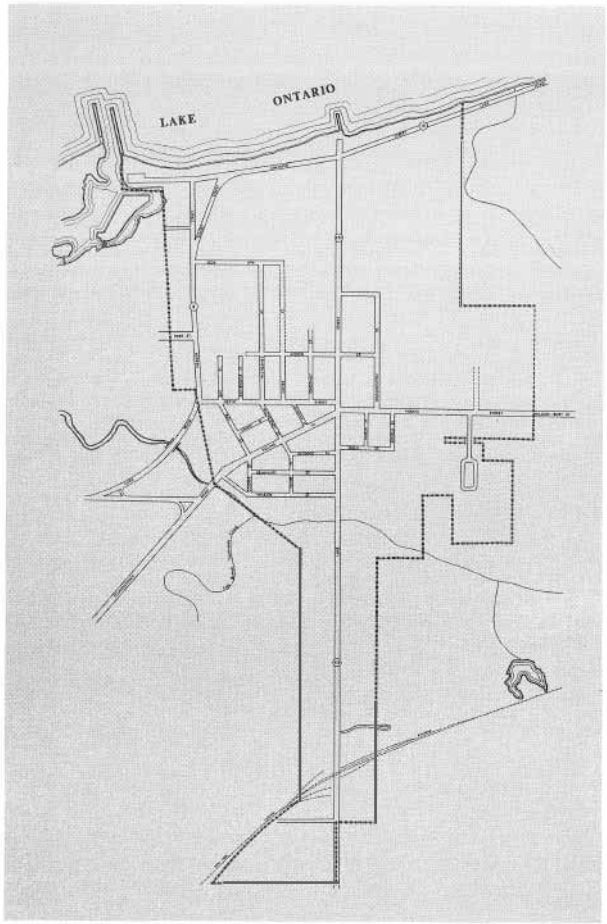
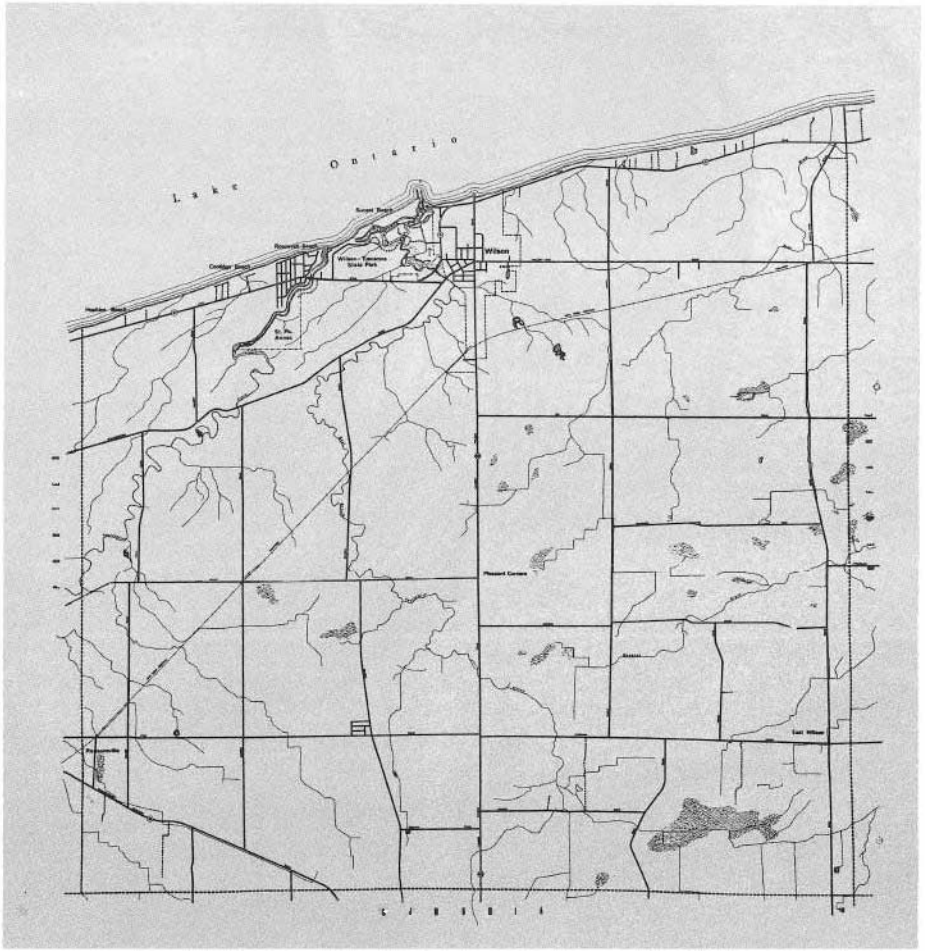


MASTER PLAN

VILLAGE OF WILSON

TOWN OF WILSON



Niagara County
New York

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John V. Votet, Director of Planning
Robert J. Bartels, Responsible Planner

Romeo Supancic, Chief Cartographer

Consultants

Economic Consultants Orgonizotion
Economic Bose, Population
Finonces.

September 30, 1966

Mr. Ronold B. Peterson, Director
New York State Office of Planning Coordination
488 Broodway
Albany, New York

Dear Mr. Peterson:

We are pleased to submit herewith the combined Comprehensive Plans for the Village of Wilson and Town of Wilson, New York, prepared as part of the joint planning program for the two municipolities. This planning program was accomplished over a two-yeor period under the sponsorship of the Village and Town, and the New York State Executive Deportment, Office of Planning Coordination with the assistonce of the Deportment of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.

Regular monthly meetings were held with the Planning Boords and excellent cooperation was achieved throughout the progrom. It is our hope thot the work which has culminated in this report ond the cooperotive planning relationship developed between Town ond Village will continue so that future planning needs may be met.

To those many interested and dedicated officials and citizens who have contributed their time, counsel and infomation, we wish to express our appreciation.

Respectfully submitted,

SARGENT-WEBSTER-CRENSHAW & FOLLEY
Architects Engineers Planners

John V. Vatet
Director of Planning

JVV:sf

TOWN BOARD

Supervisor

Wolter W. Evans

Councilman

William Buchner J.P.
Bernard Israel
Lawrence Pease
Mrs. Jane Moxham J.P.

Town Clerk - Marilynn Allgeier

Highway Superintendent - Lee Farquharson

VILLAGE BOARD

Mayor

Robert Horton

Trustees

Gordon Hausman
Harold Mosher

Village Clerk - Treasurer

Edna G. Rose

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Paul J. Harold, Chairman, Town Planning Board
J. Pierce McGrath, Chairman, Village Planning Board

Town Members

Herbert Tolsma
Alonzo Swick
Wirt G. Wakeman
Rolph Woodcock

Village Members

Verno Caufield
L. Ernest Torr
Charles Messersmith
Henry Perry

Member during part of study

Mrs. Mary Caldwell
Jack Naslund

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INTRODUCTION

From the time of original settlement until quite recently, the Town of Wilson was predominantly on agricultural community with daily life centered on the raising, processing and marketing of fruits, vegetables and other farm products. The Village gradually grew as the center of local commercial and social activity. The community was relatively self-contained with little economic contact with the expanding population centers of Buffalo, Lockport and Niagara Falls.

Of late years, the Town and Village have increasingly been drawn into the activity patterns of the metropolitan area, functioning first as an area for summer homes and cottages, then as a general recreation area and as a residential suburb. There are many examples where such transition has effectively destroyed the original rural character of a community without creating a well functioning urban oriented community in its stead. Positively directed public action is necessary to guide and limit the changes so as to preserve the established community values in those areas which are not suitable for development while allowing for the effective adaptation to new values where development does occur.

The formulation of these plans is one of the major steps which is necessary in preparing for the expected transition. However, it is only an initial phase in a continuing planning process; a process which seeks to combine systematic long range policy with immediate, practical decision making. The Town and Village will never again be able to avoid the need for extensive planning effort.

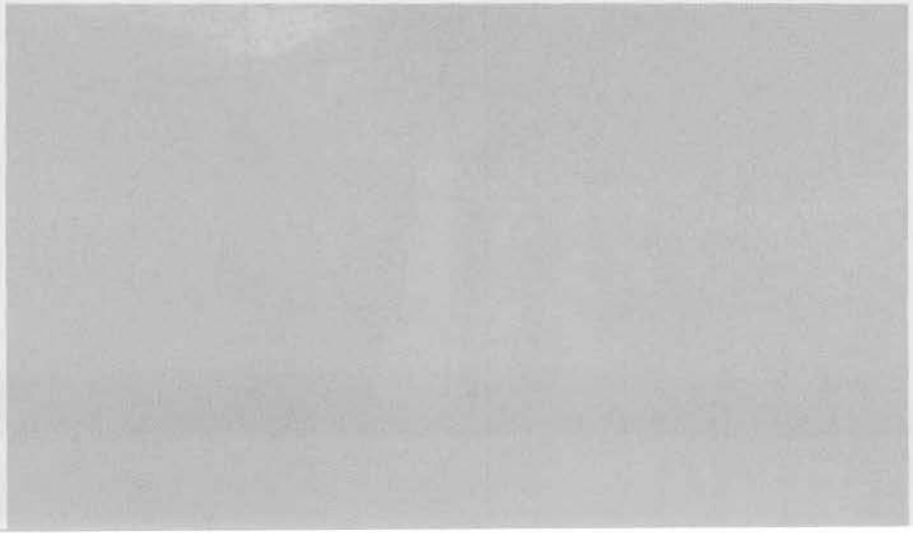
It must be remembered that effective planning involves more than just encouraging development in certain favorable locations and discouraging it in those that are unfavorable. Just as the fruit grower invests in new orchards which will not yield a return for many years, growing communities require investment in public improvements which may "pay off" only in the future. The acquisition of park lands and the installation of public utilities, at the present time, will effectively serve to shape future development for greatest economy and most desirable living environment.

Optimum utilization of the community's resources will require close cooperation between the Town and Village. Fortunately, this need has already been recognized, permitting the plans for the Town and Village to be developed simultaneously and included in a single document. It is hoped that this spirit of community can continue to be an effective influence in all future plans for the Town and Village to their mutual benefit.

This report is presented in three parts. Part I, the Planning Survey, presents the extensive information collected about Town and Village as a base for planning. Part II discusses the development of Town and Village planning policy. Part III presents recommendations for Town and Village planning action. Complete reports for areas of the Town and Village which required more detailed planning--the Central Village, Roosevelt Beach, Tuscarora Bay, and the Ransomville area--are also included in Part III.

Throughout the report, the sections pertaining to Town and Village are visually differentiated for ready identification.

THE PLANNING SURVEY



THE PHYSICAL COMMUNITY

REGIONAL SETTING

The regional setting of the Town and Villoge of Wilson can be quickly grasped from Mop 1. The Town is located on the Lake Ontario shore of Niagara County, on the fringe of the Buffalo metropolitan region. The Village is centered in the Town's shore frontoge. Town and Village ore somewhat removed from the main directions of expansion for residential and industrial expansion directly related to the City of Buffalo, and are too far removed from the center of the region for easy commuting although not too far removed for recreational and similar contacts.

The Town is more closely related to the satellite cities of Lockport and Niagara Falls, the center of the Villoge being only some six oirline miles from Lockport and ten from Niagara Falls. The lake shore location provides a pleasant climate and excellent recreational opportunities which are increasingly attractive to commuters as well as providing desirable conditions for many kinds of agriculture. The lake shore parkway connection gradually being constructed between Canadian Cities and Buffalo and Rochester will place the Town on a recreation travel route of national importance.

THE PHYSICAL COMMUNITY

A knowledge of the physical characteristics of a community is essential when planning for future growth and development. The climate, topograph and soil characteristics establish certain natural limitations within which the plan must be formulated. By recognizing these limitations, the natural advantages can be emphasized and the disadvantages avoided or accounted for in the plan.

The plan is an embodiment of the community's desire to provide a safe, healthy and pleasant enviroment within which its members can live and work. The natural enviroment is the base upon which the plan must build. By respecting this natural base, the pattern of development can be such as to realize community goals with a minimum of private and public cost.

LOCATION AND SIZE

The Town of Wilson is located on the shore of Lake Ontario 8 to 15 miles east of Fort Niagara and the outlet of the Niogara River. Its regional location is shown on Map 1. The Village of Wilson is in the center of the Town's lake frontage. The total Town area is 50.2 square miles, 0.8 of which is incorporated into the Village of Wilson. This leaves an unincorporated area of 49.4 square miles.

CLIMATE

Due to this lake shore location, both the Town and Village benefit from a temperate climate. The southwesterly direction of the prevailing winds cause the temperature of the air to be modified in passing over the deep lake so that it moderates the heat of the summer and the cold of the winter. This tempering effect also results in a gradual change in the seasons and delays frost dates so as to provide a relatively long growing season.

Wilson receives slightly under 30 inches of mean annual rainfall which is low when compared to the rest of the State. The heaviest rainfall occurs during the summer months ond while droughts are not uncommon, they are usually of short duration.

The amount of snow fall received is olso low relative to the State overage and perhaps the lowest on the Niagara Frontier where the mean average snowfall is 40 to 60 inches. The lack of snow is explained by the fact that the Town is located between the Ontario and Erie snowbelts and is thus not influenced by either of them to the same extent as is most of the Niagara Frontier.

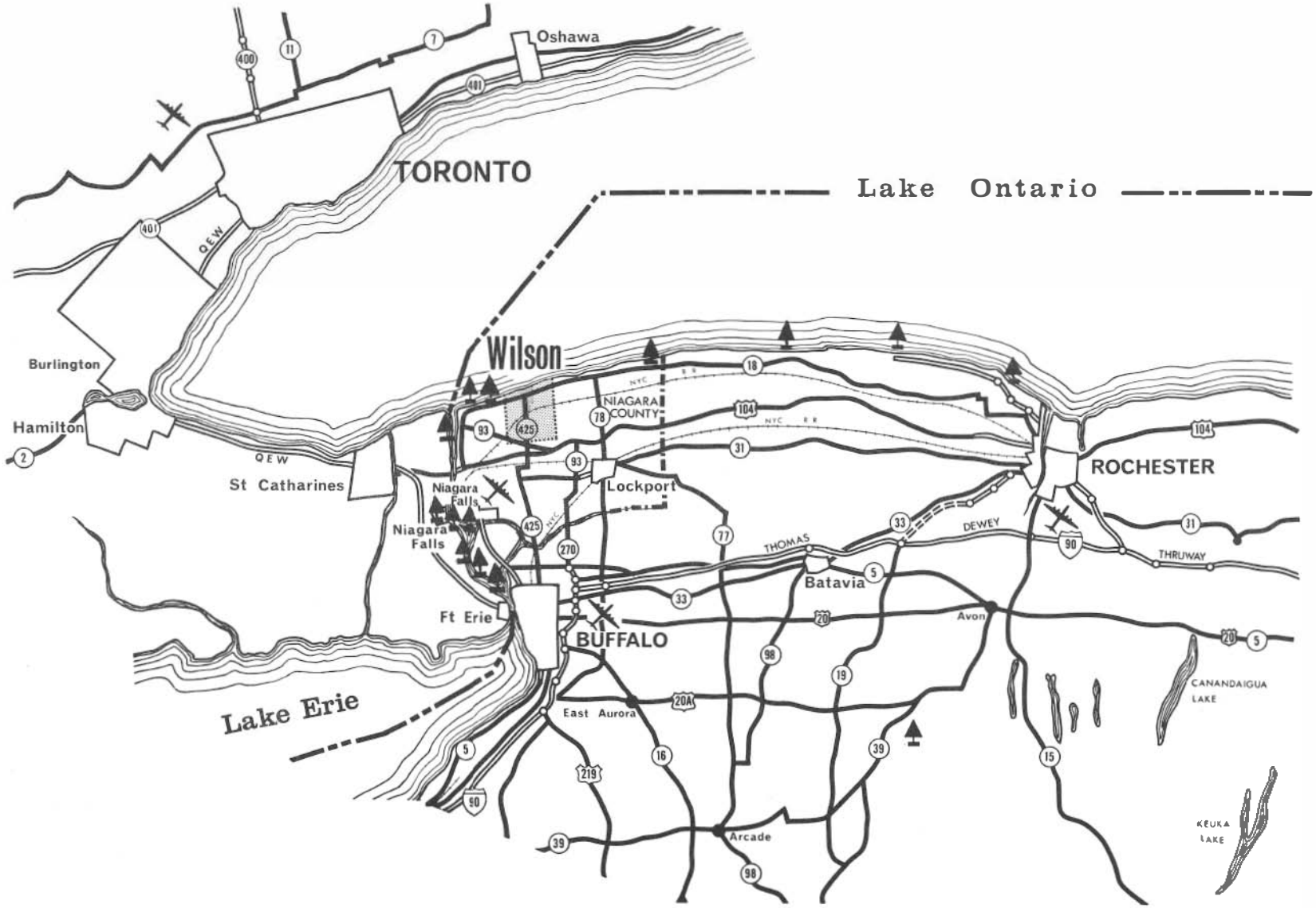
The light precipitation received in the area is generally sufficient for deep-rooted fruit trees, but may be detrimental to field and vegetable crops on light textured soils. In terms of other human activities however, the scarcity of rainy days and heavy snow falls is regarded as a desirable characteristic of the area.

