other 100-year floodplains located in the Village are found south of Brookview Drive and Elmview Avenue as well as south of Clark Street.

Other water features shown on the map include Federal and State regulated wetlands. Wetlands play a vital role in the overall ecosystem by filtering groundwater and stormwater runoff, absorbing flood waters, and providing valuable habitats for various forms of wildlife. The NYS Department of Conservation (NYS DEC) protects wetlands over 12.4 acres in size as well as a surrounding 100-foot buffer through project review and a specific permitting process. The U.S. Army Corps of Engineers (USACE) is responsible for protecting all wetlands, regardless of their size. Within the Village limits, there are no NYS DEC wetlands and minimal Federal wetlands. The vast majority of the wetlands are found in the Town in the vicinity of the creek, south of Pleasant Avenue, and south of exit 57 off the Thruway.



Open Space, Parks and Recreation Spaces

Including the schools and St. Peter and Paul cemetery, the Village of Hamburg boasts a wide array of parks and open spaces, encompassing 18 different locations and over 140 acres of land. Ranging from dedicated indoor facilities at the community center to athletic fields at Union Pleasant Elementary School to serene atmosphere of the Highland Avenue Tree Grove Park, the Village offers various community recreational opportunities. With the exception of regular maintenance and occasional facility enhancements, little has changed in the parks and recreational spaces since the 2003 comprehensive plan. Other prominent recreational facilities within a half-mile of the Village include the Erie County Fairgrounds and Hamburg Golf Course, both located in the Town of Hamburg.

The Greater Buffalo-Niagara Regional Transportation Council provides mapping for various bike trails or on-street biking corridors throughout the region. Each trail or corridor is rated based on its suitability for bike travel due to posted speed limits, topography, number of intersections, lane widths, and other key criteria. The data for the map was based on a 2007 analysis of roads and does not take into account the reconstruction of Routes 62 and 391. Currently, Main Street, Buffalo Street, and a portion of Route 391/East Main Street are designated as “caution advised” for bike travel. However, with the addition of dedicated bike lanes along these routes, it could be assumed that future ratings for these roadways would be upgraded to “suitable.”

Transportation Network

The Village contains over 33 miles of roadway, which is maintained by various entities, including the New York State (NYS DOT), Erie County (EC DOT), and the Town/Village. Village streets constitute the majority of the roadways (27.5 miles) and serve as minor arterials and neighborhood streets. These streets connect to the State and County roads, which tend to carry higher volumes of traffic throughout the region. The major routes include US Route 62, and State Routes 75 and 391. Overall, little has changed in the alignment of the Village roadways except for isolated drainage improvements and asphalt replacement or repaving.

The greatest change that has occurred in the Village’s transportation network has been the reconstruction of Route 62 and a portion of Route 391 and the replacement of four signalized intersections with roundabouts. The project, completed in 2008, also included various streetscaping enhancements within the central business district, including expanded sidewalks, street trees, dedicated on-street parking, pedestrian-scale lighting, and dedicated bike lanes. Reconstruction of the roadway was undertaken to improve traffic circulation and safety as well as to enhance the economic conditions of the central business district. Traffic volumes have remained steady throughout these corridors averaging between 10,000 and 12,000 vehicles per day and are not anticipated to decrease in the



1. Introduction

near future. (SHOW TABLE) One of the main objectives of replacing a standard, signalized intersection with a roundabout is to improve the safety of the vehicles entering the intersection as well as slowing them down and improving circulation. Studies of roundabouts that have been installed throughout the state and country have continuously shown that traffic safety and flow improve with their installation.

In addition to accommodating the safety of vehicles, the roundabouts and roadway improvements also improved the safety and circulation of pedestrians and bicyclists. Dedicated bike lanes were installed between the on-street parking lanes and the main thoroughfare to facilitate bike travel through the central business district. These bike lanes were also painted and striped to highlight their presence to motorists, rather than the standard bike lane pavement markings. Pedestrian sidewalks were also reconstructed within the corridor and high visibility crosswalks, complete with pedestrian refuges, were included within the roundabouts.

Existing Land Use

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

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

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

Commercial uses are concentrated in the central business district, which is currently located in the vicinity of Main, Buffalo, and Pine Streets. The central business district provides a range of retail, service-oriented businesses and housing. With the exception of the Hamburg Village Square between Buffalo and Pine



Street, the commercial properties in the business district consist of older buildings on narrow lots. Many of these structures are historic or potentially historic. Following the reconstruction of Route 62, which included extensive streetscape enhancements, many properties on Main Street and Buffalo Street were revitalized. Rehabilitation ranged from relatively minor façade improvements to major structural renovations and the construction of new buildings.

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

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

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

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

Developable land within the village boundary is somewhat limited. Although vacant land accounts for approximately 11% of the village's land only about 7% is developable when property specific attributes are considered. The difference is the result of lands that contain environmental constraints (wetlands, creeks, or floodplains) or are part of other adjacent uses, such as school campuses. In 2003, the amount of developable vacant land was approximately 9%. Current



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developable, vacant lands are located throughout the Village, with larger tracts of land near West View Avenue and in the Country Meadows subdivision in the northwest.

Zoning

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

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

In 2008, the Village adopted design standards for the central business, professional office, and commercial districts in order to preserve and enhance the unique character of these areas. The standards provide detailed information to developers and builders in regards to architectural details, building layout and

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



orientation, facades, and other elements that are visible in the public realm. Plans for structures within these districts follow the same procedures and processes with the exception of a review by the Village's Architectural Review Board for compliance with the design standards.

District	Intent	Permitted Uses and Lot Sizes
Residential 1	Primarily residential uses	Single-family dwellings, home occupations, outdoor recreation – 8,400 SF or 1 acre (nonresidential)
Residential 2	Slightly more dense residential uses and some community service related uses	Same as previous district as well as two-family dwellings and community centers – 7,500 SF or 10,000 SF for two-family
Residential 3	Higher density residential transition to commercial and business areas	Same as previous district as well as multi-family dwellings and hospitals – between 5,500 and 6,500 SF for dwellings
Professional Office	Encourage mixed use development of professional and residential uses compatible with existing character of the district	Professional offices, dwellings, religious institution – 6,000 SF maximum building size
Central Business	Mix of restaurant, retail, and service-related uses, to provide shopping, dining, and personal services to Village residents. Second story residential uses are also encouraged. All work done within the CBD must be done in conformance with the Village's design standards	Retail, businesses, personal services, restaurants, hotel, dwellings, religious institutions – maximum of 7,500 SF per floor
Commercial	Compatible blend of residential and commercial uses that promotes the historical and pedestrian-friendly nature of the Village. Generic suburban style development and unnecessary automobile use is discouraged.	Same uses as previous district - maximum of 7,500 SF per floor



2. Confirmation and Discovery