TOPOGRAPHY

The physiography of the Town is the result of an interesting geological history. In what is known as the "Early Silurian Age", the area was part of the bed of an ancient sea with deep layers of sedimentary rock building up on its bottom. In the millions of years following the retreat of this sea, these rock layers developed a slight tilt to the south. Through erosion, layers of rock were worn away leaving the present escarpments. (1) Soils developed on the resultant stepped plain reflecting the character of the underlying rock.

In the relatively recent glacial epoch, the soils were repeatedly scrapped off or compacted, and new soil material was brought in. At one stage in the retreat of the final glacier, it paused for a prolonged period in central Ontario creating a large lake which flooded the northern portion of Niagara County. Following the diminuation of this lake to the present lake system, the surface of the exposed land was subjected to water and wind erosion. Gradual tilting of the lake basin resulted in the formation of the unstable bluff. This tilting was

(1) Adopted from Report on Surface and Internal Drainage Conditions of the Erie-Niagara Region. Geotechnics and Resources Incorporated, White Plains, N.Y., 1961 (unpaged).



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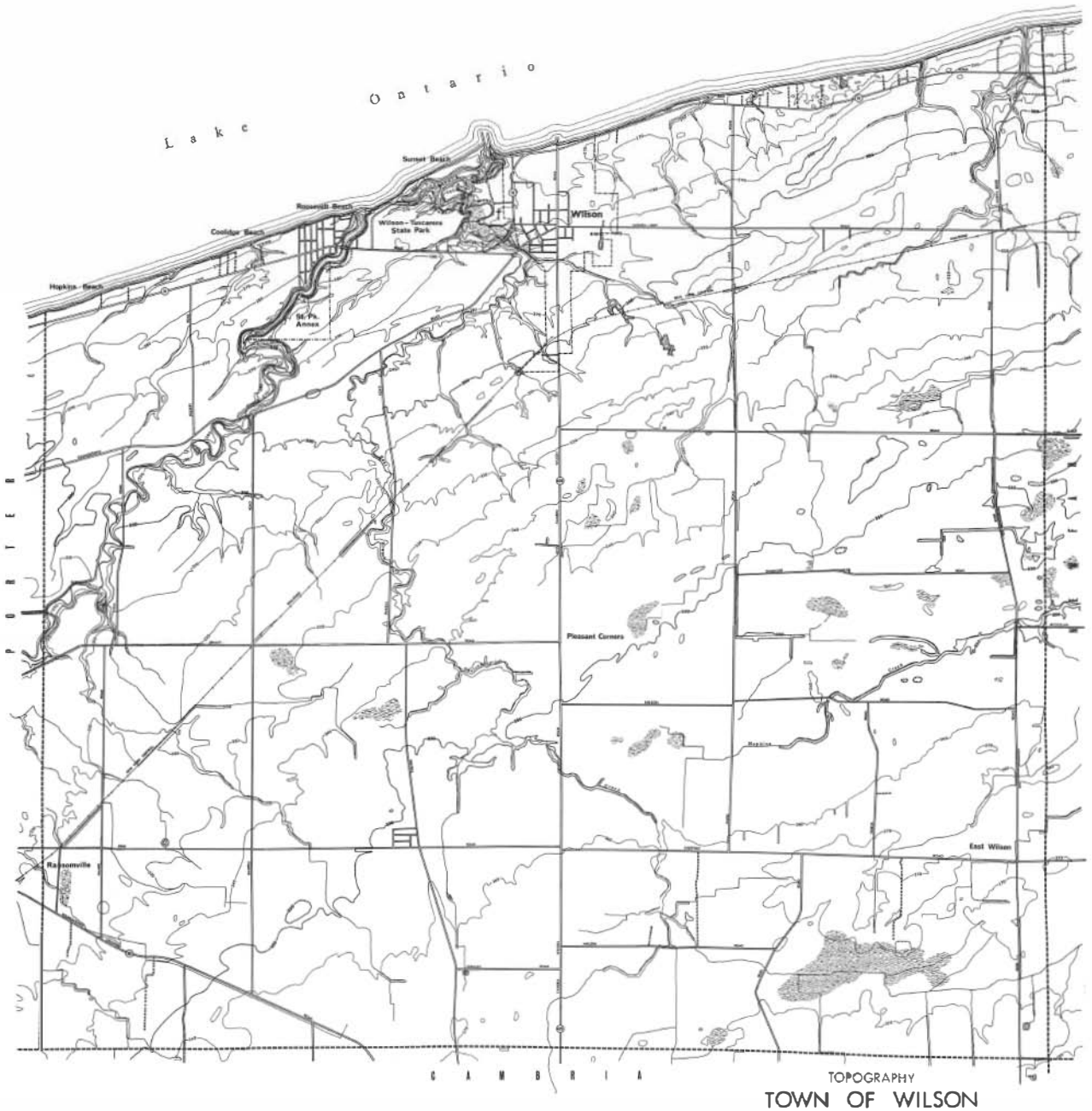
REGIONAL MAP
TOWN AND VILLAGE OF WILSON

SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS
SYRACUSE WATERTOWN SCHENECTADY SAN JUAN, PUERTO RICO

8.7 0 8.7 17.4
SCALE IN MILES

1965

Map 1



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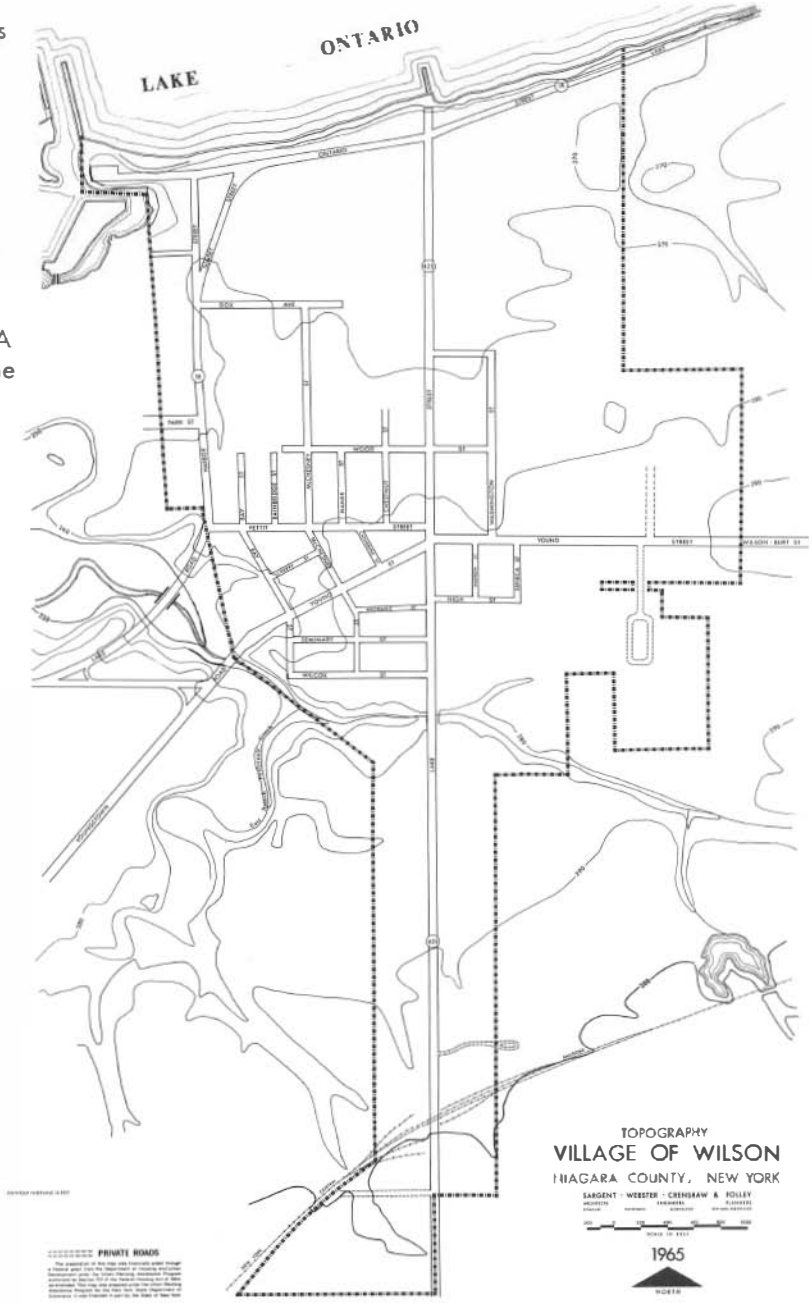
B

Map 2

also responsible for the rapid development of valleys as streams cut through the thick mantle of earth in rapid descent to the lake level.

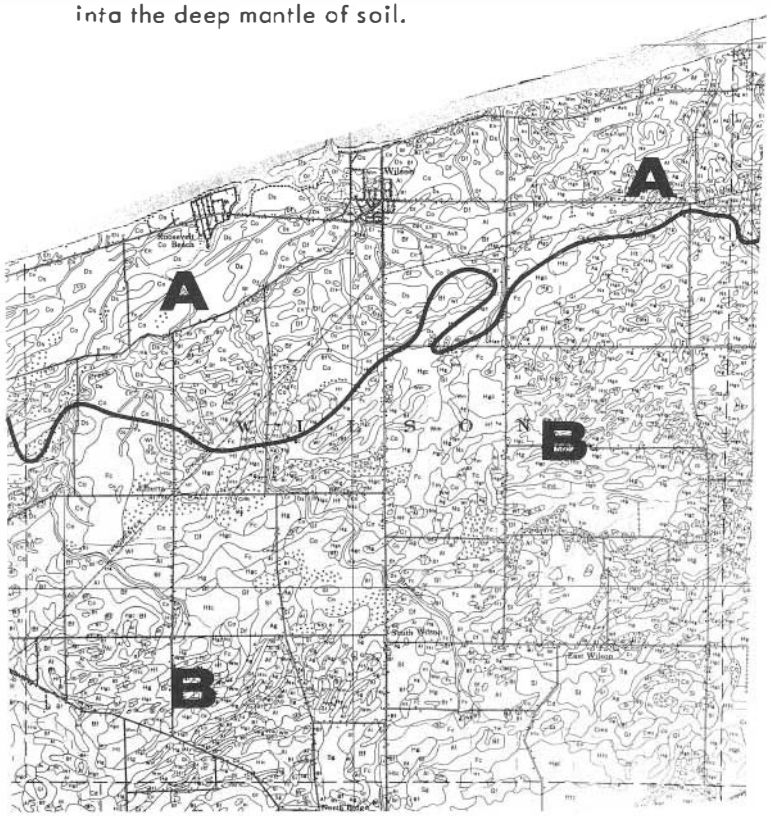
In general, the surface of the Town is a level plain, as may be seen from Map 2, raised above the level of Lake Ontario by unstable bluffs ten to thirty feet in height. The northern third of this plain has been worn by the erosion of a few streams. The southern portion is very flat, reflecting its lake-bed history, ond is indented only slightly by these stream channels. Mop 2A shows the topography of the Village to be typical of the northern fringe of the Town.



Contour intervals 10 feet

Map 2A

In their classification of the Niagara Frontier counties for drainage study purposes. Geotechnics designates the above two areas as Area A and Area B respectively. (See Map 3) The line dividing the areas represents the points at which the streams begin their erosive cutting as they make their rapid fall to the lake level. Above this line, the minor streams cut but little into the plain as they meander slowly towards the northeast. Below it, they cut deeply, and sometimes precipitously, into the deep mantle of soil.



PHYSIOGRAPHIC AREAS
TOWN AND VILLAGE OF WILSON
SARGENT - WEBSTER - CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS
4000 0 4000 8000
SCALE IN FEET
1965
NORTH

SOURCE: GEOTECHNICS AND RESOURCES INC.

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There is little variation in the elevation. The highest port of the Town is in the southeast corner and is approximately 380 feet above sea level. Indeed, almost all of the Town's surface lies in a range between 270 and 370 feet above sea level. The land slopes generally to the north and drains into Loke Ontorio. The slope increases as one approaches the Lake, where it averages twenty feet to the mile as compared with five feet to the mile, or less, in the southern area.

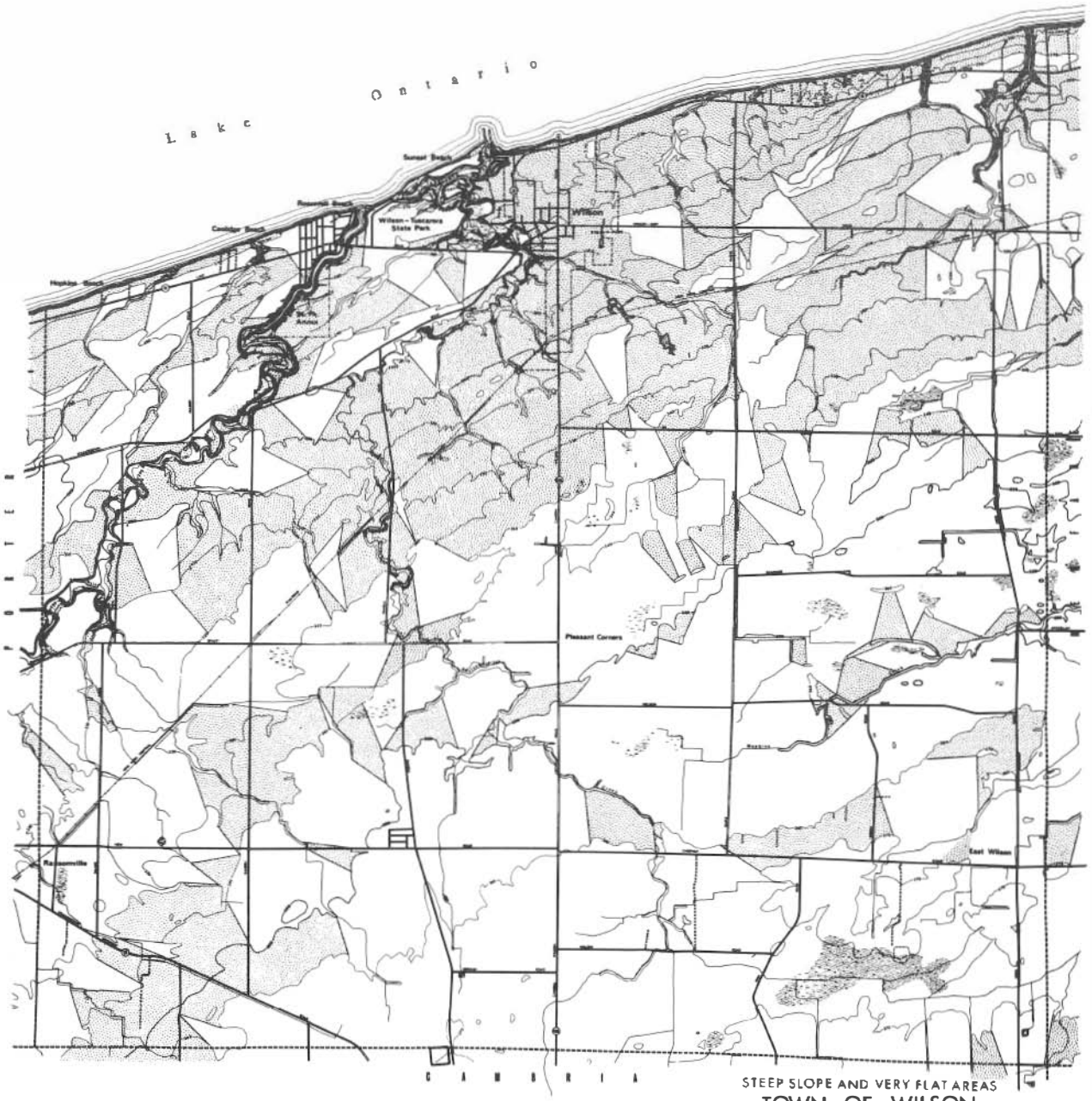
The slope of the land is a very important consideration when estimating the development potential of the area. Residential development is hampered by both "excessive slope" (above 15 per cent) and by "insufficient slope" (less than 0.5 per cent). Mop 4 indicates the areas of the Town and Village where these conditions exist.

It can be seen that the areas of excessive slope are confined to the lake shore and the bonks of the major streams. The most pressing problems are presented by the areos where the slope is less than 0.5 per cent. Well over half of the Town can be seen to be in this category. When land is this flat, difficulty is frequently encountered in providing adequate gradient for sewers, ditches and streams.

In the Town, the areas of principal topographic interest are the stream volleys and the lake shore-line. The valley of theWest Branch of Twelve Mile Creek is deeply incised and sufficiently wide to have recreation potential. The lower portion of the stream is normally navigable by small boats for a distance of well over a mile from the lake.

The entirely separate East Branch of Twelve Mile Creek clsa breaks interestingly into the plain near the Village of Wilson where it merges into the marsh and waters of Tuscarora Bay. Protected from the lake by Sunset Beach, the Boy is on excellent anchorage that the State is preparing to greatly enlarge and improve. This oreo has room for extensive marino development.

Map 3



STEEP SLOPE AND VERY FLAT AREAS

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

Contour Intervals 10 feet

UNDER 0.5%

0.5 TO 15%

OVER 15%

1965

Map 4

In general, the wove-cut cliff is lower and the lake-shore more accessible than in mony lakeside towns. There is also quite a bit more shore-line where the cliffs are less than twenty feet in height. The level of Lake Ontario has varied in recent years between elevations of 243 and 247 feet. At the higher levels, erosion of the soft cloy of the bluffs has been considerable as is evidenced by old mops of the Town. In recent years, the elevation of the lake has been falling due to abnormally light precipitation in the Great Lakes water bosin. The lower lake level has diminished the erosive effects of the waves, but has caused problems of inadequate water levels in the boot anchorages. However, there is no reason to expect that the lake will remain at this abnormally low level and thus the erosion of the cliffs may well be a continuing problem for the Town and Village.

The lake shore, and especially the harbors and places of easy access, are of great importance to the future of the Town, both as exploitable natural resources and as places for enjoyment by the residents.

There are only a few small ponds in the Town. A cursory mop study indicates that little opportunity exists except, perhaps, on the branches of Twelve Mile Creek, to create sizeable ponds by impoundment.

DRAINAGE

When on area is agricultural, drainage characteristics are not vital although it is important to the former thot fields be dry enough to work in season and that the proper moisture content is available for his crops. As on area is developed with non-form homes, drainage becomes a more critical consideration. Conditions which have been of minor concern in a forming area become of major import when the fields are cut into homesites. The home buyer is concerned that his septic tonk will work properly, that stagnant water does not stand in ditches around his home and that flood waters stay oway from his door. But the very oct of turning fields into graded yard and streets increases the peak runoff and may couse flooding in areas which have previously never known water problems.

The gently sloping plain that makes up the Town is drained by two major streams and a number of minor ones. The two unconnected branches af Twelve Mile Creek drain 31.3 square miles, 61 per cent of the Town, discharging into Lake Ontario within a short distance of each other. At one time they shored a common mouth.

The West Branch of Twelve Mile Creek enters the Town after draining 22.8 square miles in Porter, Lewiston and Cambria. It has already cut a gully some twenty feet deep where it enters the Town near Braley Rood, and continues to its mouth in a cut that, in places, reaches forty feet. Its drop is fairly rapid until it reaches lake elevation. There is no evidence of any flood problems on the main stream, although some of the tributaries on flat land may pose problems if there is extensive development in their water sheds. Most such areas lie outside of the Town boundaries. If such development occurs in the surrounding towns, these streams beds will warrant careful study.

The East Branch of Twelve Mile Creek drains the entire central section of the Town, on area of 19.3 square miles, as well as nearly 19 square miles in Cambria and Lewiston. In contrast with the West Branch, this creek volley is not well developed as it enters the Town near the Cambria-Wilson Rood. The stream drops only little more than one foot per thousand as it traverses the southern holf of the Town. This gentle grode, combined with the limited channel development and a very large drainage area, creates o potentially serious flood hazard.

As in the case of the West Branch, development in the upper watershed of the East Branch (in Cambria) will accentuate the flood hazard by increasing the runoff.

The problem is potentially more serious in the East Branch due to the poorly defined channel. Downstream from Braley Rood the stream's descent becomes more rapid and the channel is more deeply incised, which reduces the hazard of flooding.

An area of approximately 7.7 square miles along the Town's eastern border drains eastward out of the Town into Hopkins Creek through three separate tributaries. These streams are very gentle in gradient and generally poor in channel definition. They will bear study as to future adequacy as development occurs.

The only other stream of major importance is Beebe Creek which drains about 5.7 square miles in the northeast corner of the Town, entering the Lake near Beebe Rood. This stream is well defined in its lower reaches but will require further investigation in its upper areas.

A small area east of Wilson Village and on area west of Roosevelt Beach drain directly into the lake through a number of small brooks. Over years of intensive agricultural activity, the natural drainage of these streams has been improved by the addition of on extensive network of drainage ditches. However, these streams have cut channels near the lake so as to make the installation of sewer lines in the area very difficult.

Internal or vertical drainage is also an important consideration. Geotechnics describes the internal drainage in Area A as "the best on the Ontario Plain," (2) but points out that even here layers of impervious cloy of morainic deposit may impede vertical drainage.

In Area B, it is pointed out that although the soils themselves are usually well drained, they are frequently underlain with impermeable cloy at a depth of three to four feet so as to hold water neor the surface. It noted that farmers often found it is necessary to drain the lower soil strota (3).

(2) (3) Ibid., unpaged

It is apparent that considerable attention will hove to be given in the Town plan to secure and maintain adequate drainage, especially for those ports of the Town where more intensive development is indicated. It should also be evident that the possibility of septic tonk drainoge emerging into open ditches is one that should receive serious attention.

SOILS

Information as to soils characteristics is important in Town planning operations from the standpoint of identifying areas of high and low agricultural value, determining capabilities for septic tonk operation, providing information on building conditions and indicating the presence of natural resources such as sand and grovel in the soils.

Town

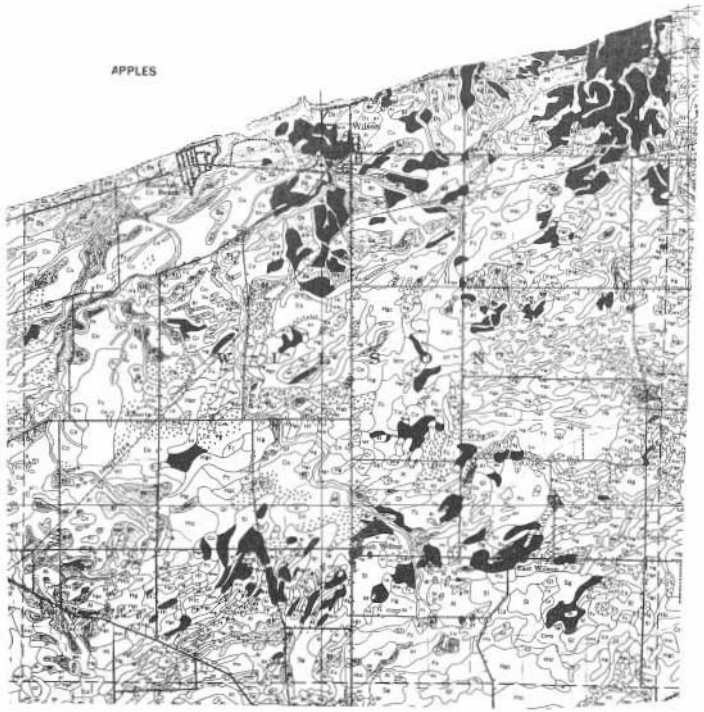
A recent study of the soil types in the Town of Wilson has been mode by the U.S. Department of Agriculture. Unfortunately it was completed too late to be utilized completely in this report. However, a photographic mosaic of the total area of the town has been prepared at a scale of 1" = 1000' and will be mode available to the Town along with a summary of the soil types. This mop and accompanying tables should be used by the Town in any future decisions concerning land use ond development potential.

The soils in the Town vary widely in agricultural quality and there is little pattern to the variation. The prime determinant in the suitability for agricultural purposes appears to be the adequacy of drainage rather than the type of soil. Suitability of soil types for various types of agriculture is shown on Map 5.

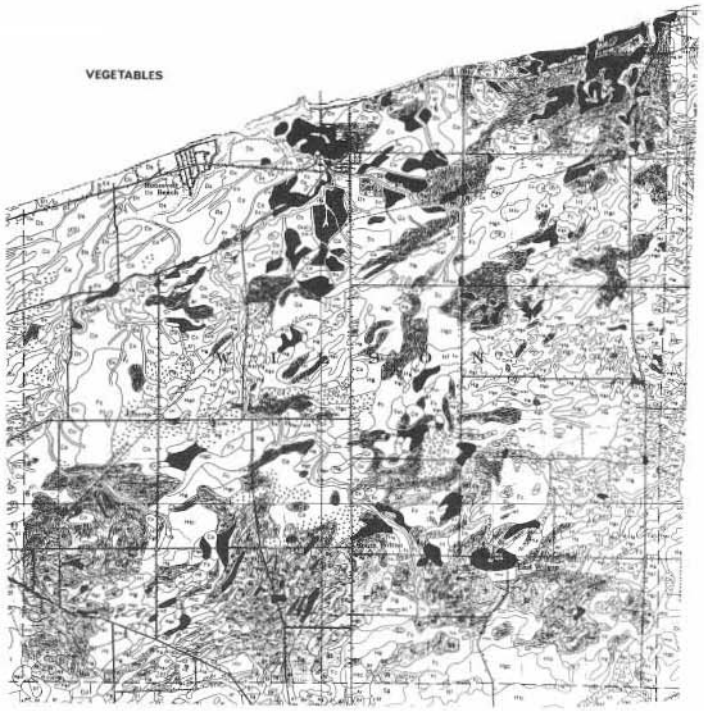
Most of the soils in the Town can be considered "tight" which indicates poor vertical droinage. This tightness

GENERAL FARMING

APPLES



VEGETABLES



VERY HIGH PRODUCTIVITY

HIGH PRODUCTIVITY

VERY HIGH AND HIGH SOIL PRODUCTIVITY FOR SELECTED CROPS

TOWN AND VILLAGE OF WILSON

SARGENT - WEBSTER - CRENSHAW & FOLLEY

ARCHITECTS ENGINEERS PLANNERS

SYRACUSE WATERTOWN SCHENECTADY SAN JUAN, PUERTO RICO

3000 0 5000 10,000

SCALE IN FEET

1965

NORTH

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SOURCE: U.S. DEPARTMENT OF AGRICULTURE

Map 5

creates potential problems of heavy runoff since virtually no water filters through the ground.

In general, the soils in the Town are unsuitable for a concentrated use of on-lot sewage disposal using septic tanks with leaching fields as shown in Mop 6. In addition, many of the soils would present serious problems for the construction and maintenance of sewers and underground utility installations due to poor drainage and soil instability. General suitability of the land for sewered home sites is shown in Mop 7.

Village

The soil conditions in the Village of Wilson are quite similar to those in the Town. The soil types which predominate are such as to pose serious problems with the operotion of septic tonks. However, this foct in itself does not hamper development since all of the oreo in the Village is presently sewered or con be sewered readily.

Although drainage and runoff are also problems, much of the soil is such as to allow for economical installation of storm drains.

LIMITED PROBLEMS

MODERATE PROBLEMS

SEVERE PROBLEMS

SOILS SUITABLE FOR SEPTIC TANKS

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

ARCHITECTS ENGINEERS PLANNERS

1965

NORTH

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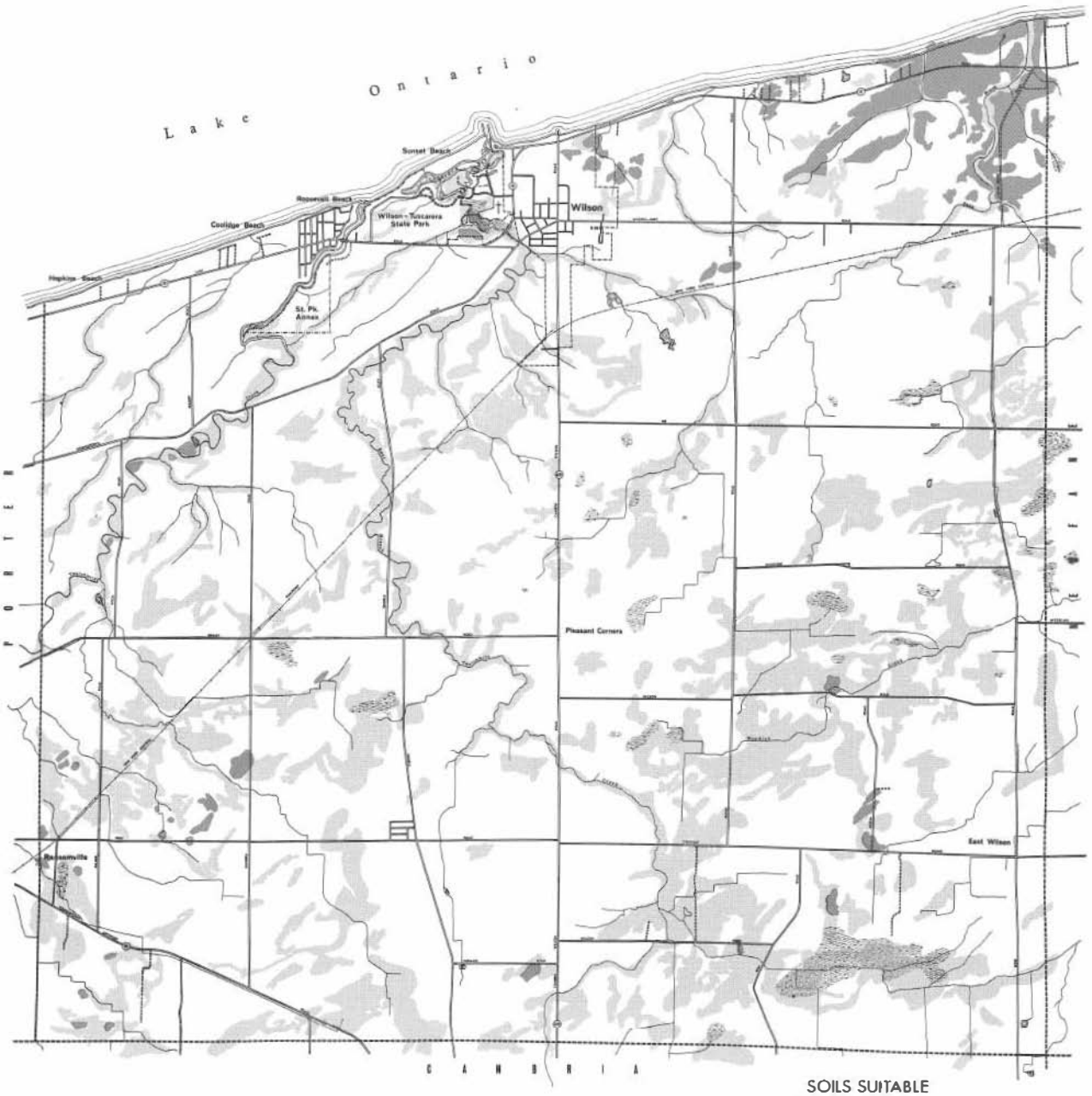
Map 6



LIMITED PROBLEMS

MODERATE PROBLEMS

SEVERE PROBLEMS

SOILS SUITABLE
FOR HOMESITES
TOWN OF WILSON
NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

1965

Map 7

PLANNING IMPLICATIONS

Continued agricultural uses of the land should be protected and encouraged in the central and northern areas where soil conditions are best and drainage problems are not severe.

The temperate climate and lake frontage provide the Town and Village with invaluable natural potential as a regional recreation center. This potential should be realized through the conservation of natural points of beauty and interest. The protection of the natural beauty of the area will depend to a large extent on the Town and Village policy toward private lake front development, watershed management and dry weather flow regulation of the streams.

Large areas of the towns to the south of Wilson drain into the Wilson stream system. This suggests the need for cooperative planning with those towns to see that development in the upstream watershed does not create problems of peak flow in excess of down stream capacity, reduction of summer flow and pollution of the streams.

The drainage of the larger portion of the Town's surface area to a location between Roosevelt Beach and Tuscarora Bay would simplify sewer installation for the Town. Even so, the flatness in most areas would make installation more expensive than normal.

The location and extent of residential development should be determined by the economies of sewer and storm drainage systems. This would suggest that development should be concentrated around Ransomville, if a sewer system can be economically installed there, and around the Village of Wilson where existing sewer facilities can be extended. Any other development should be at a density which can be supported by the particular soil type without the benefit of community sewer and storm drainage facilities. For the Town of Wilson, this density would have to be such as to allow two or more acres for each dwelling unit.

LAND USE

One of the primary concerns of planning is the preparation of recommendations for the future use of land. Information as to the current use and trends in that use is necessary as a bose for these recommendations. This section of the report consists of an inventory and analysis of the various land uses within the Town and Village. The patterns and trends in the use of the land are considered relative to zoning ordinances, land holdings, topography, public utilities and the land use and zoning in the bordering orea of neighboring towns.

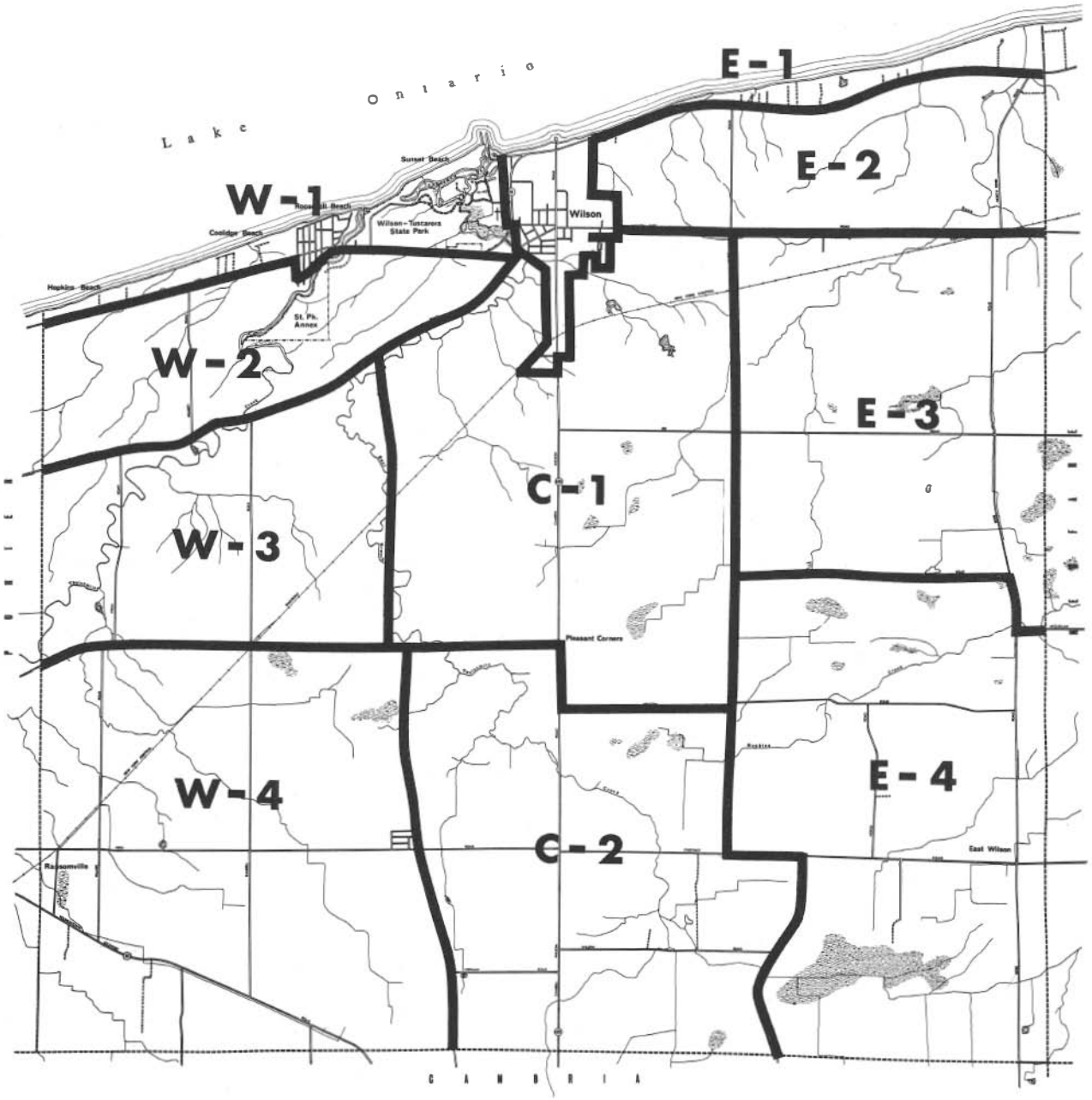
The doto for this section were obtained from the Town ond Village tax maps, recent aerial photographs, and a complete field survey conducted in September of 1964. Generalized information as to agricultural uses was obtained from various U. S. Census of Agriculture reports.

LAND USE DISTRICTS

Town

The land use informotion presented in this section of the report is presented graphically on a large land use mop of the Town which is on file at the Town Office and presented herein os Map 9. To assist in the analysis and to facilitate future planning studies, the town was divided into ten sections as shown on Map-8. The field data has been tabulated separately for each of these sections.

Two of these sections, E-I and W-I, ore the narrow strips along the lake containing almost all of the lake oriented housing. E-2 and W-2 are the areas just



LAND USE DISTRICTS
TOWN OF WILSON
NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS

1965

NORTH

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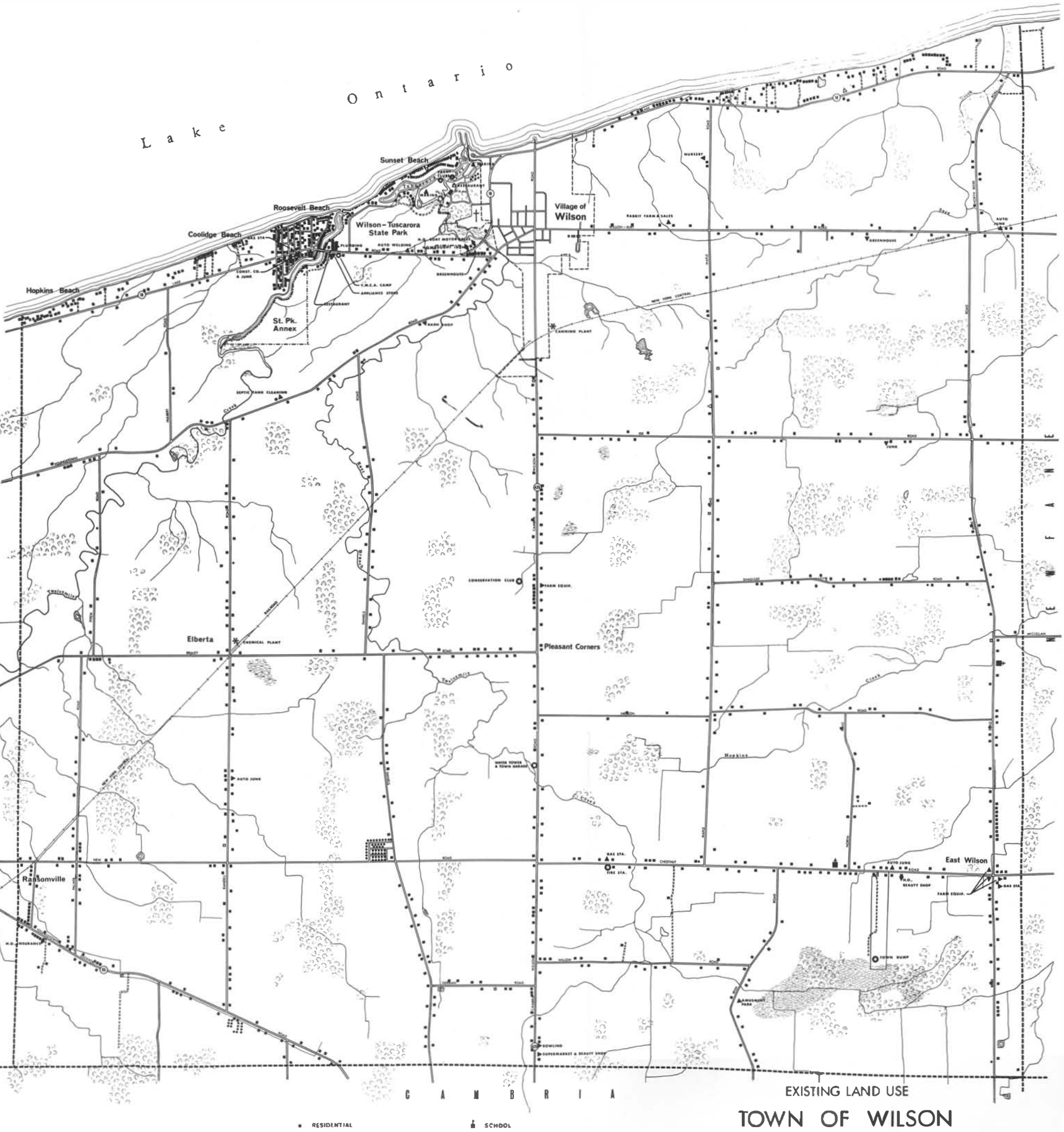
Map 8



EXISTING LAND USE

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

SARGENT WEBSTER - CRENSHAW & FOLLEY

ARCHITECTS ENGINEERS PLANNERS

SCALE IN FEET

1965

NORTH

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

Map 9

south of the lake strip which would experience growth should the lake oriented housing extend to the south. Sections E-3, C-1 and W-3 constitute the central region of the Town. The southern third of the Town is contained within sections E-4, C-2 and W-4.

GENERAL PATTERNS OF CHANGE

Until World War II, Wilson was almost exclusively an agricultural town. The primary exception to this pattern was the vacation housing scattered along the shore of the lake and concentrated at beach developments. Since the War, as shown in table L-1, there has been a considerable decline in the number of farms and in farm acreage but an increase in the size of individual farms. It should also be noted that the cropland harvested is considerably less than the total farm acreage.

This decline in agricultural use has not been evenly distributed throughout the Town. The process has been selective with apparently little reduction in the agricultural activity on the more productive land. Most of the discontinuance of agriculture has occurred in the southern and central portions of the Town and has been accompanied by some growth of non-farm residential uses along the roads.

Residential use has been increasing. In 1964 there were about 1200 dwelling units in the Town as compared with an estimated 830 in 1942. Most of this new residential use has been scattered along existing roads. With the exception of lake front developments, no new roads have been opened through the subdivision process.

TABLE L-1

NUMBER OF FARMS, FARM ACREAGE, FARM SIZE AND CROPLAND HARVESTED, TOWN OF WILSON 1930-1964

Year	No. Farms	Farm Acreage	Average Size of Farm	Cropland Harvested A	Cropland Harvested % of Town
1930	430	27,968	65 A	n.a.	n.a.
1945	411	27,820	68 A		
1950	375	26,650	71 A		
1954	376	26,229	70 A		
1959	310	23,172	75 A	12,882	40.0
1964					

Source: U. S. Census of Agriculture

EXTENT OF VARIOUS LAND USES

Information presented on the land use map has been tabulated for each of the ten sections and totaled for the Town in order to determine how much land in each section and in the Town as a whole, is in different types of uses. The amount of land in residential, commercial, industrial and other uses is presented in Table L-2 and each type is analyzed below.

- Residential

Although residential use has been increasing, it still comprises only a small portion of the total land in the Town. As it was not feasible to determine the exact acreage in residential use, an area of 30,000 square feet was estimated as the average land area directly related to each dwelling unit. Thus it was estimated that 822 acres, or 3.7% of the total area of the Town, was occupied by the 1191 dwelling units tabulated in the survey. Although approximately 50 of the dwelling units are to be purchased by the State for Wilson Tuscarora Park, it is assumed that some of them will be relocated in the Town.

It would appear, from observation and the available census data, that at least 300 of the 454 dwelling units enumerated in Sections E-1 and W-1, the lake shore area, were seasonal houses. There were 57 occupied mobile homes in the Town, most of which were located in the three mobile home parks. Except for the lake shore development and the mobile home parks, most of the residential use is confined to narrow strips along existing roads.

- Commercial

The commercial land use category includes a wide range of business enterprises, such as retail and wholesale sales, service and repair enterprises, offices, restaurants, etc. It does not include incidental home occupations, incidental farm sales or industrial uses. Each of the commercial uses is identified on the land use map.

There are 28 commercial uses, but they are not concentrated in any particular sector of the Town. Few of the business enterpirses are very large, the most extensive being the farm equipment sales in East Wilson and the marine service complex around Tuscarora Bay. Most of the retail business in the Town is conducted in the Village or at other shopping centers in the County.

- Industrial

There are only two important industrial uses in the Town; the Allied Chemical Corporation plant on Braley Road at the railroad crossing and the Wilson Canning Company plant, located along the railroad tracks just outside the Village, but currently inoperative.

The only extractive industry currently operative in the Town is the Town gravel pit south of Chestnut Street. This is also the location of the Town land fill.

TABLE L-2

LAND USES, TOWN OF WILSON - 1964
(All figures approximate)

	Total Area	Residential Dwelling Units No.	Residential Dwelling Units Acres	Commercial No.	Commercial Acres	Industrial No.	Industrial Acres	Public & Quasi - Public No.	Public & Quasi - Public Acres	Regional Uses No.	Regional Uses Acres	Road Area Acres	Railroad Area Acres	Total All Uses Acres	Net Area
W-1															
A*		354	244	8	6			4	3					253	
B**		302	208	4	3			4	3	1	236! &92	(not computed by districts)		450	
W-2		52	37	3	2			1	1					40	
W-3		48	33			1	7	1	1					41	
W-4		169	117	1	1									118	
C-1		99	68	2	2	1	5	1	1	1	46			122	
C-2		124	86	4	3			2	2					91	
E-1		100	69	1	1									70	
E-2		35	24	2	2									26	
E-3		75	52	2	2									54	
E-4		135	93	5	5	1	61 ***	2	2	1	3711			198	
TOTAL	32,128A														
A*		1191	823	28	24	1	73	11	10	2	83	694	108	1,803	30,325
B**		1139	787	24	21	1	73	11	10	3	315	694	108	2,008	30,120

Note: Residential, commercial, public andquasi-public uses computed at 30,000 sq. ft. (69A) per land use.
Road right-of-way computed at 66 ft. width.
Railroad right-of-way computed at 70 ft. width
* Area compiled without new State Park
** Area compiled with new State Park
*** Town owner - Gravel Pit and dump

- Public, Quasi Public and Regional

Other than the Town gravel pit and land fill which have been classified as industrial uses, there are very few public or quasi public uses except for churches and small cemeteries. However, the Niagara Frontier State Park Commission is assembling land for Wilson Tuscarora Park which is to include 236 acres of land on the Lake and Tuscarora Boy, and an additional 80 acre tract south of the Park area. The exact acquisition for this pork may, however, depend on how available funds relate to acquisitions costs.

This park, "Wonderland-of-Niagara" (a commercial recreation area), the Conservation Club and the YMCA Camp have been listed as "Regional Service Uses" since they are designed to serve a regional rather than only a Town clientele. Uses of this kind which require large areas of land are likely to increase in the outer suburbs of growing metropolitan areas.

- Road and Rail Rights of Way

It is estimated that the roads in the Town utilized 694 acres and the railroad another 108 acres. The Robert Moses Parkway, when extended across the Town probably will require more than 200 acres for its right-of-way.

- Farm Land and Unused Land

When the amount of land in intensive use is deducted from the total land area of the Town, a balance of 30,000 acres remains. The 1959 Census of Agriculture indicated that the forms in the Town contained 23,172 acres but that only 12,882 acres were actually harvested. This would mean that approximately 15,000 acres were not employed in any productive use.

TRENDS IN LAND USE

The trend toward the reduction of acreage in agricultural use in those areas with less productive soils has been indicated. It is evident from the land use tabulation that most of the land which has been released from agricultural use is lying fallow, since only a small portion of this land has been used for residential or other intensive development.

A general indication of the pattern of residential growth can be obtained from a comparison of the information obtained in the land use survey with United States Geological Survey Maps based on aerial photographs flown in 1942. Such comparison shows the loss of a considerable number of farm houses over the period. This loss was accompanied by the addition of a number of new non-farm houses. There is also evidence of some loss of the 1942 stock of houses along the lake shore.

Gross new construction by land use district is presented in Table L-3. It can be seen that the bulk of the new residential construction has been concentrated in the narrow strip of land along the lake or in the sections which comprise the southern third of the Town. The northern and central sections, which contain some of the more prosperous farming operations, have not witnessed much new construction.

TABLE L-3

NEW DWELLING UNIT CONSTRUCTION
HOUSES & MOBILE HOMES
TOWN OF WILSON 1942 - 1964
(Approximate)

	West District			Center District			East District			Total	
		Houses	Mobile Homes		Houses	Mobile Homes		Houses	Mobile Homes	Houses	Mobile Homes
Lake Front	W-1	51	21				E-1	59		110	21
North Belt	W-2	17					E-2	7		24	
Center Belt	W-3	8	2	C-1	30	2	E-3	19	2	57	6
Southern Belt	W-4	57	27	C-2	33		E-4	50	3	142	30
Total		133	50		65	2		135	5	333	57

The nature and extent of further development along the lake shore can not be accurately predicted. The land between Lake Road and the shore, already somewhat reduced by shore erosion, is being rapidly used up. This process will be greatly accelerated by acquisitions for the State park. Whether the full utilization of property with lake frontage will slow development or whether development will tend to spread to land south of Lake Road, will depend upon both Town policies and market forces.

The residential development of roadside land in the southern section of the Town is part of a region-wide phenomena which, unless interrupted by public regulations, seems destined to continue as long as road frontage is available.

UTILIZATION OF ROAD FRONTAGE

It has previously been noted that, with the exception of the lake frontage, all of the intensive development in the Town has been along existing roads. With ample undeveloped road frontage available, it has not been necessary to open new roads. To aid Town policy concerning such development, the present and potential future extent of road side development has been calculated.

This calculation involved the measurement of the length of road frontage in each of the land use districts. For existing residential and small commercial properties, an average of 125 feet per use was assumed. The frontage for all of the larger properties was measured. The results are presented in Table L-4. Although the

TABLE L-4

UTILIZATION OF ROAD FRONTAGE
TOWN OF WILSON - 1964
(All Figures Approximate)

	Total Frontage	Residential Frontage	Commercial Frontage	Industrial Frontage	Public & Quasi Public Frontage	Regional Uses Frontage	Total All Uses Frontage	Net Frontage Available For New Units	
								Frontage	Dwelling Units
W-1									
A*	68,600 ft.	44,250	1,000		500 ft.		45,750	22,850	183
B**	52,700	37,750	500		500	7,000	45,750	6,950	56
W-2	48,300	6,500	375		125		7,000	41,300	330
W-3	70,900	6,000		1,000	125		7,125	63,775	510
W-4	168,700	21,125	125				21,250	147,450	1,180
C-1	90,100	12,375	250		125	450	13,200	76,900	615
C-2	121,650	15,500	500		250		16,250	105,400	843
E-1	17,400	12,500	125				12,625	4,775	38
E-2	56,000	4,375	250				4,625	51,375	411
E-3	100,300	9,375	250				9,625	90,675	725
E-4	122,250	16,875	875	300***	250	450	18,750	103,500	828
TOTAL									
A*	864,200	148,875	3,750	1,000	1,375	900	156,200	708,000	5,664
B**	848,300	142,375	3,250	1,000	1,375	7,900	156,200	704,500	5,636

Note: All residential and most commercial, public and quasi-public uses computed at 125 ft. frontage per use.
* Area compiled without new State Park
** Area compiled with new State Park
*** Town Gravel Pit

figures are not exact measurements, they do provide an adequate indication of the situation.

If the remaining unutilized road sides were developed with lots averaging 125 feet, well orver five thousand additional dwellings could be accommodated in the Town. This statement in no woy advocates such a pattern of development but merely indicates how extensive it could become.

PATTERN OF PARCELIZATION AND HOLDINGS

The patterns of farm land holdings are important determinonts of growth pattems as is the manner in which such parcels are being subdivided into residentiol lots. Lorge holdings are increasingly important to effective farming. These lorge, compact lots can also be subdivided into residential lots more interestingly and efficiently than can long narrow strips. Division of farm land into long narrow residential strips is not only uneconomical but also frequently results in poor maintenance of the isolated rear land.

The average size of the farms in the Town is only 75 acres and there are few farms over 100 acres although some farmers work several farms. Typically, the farms are rectangular in shape with the narrow side fronting on the road. Many forms, especially those in the southern part of the Town, are only three to six hundred feet in width but several thousand feet in depth. Such farms are generally too small to operate economically and are also difficult to subdivide.

Much of the roadside growth has occurred through selling of roadside lots from such holdings. Such lots are typically one hundred feet wide ond vary from two to eight hundred or more feet in depth. Fortunately, the depth has been limited in most areas which will facilitate consolidation of rear land into parcels which are more readily usable.

Under these circumstances, the Town may wont to consider policies encouroging consolidotion of land into lorger porcels, both for the encouragement of agriculture and for the future benefits of better development. The Federal Government is developing rurol renewal policies which may result in assistance in such consolidation programs.

LAND USE, ZONING AND DEVELOPMENT RELATIONSHIPS

- Physical Relationships

Much of the development is occurring on the lake shore where the vertical and horizontal drainage ore relatively good. However some problems hove been creoted in the area where the unprotected cliffs have worn away.

In the southern portion of the Town, where scattered development is occurring, the land is generally very flot, streams are poorly defined and drainage is likely to pose serious problems. A few houses have recently been located in or near oreas where drainage problems ore known to exist.

- Utility Relotionships

The Town water system, which was installed in 1964, now serves almost all of the more intensively developed areas with fire hydrants os well as woter, and further extension is contemplated. This installation will probably have the effect of stimulating strips of residential development along those roads which are supplied. Such development frequently bears on inadequate relationship to the ability of the soils to sustain septic tank systems on a temporary bosis, or to the economies of the sewer installation which appears certain to be required if the pattern continues.

- Zoning Relationships

It will be helpful in planning for the use of the land to relate the current pattern of land use to the Town of Wilson Zoning Ordinance of 1949.

The areas which are presently zoned for industrial uses correspond closely to existing industry and appear to be sufficient to fill the needs for such uses. Any considerations as to the relationship between these areas and other land use areas, street access and utility services will require detailed information relevant to the particular situation in question. It might be noted here that under the present zoning ordinance, the Town grovel pit and land fill are nonconforming uses.

- Relationship to Zoning and Land Use in Adjacent Areas

Land use planning in the Town should involve a "good neighbor" relationship with the existing and projected uses in the adjacent towns. Wilson has no "town line" roods so thot the areas of possible conflicting relationships with uses in adjacent towns are primarily at the points where roads cross the Town Line. The entire boundary area of the abutting towns is currently zoned and used for agriculture or residential purposes and there appears to be no reason to expect any changes in those towns in the near future. However, two of Wilson's commercially zoned areas currently extend to the Town Line. This situation raises questions as to the relationship of such areas to the land use in the other towns.

SUMMARY AND PLANNING IMPLICATIONS

The Town of Wilson is in the early stages of transition to a pattern of intensive use of part of its land. The lake shore area is rapidly developing in single family housing which is increasingly year round rather than seasonal in character. The remainder of the Town is presently maintaining its agricultural character with the exception of minor areas which are witnessing some scattered residential development, particularly around Ransomville and East Wilson. Land in the area is going out of agricultural cultivation at a greater rate than it is being utilized for other purposes, which has resulted in much land being totally unused, a generally unstable condition.

Business uses are now permitted in three areas of the Town. Two of these areas are presently well related to the existing commercial establishments. The future needs for commercially zoned land, especially in the Ransomville and Tuscarora Boy areas, will require further study.

The present Zoning Ordinance opens all roads in the Town to residential development in lots of 18,000 square feet and such development is proceeding to varying degrees in all areas. This strip development is also encouraged by the zoning of interior block areas for agricultural use only, a factor which does not permit the opening of new roods without rezoning.

Land parceling patterns which have occurred in many parts of the Town are not conducive to good development practice. Where such patterns exist, consolidation of land holdings and replatting should be encouraged.

The Town should take full advantage of the opportunities offered by the present process of changing land use. The new uses should be organized so as to help the Town fully utilize its potentialities as a good place to live and work. The pattern which is occurring "normally" is not such as to warrant hope that the Town's potential will be reoched without further Town guidance according to a well conceived plan.

The Town planning effort must assume the responsibility of giving form, efficiency, and quality to the Town's growth and development. The task will involve considerations such as adequate drainoge, installation of sewers and other utilities, need for parks and

open space, other recreational facilities and policies toward idle land and agricultural productivity. Each foctor must be considered relative to the others if development is to progress on an orderly and economical basis.

LAND USE DISTRICTS

Village

To aid in the inventory and analysis of the land uses, the Villoge was divided into 6 land use districts as shown on Map 10. The uses ore shown in detail on Map 11, a large Land Use Map presented with this report. Section 1 consists of the narrow strip of lake shore property. Sections 2, 3, 4 and 5 ore the four quadrants of the northern port of the Village and Section 6 is the southern extension along Lake Street.

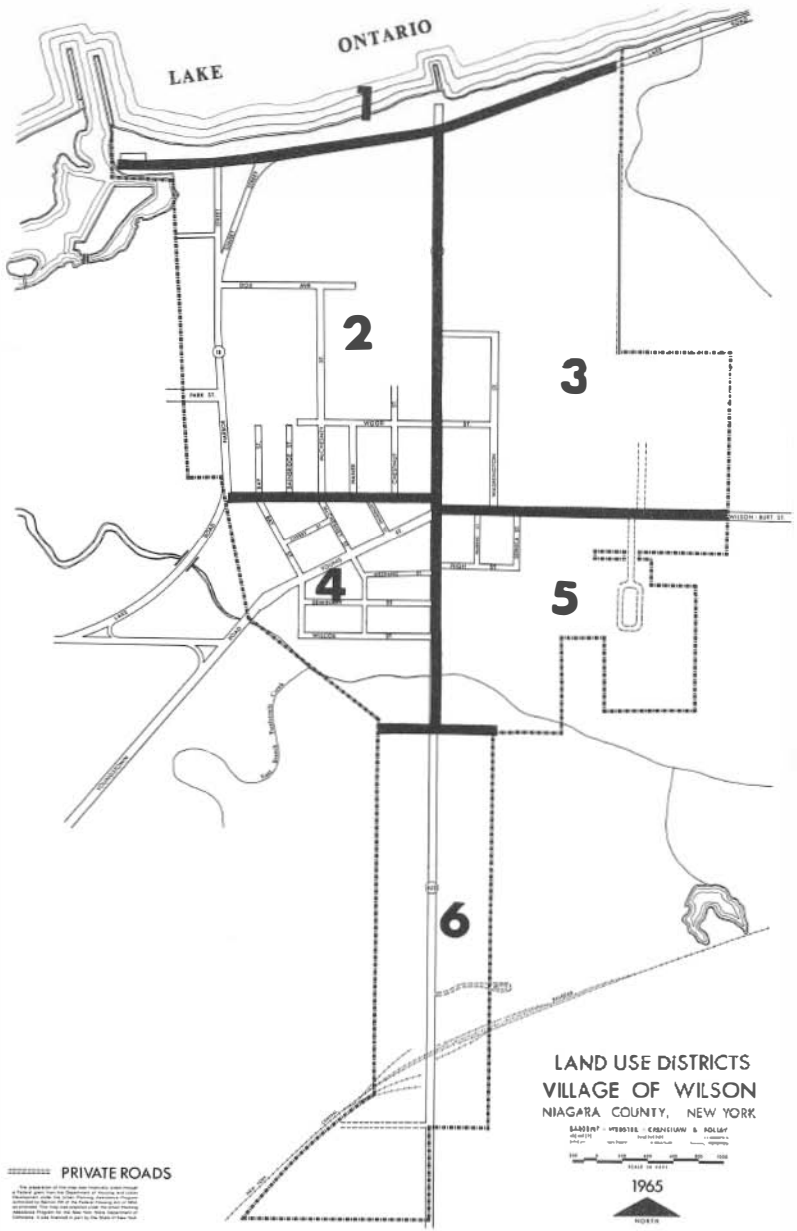
EXTENT OF VARIOUS LAND USES

The northern part of the Villoge contains 406 acres and the southem extension, which was annexed in 1956, contains 90 acres. The amount and character of the various uses of the totol 496 acres are listed by section in Table L-5 and are described below.

- Residential

Residential is by far the largest land use in the Village. There are approximately 393 residential structures most of which are single family. There are approximately 25 additional dwelling units which are second floor uses in commercial structures in the Village Center.

Village lots are generally much smaller than those in the Town, but are fully adequate to accommodate a house and related improvements. It will be noted from the land use map that in the case of a few exceptionally deep lots or forms, only that land in the immediate vicinity of the house was counted as residential use.



Map 10

- Public and Quasi Public

The toal amount of land in the Village used for public purposes is 46 acres. Thelargest public parcels are: the combined Village and Town Hall site with its playground area, .85 acres; the sewage disposal plant, 1.9 acres; the water pumping station and its related land, 8.7 acres; and the school grounds, 33 acres.

The principal quasi public users of land are the five churches which occupy a total of 2.7 acres.

- Commercial

The Village has approximately fifty parcels of land used for commercial purposes of which almost seventy per cent are clustered in the small Young Street commercial district. Approximately 18.3 acres of the Village land is in commercial land use.

- Industrial and Storage

There are six industrial uses of land in the Village which occupy approximately 15.5 acres. This total includes the railroad right-of-way which passes through the southern tip of the Village and the industrial uses clustered around it.

Storage or warehouse operations in the Village use approximately 1.8 acres when the areas occupied by the scattered sites are totaled.

- Streets

The Village streets utilize approximately 50 acres of the land area which is almost 10 per cent of all of the land in the Village.

- Open Land

There remainsstill 186 acres of open land within the Village borders. Most of this land, including that between the center of the Village and the lake, is still farmed. The open land in the older port of the Village could be developed very easily. If this land and the open land in the southern tip of the Village were developed at an average density of four dwelling units to the acre, a total of 744 units could be added.

TABLE 5

VILLAGE OF WILSON LAND USE TABULATIONS*

	District 1	District 2	District 3	District 4	District 5	District 6	Total
Residential	6.0	51.8	45.6	27.6	20.1	21.4	172.0
Public	1.9		8.7	2.8	33.5		46.1
Streets	3.0	18.8	9.0	5.1	4.5	5.9	50.3
Water courses		.6		1.5	.9		3.0
Quasi-public		1.0		1.2	.6	.3	2.7
Industrial		1.2			.6	13.7	15.5
Storage & warehousing		.6				1.2	1.8
Commercial		10.1	.8	3.6	2.3	1.5	18.3
Vacant, open & agricultural	.3	46.6	73.5	8.4	11.7	45.5	185.9
Total	11.2	129.9	137.6	53.4	74.2	89.5	496

* Areas in acres

Source: Sargent-Webster-Crenshaw & Folley

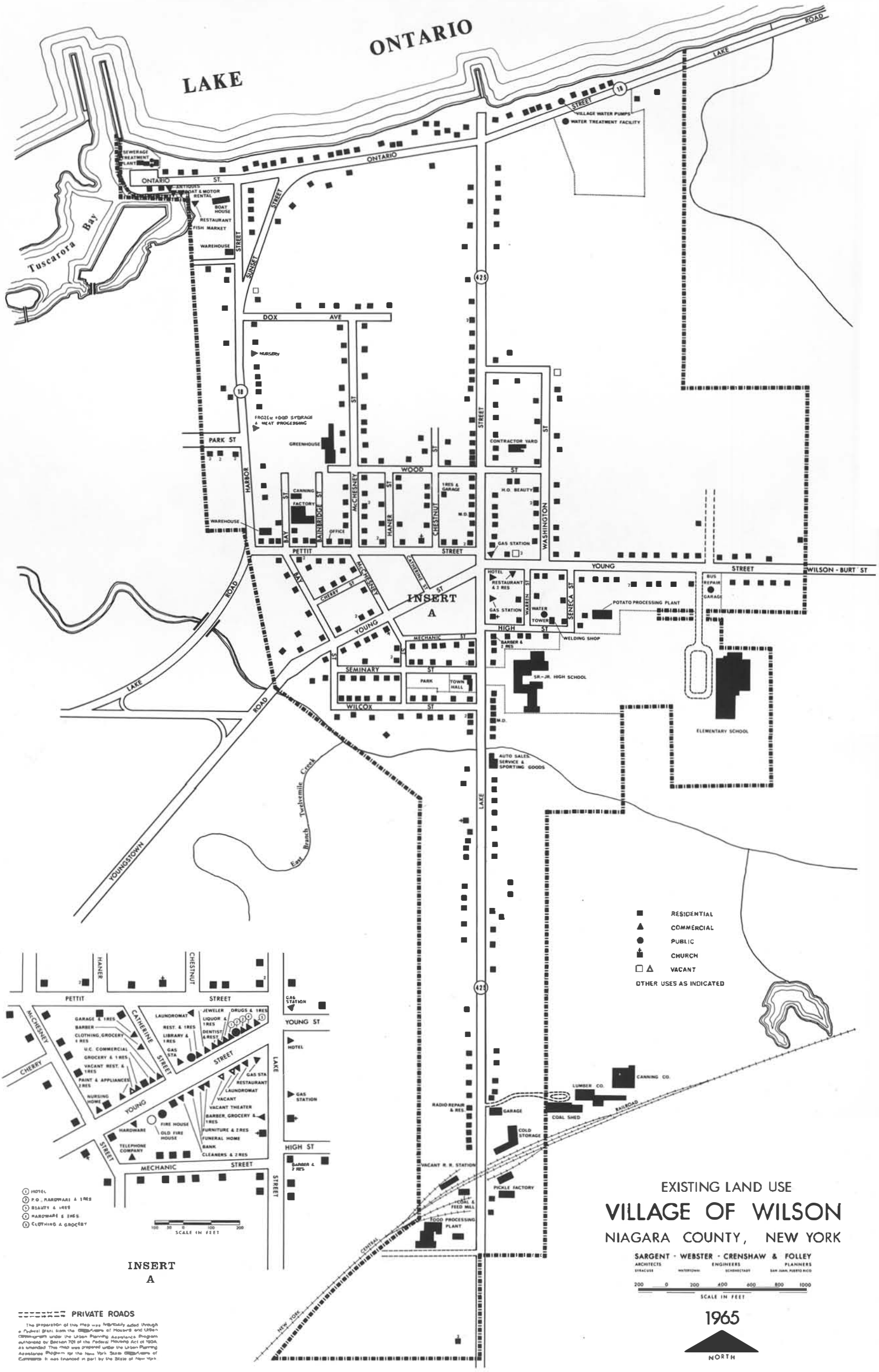
Industrial

RELATIONSHIP TO THE ZONING ORDINANCE

Fortunately, the Village of Wilson was one of the pioneers in the adoption of zoning ordinances. The Village Zoning Ordinance, since its adoption in 1928, has effectively guided the development of the Village.

Most commercial uses have been confined to the compact, commercially zoned area in the center of the Village and residential areas have been protected against the encroachment of incompatible uses. Even though the ordinance is somewhat obsolete by present day standards, it has effectively demonstrated the value of zoning.

The areas annexed to the Village were zoned as First Residential at the time of annexation, a category that is appropriate except in the industrial area around the railroad.


LAKE ONTARIO
LAKE ONTARIO ROAD
VILLAGE WATER PUMPS
WATER TREATMENT FACILITY
SEWERAGE TREATMENT PLANT
ONTARIO ST.
ANTIQUES
BOAT & MOTOR RENTAL
BOAT HOUSE
RESTAURANT
FISH MARKET
WAREHOUSE
Tuscarora Bay
ONTARIO STREET
SUNSET STREET
425
DOX AVE
NURSERY
FROZEN FOOD STORAGE & MEAT PROCESSING
GREENHOUSE
PARK ST
HARBOR
BAY
CANNING FACTORY
RAINBRIDGE ST
McCHESNEY
HANER ST
CHESTNUT
RES & GARAGE
WOOD ST
CONTRACTOR YARD
H.O. BEAUTY
GAS STATION
WASHINGTON STREET
PETTIT STREET
CATHERINE ST
CHERRY ST
YOUNG STREET
WILSON - BURT ST
INSERT A
HOTEL
RESTAURANT & 3 RES
GAS STATION
WARREN ST
WATER TOWER
SENECA ST
POTATO PROCESSING PLANT
BUS REPAIR
GARAGE
HIGH ST
BARBER & 7 RES
WELDING SHOP
SR.-JR. HIGH SCHOOL
M.D.
ELEMENTARY SCHOOL
MECHANIC ST
SEMINARY ST
PARK
TOWN HALL
WILCOX ST
ROAD
LAKE
YOUNGSTOWN
East Branch Twelvemile Creek
AUTO SALES, SERVICE & SPORTING GOODS
RESIDENTIAL
COMMERCIAL
PUBLIC
CHURCH
VACANT
OTHER USES AS INDICATED
CANNING CO.
LUMBER CO.
RAILROAD
RADIO REPAIR & RES.
GARAGE
COAL SHED
COLD STORAGE
VACANT R. R. STATION
PICKLE FACTORY
COAL & FEED MILL
FOOD PROCESSING PLANT
CENTRAL
NEW YORK
HANER
CHESTNUT
PETTIT STREET
McCHESNEY
CATHERINE STREET
CHERRY
YOUNG
MECHANIC STREET
GAS STATION
YOUNG ST
HOTEL
GAS STATION
HIGH ST
BARBER & 7 RES
LAKE
GARAGE & 1 RES
BARBER
CLOTHING, GROCERY & 1 RES
U.C. COMMERCIAL
GROCERY & 1 RES
VACANT REST. & 1 RES
PAINT & APPLIANCES 2 RES
NURSING HOME
LAUNDROMAT
REST. & 1 RES
LIBRARY & 1 RES
GAS STA
JEWELER
DRUGS & 1 RES
LIQUOR & 1 RES
DENTIST & 4 REST.
GAS STA
RESTAURANT
LAUNDROMAT
VACANT
VACANT THEATER
BARBER, GROCERY & 1 RES
FURNITURE & 2 RES
FUNERAL HOME
BANK
CLEANERS & 2 RES
HARDWARE
FIRE HOUSE
OLD FIRE HOUSE
TELEPHONE COMPANY
STREET
1 HOTEL
2 P.O., HARDWARE & 1 RES
3 BEAUTY & 1 RES
4 HARDWARE & 1 RES
5 CLOTHING & GROCERY
100 50 0 100 200
SCALE IN FEET
INSERT A
PRIVATE ROADS
The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.
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VILLAGE OF WILSON
NIAGARA COUNTY, NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
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SYRACUSE WATERTOWN SCHENECTADY SAN JUAN, PUERTO RICO
200 0 200 400 600 800 1000
SCALE IN FEET
1965
NORTH

Map 11

TRENDS IN LAND USE

An approximate idea of the change in land use in the Village can be secured by comparing the buildings shown on aerial photographs flown in 1942 with present conditions. The most obvious change has been the construction of the new schools and the Village and Town Hall. The basic trend has been one of gradual residential expansion. The process has been one of extension along the roods and then of filling in the open space between the roads. Approximately 75 new houses were added in the period. At the present rate of growth, there is enough room for the filling in process to continue for some time.

RELATIONSHIP TO LAND USE AND ZONING IN THE TOWN OF WILSON

Land use in the Town of Wilson is residential or agricultural in all areas which abut the Village. With the possible exception of the industrial area in the southern tip af the Village, there would seem to be no current difficulty concerning incompatible land uses.

SUMMARY AND PLANNING IMPLICATIONS

Land use in the Village has developed in an orderly and concentrated fashion. There is some mixture of residential and commercial uses in the commercial disrict, which is not satisfactory especially in light of the general age and condition of the structures. There are also a few instances where industrial and commercial uses away from the Village center are not too well related to neighboring residential uses. However, these incompatible uses are the exceptions rather than the rule.

UTILITIES AND STORM DRAINAGE

Town

The growth in the Town of Wilson of suburban type development has been noted in the Land Use section of the Planning Survey. In recent years housing growth has proceeded at the rote of approximately ten new dwelling units per year. This rate could increase rapidly now that much of the Town has water lines. As areas become urban or suburban in nature, the need for public water and sewer increases as does the need to separate effectively housing and other development from the effects of flooding.

This section treats present conditions in relation to water supply,sewerage, storm drainage, electricity, gas and telephone. It also discusses plans which previously hove been prepared for these services. Directions for further studyare set forth.

WATER SUPPLY

Until 1964, the Town of Wilson, with the exception of a very few areas on the edge of the Village, was dependent upon individual wells for water supply, even though the quality of the ground woter in many oreas of the Town is for from desirable. The Sunset Beach Colony, which for years maintained a common well and water system, in recent years has purchased water from the Village as have a few other Town uses. The Village of Wilson has had a public water supply, drawing water from Lake Ontario, since 1923.

In 1962, the Town formed a water district and had engineering plans prepared for the eventual serving of the entire Town with water from the Niagara County Water District which hod constructed a feeder main through

the southwest corner of Town on the Youngstown-Lockport Road. The initial installation of lines was planned for areas where cost af installation bore a reasonable relationship to assessed value and where property owners indicated an interest in such installations. The location of the 5.9 miles of mains, the 500,000 gallon water tank, and the connection to the Caunty feeder system are shown on Map 12. The system is provided with fire hydronts spaced at 800 foot intervals and pipes and storage facilities are sized to pravide adequate supply for fire fighting.

There is no direct connection between the Town and Village water systems although they crass at several locations and emergency hose connection would be feasible. A connection is under consideration at a Town system meter pit on Lake Street near the old Village line.

The Water District received an Area Redevelopment Authority matching grant of $480,000 to cover half of the cost of the system. Bonds are amortized and expenses are largely met by a tax on the assessed valuation of property abutting roods containing mains. Additional revenues are obtained from the metered sale of water. For 1965, the assessment rate was $6.58 per thousand for land and buildings.

The Town system closely surrounds the Village and thus provides additional support for fire protection of the schools and industries in the Village. The Town is considering connection with the Newfane System and extension of lines in the Wilson-Youngstown Road to form a loop which will provide fully adequate pressure for protection in the Village area.

SEWERAGE

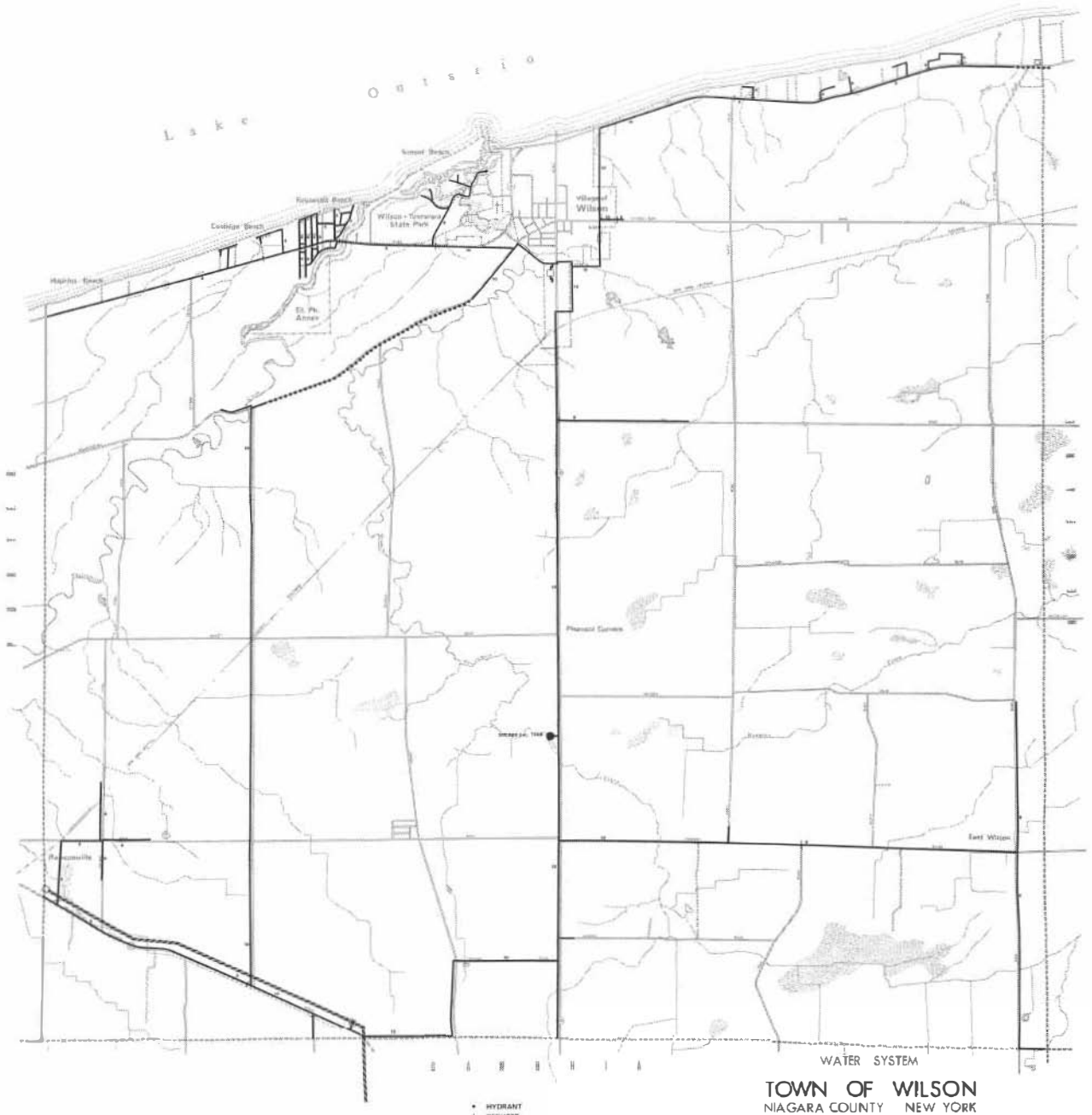
Except for two or three uses which are served by the Village sewer system, the Town is entirely dependent upon on-lot sewoge disposal systems. The poor suitability of many of the Town soils for such systems and the lack until recently of any control by public health officials over the installation of the systems, except in the rare cases where subdivisions have contained more than four lots, undoubtedly have resulted in many inadequate systems.

Public health officials and sanitary engineers now commonly regard septic tank systems as being unsuitable for the long run sewage disposal requirements, of a community developed in anything other than acreage parcels. This is true even under the favorable conditions of porous and well drained soils, and well designed, meticulously installed, and properly managed systems. It is even more true of poorly installed and incdequately maintained systems in poorly drained soils.

Undoubtedly the installotion of public sewers is needed in some areas of the Town of Wilson at the present time, especially the Roosevelt Beach area. There is little doubt that if the Town continues to develop in accordance with present trends, installation of public sewers on a wider basis will sooner or later become necessary.

In anticipation of the need for future sewer installation in a large port of the County, the County Supervisors wisely voted funds in 1957 for a comprehensive engineering study of sanitary sewerage problems in the entire County. McNamee, Porter and Seeley, consulting engineers of Ann Arbor, Michigon thoroughly studied the situation and published their report, entitled Report on a Master Plan for Future Development of Sanitary Sewerage Disposal, Niagara County, New York, in 1958.

In recognition of the eventual need of serving a large area developed at fairly low densities, the engineers clasely studied the drainage - sheds of the County and in appreciation of those areas recommended a number of sewage collection and treatment districts. Such districts, to be at all economical, had to show more respect for the watersheds than for town lines. The location of five districts proposed to serve Porter, Wilson and part of


Lake Ontario
Sunset Beach
Kenneville Beach
Coolidge Beach
Wilson-Tuscarora State Park
Village of Wilson
Hopkins Beach
St. Pk. Annex
Pleasant Corners
Ransomville
East Wilson
HYDRANT
REDUCER
STORAGE TANK
METER PIT
NIAGARA COUNTY SUPPLY MAIN
PROPOSED EXTENSIONS
WATER SYSTEM
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
1965

Map 12

Newfane as well as parts of towns to the south, are shown on Mop 13. It will be noted from this map that it was suggested that Wilson be divided into four districts for most economical service. Each of these districts includes parts of other Towns. It was proposed that District III drain into the then projected, and later constructed, sewage disposal plant of the Village of Wilson. District IV drained into the then projected plant at Olcott. District V was not proposed for early activation but could eventuolly be served by the plant at Newfane. District II was to sewer into a new plant for which several alternative locations in the eastern section of Porter were proposed. Consideration of combining Districts I and II to serve a larger area was made but rejected because of cost factors.

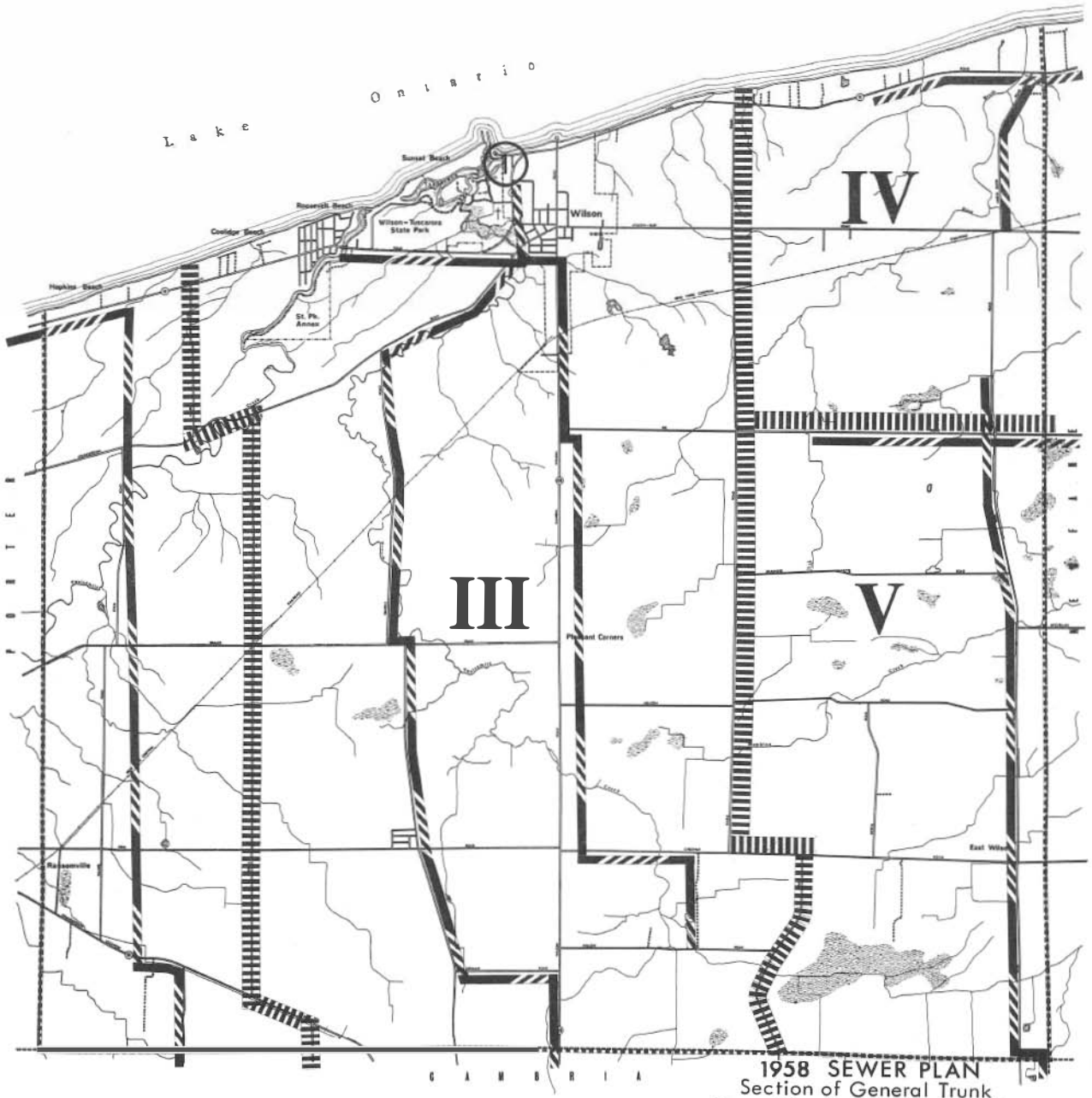
The McNamee, Porter survey represented a good general approach to the entire problem but a more thorough analysis of conditions affecting any individual community and watershed or related group of watersheds is necessary. There is some question in the minds of Wilson officials as to whether the Wilson plant could handle sewerage from the area indicated by the McNamee, Porter survey and perhaps some question as to whether this is the most economical way of handling sewerage. It might be possible, for example, to sewer all of Districts II and III into one plant at the mouth of Twelve Mile Creek. The possibility of combining plants with extensive facilities that will undoubtedly be required by the State at Tuscarora Park should not be overlooked. Fortunately, the State has recognized this need for further engineering studies and made a program available for this purpose. Early installation of sewers in the most favorable areas would minimize future building dependent on septic tonk systems and relieve future home buyers of the necessity of paying for two systems, as well as import greater order and cohesiveness to Town growth. It might also assist industrial development.

STORM DRAINAGE

As on area turns from farms to housing developments, storm drainage attains a new and vital importance. Run-off is increased by the imperviousness of roofs, drives, and terraces; the grading of the land and the digging of drainage ditches. At the same time, there is a tendency for housing to locate in the former, or the newly enlarged, flood plains of the streams or pondage areas of the swamps. Much avoidable grief and hardship continues to result from development which ignores the simple necessity to make adequate provisions for storm drainage.

Wilson, even in its current early stage of development, already has a few homes which are adversely affected by standing or running storm water. Obviously, measures are necessary to prevent further problems from arising to avoid both hardship and future great corrective expenditures. Areas where water has been known to couse trouble in the Town are shown on Mop 14.

Unfortunately the scope of the current study does not permit a full engineering study of run-off problems and preparation of recommendations as to precisely defined areas which should be kept free of development, channel and culvert improvements which are necessary, and similar measures. Intensive study is necessary, for example, to determine the run-off factors which will be most important in the future and the extent of flow which must be provided for. At present the greatest problem is believed by Town and County Highway Officials to result from the coincidence of heavy late winter rains with the melting of snow. Under such conditions the ground is usually frozen, further limiting the already inadequate vertical drainage, and the snow frequently clogs available channels. The County Highway Department engineers currently work on the theory that it is usually not economical to provide culverts and bridges adequate to handle peak flow in such extreme conditions. This means that some land is certain to be flooded in the not uncommon years when there is a sudden, large snow melt.



SOURCE: MASTER PLAN FOR FUTURE DEVELOPMENT OF SANITARY SEWERAGE AND SEWAGE DISPOSAL, NIAGARA COUNTY MC NAMEE PORTER & SEELEY- CONSULTING ENGINEERS.

The preparation of this map was financed through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

..... Town Boundary

(1) Sewage treatment plant locations in order of preference

Sewer Lines

District Boundary

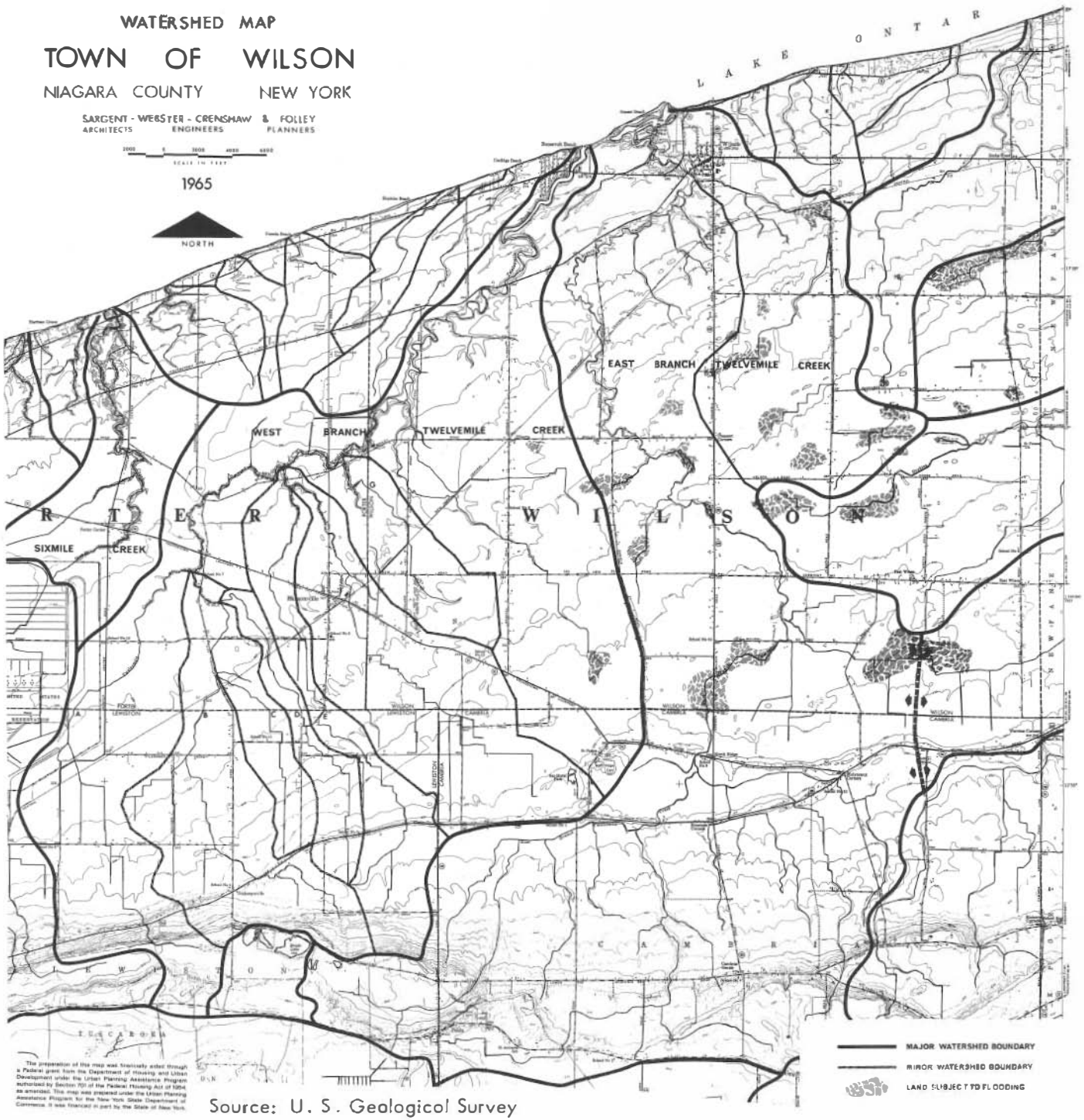
IV District Number

1958 SEWER PLAN
Section of General Trunk Sewer Plan for Niagara County
TOWN OF WILSON
NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS

1965

Map 13



Source: U. S. Geologicol Survey

Map 14

A note is necessary os to the handl ing of storm water in roadside ditches. It is considered good engineering practice to remove water from the roadside after a run not exceeding three to five hundred feet whenever such removal is feasible. This desirable measure is very difficult to achieve in flat terrain such as is present in most of the Town, but failure to do so results among other problems, in development of dangerously deep ditches along the road and the necessity for very large culverts to reach abutting uses. The Town has made an admirable effort to keep streams away from Town roads and to remove large streams from the roadside where feasible but much more work is necessary.

It may be noted also that ditches can be accommodated more successfully in wider roods, for example, roods with 80 foot rights-of-way than along those of only three rods (49 1/2 feet), as is graphically illustrated in the Transportation Section on Mop 20 (See poge 51).

Considerable attention should be given in the planning phase toward developing further means to remove water from the roadside, to secure better culvert construction, for private driveways, to obtain easements for protection of watercourses away from the roadside, and to provide greater rights of way for roads that ore too narrow to provide safe slope for existing roadside ditches.

Much stream channel improvement will be necessary as the Town develops and an engineered master plan for this work should be a high priority Town requirement. In the absence of more definite engineering standards the Town can only protect itself ond its future citizens by making rather extreme reservations of land along the streams, especially in those southern sections of the Town where the stream valleys ore poorly defined ond the flatness of the land would permit large areas to flood.

TELEPHONE, GAS AND ELECTRICITY

Town and Village

TELEPHONE

The Village and most of the Town are in the Lockport Telephone Exchonge. Perhops one quarter of the Town, centering on Ransomville, is in the Telephone exchange for that hamlet, a part of the larger Niagara-Falls exchonge. There is a ten cent toll chorge between these districts which adds to the expense of conducting official, orgonizotional and business activities and hinders social communication. This undesirable situation would not be solved entirely by putting the entire Town into one or the other district since Town interests are divided between the two centers. Consolidation of the entire metropolitan area into one rate district would be the only fully odequate solution.

GAS

There is no public gas service in the Town at the present. Early extension of Iriquois Gas Company lines to Ransomville is indicated, which might make service into at least port of Wilson feasible.

ELECTRICITY

The Niagaro-Mohawk Gas and Electric Corporation feeds a fully adequate supply of electric power for almost any conceivable need into the Town and Village from the near by major power generating center of Niagara Falls. Iown ond Village have the usual esthetic problem with power distribution lines, have thus for taken no oction to alleviate the problem.

UTILITIES

Village

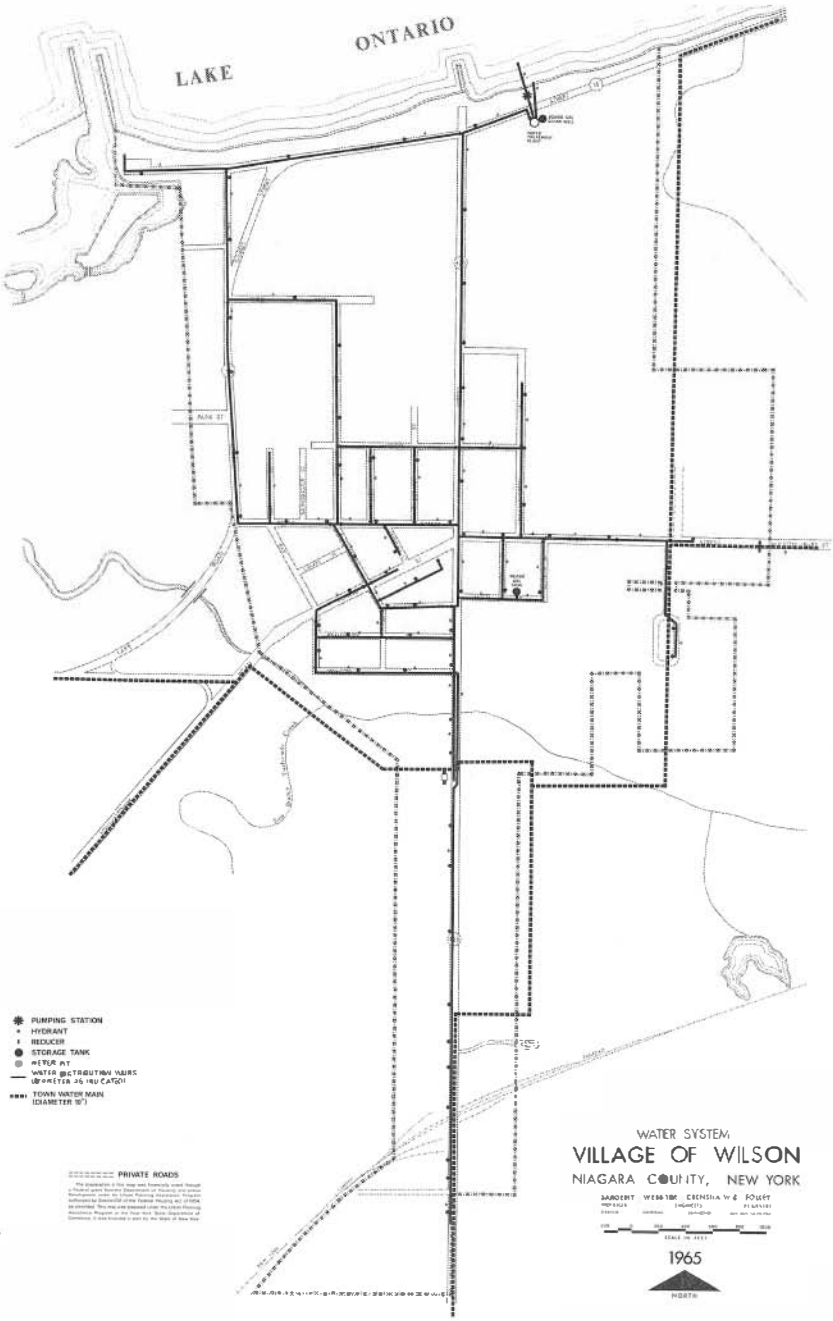
The Village of Wilson has managed well in meeting the requirements for adequate water supply and sewage disposal that accompany urban development. It has managed a little less well a third requirement of an adequately engineered storm drainage system, but the problems with storm drainage have not been severe. The Village has wisely continued to seek engineering guidance in the development of these utility systems.

This section of the survey will be an inventory and analysis of the water and sewer and storm drainage systems on a generalized, rather than technical basis, and will provide information of use in planning other aspects of the Town, as well as suggestions for the preparation of plans for these utilities and their integration into a comprehensive plan for the Village.

The Wilson Village water system was installed in its present form, except for limited extension of lines and improvements in the intake and purification system, in 1923. The layout of the water mains and the location of the treatment plant are shown on Map 15. The details of the system are very adequately described in a recent report by Krehbiel and Krehbiel, Engineers (1) and thus they will not be repeated here.

The study indicated a number of inadequacies in the Village system, the chief one being insufficient pressure and storage capacity to meet fire underwriters' requirements for the optimum fire insurance rates. Storage capacity which is presently 50,000 gallons should be increased to 300,000 gallons. A number of areas in the Village were found deficient in tested fire flow due to the inadequate original sizing of some pipe and also

(1) Krehbiel and Krehbiel, Engineers, "Preliminary Report-Water Distribution Facilities - Village of Wilson, June 1964.



Map 15

the reduction in the capacity of mains through tuberculation and chemical build up on the walls.

The recommendotions made by the engineers included a ten inch feeder loop enclosing the center of the Village, a ten inch main on Loke Street to connect the central loop with the industries at the railroad crossing, two eight inch mains, one from the loop to the elementary school and the other to the business district, and three minor connections to eliminote existing dead end mains. Relatively minor improvements to the plant and on expansion of the elevated storage capacity to 500,000 gals. were also recommended. Total cost of these improvements was estimated to be $628,000, of which $353,000 was for the storage focilities. (2)

The majority of the above recommendations involve necessary improvements in the distribution system. However, the improvements to the plant and the storage facilities are warranted only if the Village continues to operate on independent water system. The recommendation to continue operotion of the Village plant was based on a future demand for water derived from projected population growth, industrial expansion and extension into the Tawn. However, certain of these bosic projections may be called into question so as to warrant a re-examination of the recommendation.

The population projections included in this report are significantly lower than those used in the engineering estimates suggesting that the non-industrial demand for water will be lower than originally assumed. In addition, three Village industries, using on estimated 8,000 gallons of water daily at peak periods, have suspended operations since 1963, and no new industries have taken their place. The possibility of extending the Village system has been virtually eliminated by the construction of the Town system which tightly rings the Village. Thus the factors which orginolly weighed against the abandonment of the Village plant appear to have changed sufficiently to suggest that the question should be reconsidered in the light of the new situation.

(2) Ibid. pp 18-25

SEWERAGE

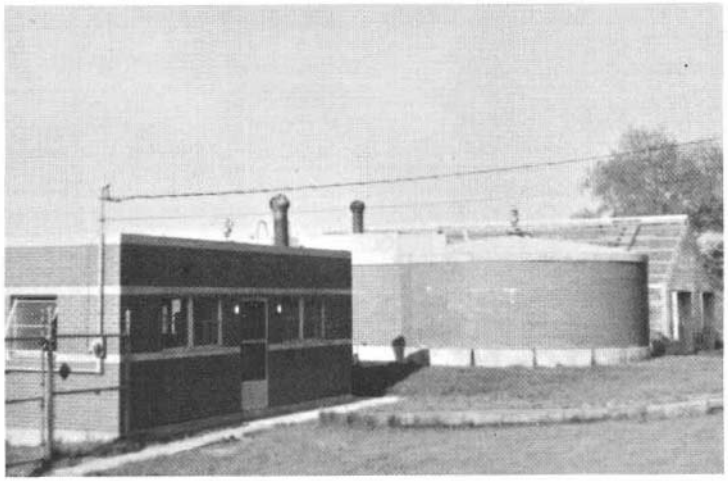
Just as the Village of Wilson was commendably early in installing public water, it was also advanced in installing a public sewer system. The system of sewers shown on Mop 16 is essentially that installed in 1923, with the exception of the line extended to serve the Lake Street area annexed in 1956. The system originally discharged into on Imhoff Tank at the site of the present disposal plant, but this was replaced by a modern sewage disposal plant erected in 1960. The plant provides primary and secondary treatment, discharging treated effluent into the lake.

The Village Superintendent of Water has reported that the present sewer system is not subject to a great amount of infiltration and is generally satisfactory, except for some under-capacity in the trunk in Ontario Street. A ten and twelve inch main converge at the intersection of Harbor and Ontario Streets to continue the short distance to the plant in a twelve inch line which is not considered adequate.

The plant is supposed to have a design capacity eight times that of normal needs, but the digester is small in capacity as compared to the rest of the plant. Waste from the conning plants has strained the capacity of the digester in the past. There is room for expansion of the plant. The Superintendent was of the opinion that sewering a large area of the Town into the Village plant as proposed by Porter, McNamee, and Seeley (3) would require enlargement of the digester.

(3) Porter, McNamee, and Seeley, Ann Arbor, Mich. Report of a Moster Plan for Future Development of Sanitary Sewage and Sewage Disposal, Niagara County, N. Y. (1958)

It appears evident that the Village sewage collection system is in good shope and that any improvements would be fairly minor, probably along the lines suggested above, but requiring further technical study. Extension of the area served, or any majar increase in the load from the area currently served, would of course alter the situation and require additional study. The principal area requiring further study would seem to be the place of the Wilson Sewage Disposal plant in the context of a much larger area requiring sewer service, a matter which can be determined only after extensive engineering study of alternatives.



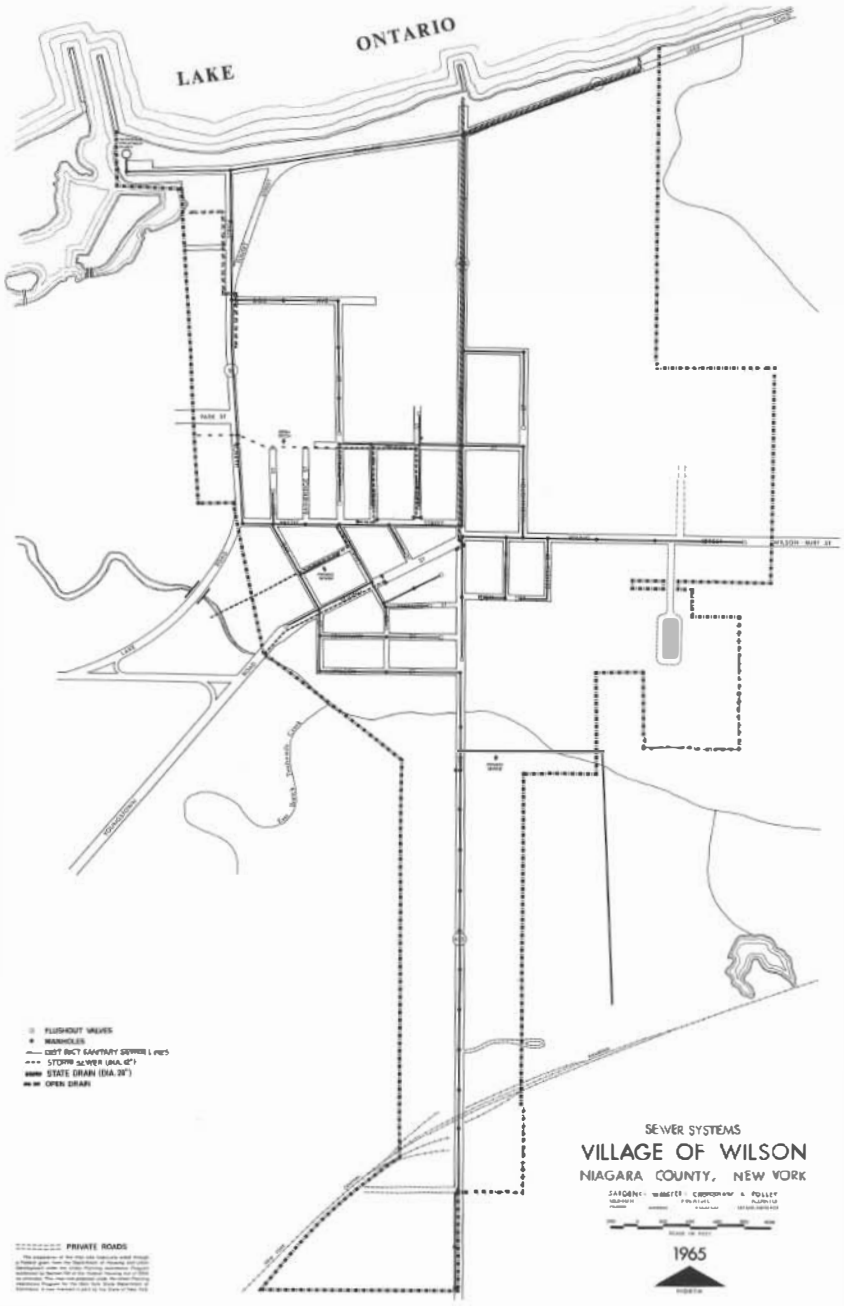
STORM DRAINAGE

A developed area, such as the Village, with streets, curbs and sidewalks, can not depend on open ditch drainage along the streets to handle its storm runoff. A carefully engineered storm sewer system is necessary to assure adequate removal of water from streets and lots to prevent minor flood damage. Natural water courses are effective in such systems only if sufficiently large in size, fully protected against encroachment, and well maintained.

In Wilson Village, storm drain responsibility is split between the State Highway Department which is responsible for draining the State highways, and the Village which handles other streets. The major large mains serving the State highway are believed adequate, but the Village streets are incompletely served. The storm water system is shown on Map 16.

An important matter of concern in relation to storm drainage is the rather large brook crossing Lake Street south of Wilcox Street. There is apparently no easement along this brook to assure that it will not be restricted in capacity by encroachment. West of Lake Street, this would seem to present little immediate problems because of the rather steep ravine in which it flows. East of Lake Street, where the course is less sharply defined, measures to determine and protect an adequate channel will probably be necessary.

There is a recognizable need for a thorough engineering study of the storm drainage system before more money is invested in piecemeal extensions. The storm drainage problem is not severe because of the relatively short distances involved, but it will require systematic attention as a matter of public economy and of preventing localized flooding.


LAKE ONTARIO
FLUSHOUT VALVES
MANHOLES
COST INCT SANITARY SEWER LINES
STORM SEWER LINES
STATE DRAIN (DIA. 28")
OPEN DRAIN
PRIVATE ROADS
SEWER SYSTEMS
VILLAGE OF WILSON
NIAGARA COUNTY, NEW YORK
1965

Map 16

TRANSPORTATION

A community's transportation system is a major element in the economic and social life of the community. The welfare of the residents depends to a considerable extent on the efficiency and sofety of the transportation system which provides for circulation within the community and forges the necessary links with the surrounding region. The quality of internol circulation and the regional links largely determine the pattern of community growth as well as the opportunities for employment, recreotion, higher education, and social life. It might olso be added thot the appearance of the transportation system, especially the view from and of the rood, is becoming on importont foctor in the design of our environment. The components of the system can odd beauty or ugliness to our lives depending upon the design attention they receive.

The major elements of the transportation system in the Town and Village of Wilson are the roods and streets which accommodate automotive traffic in the area. Accordingly, this section of the report will concentrate on these particular elements of the system but not to the complete exclusion of the other elements. Air, roil and water transportation systems also serve the area and each will be discussed separately. However, it is the highway and street system which are most important in terms of numbers of people who use it as a means of circulation, ond in the direct effect which it has on individual properties. Of further importance is the fact that the Town and Village to a large extent can control this mode of transportation more directly and positively than it can any of the others.

A knowledge of the existing road system is essential as a basis for planning any improvement in the system. The existing conditions ore examined with respect to

the general characteristics of the system, the division of responsibility for the system between the various levels of government, and the adequacy and design characteristics of the system. Since a considerable amount of planning has previously occurred, it will also be necessary to review earlier plans as they relate to the needs of the residents of the Town and Village of Wilson.

ROAD SYSTEM

Town

- General Characteristics

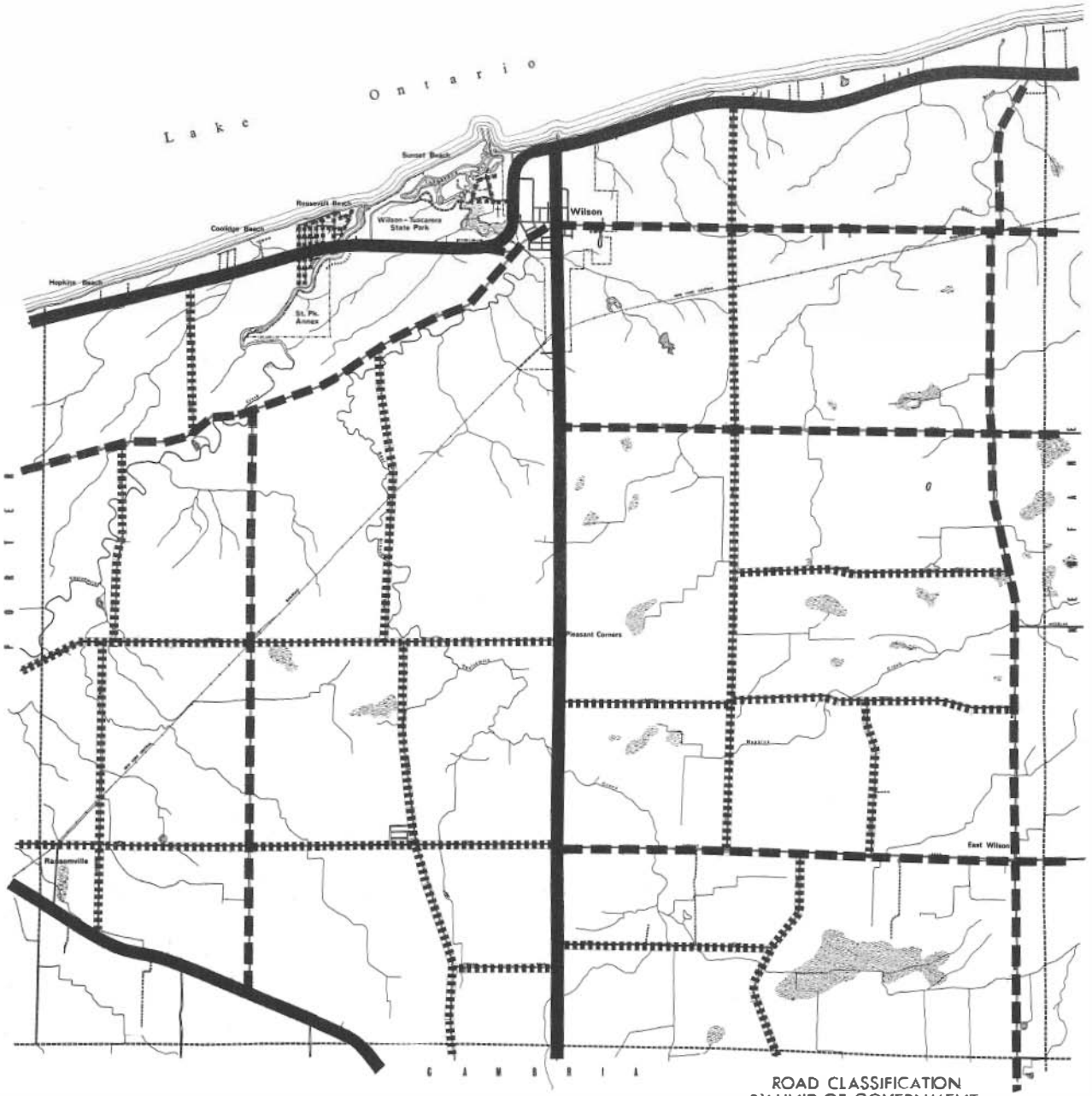
The Town Rood System exhibits some well defined general characteristics as follows:

1. All roods permit access to abutting properties. There are no limited access highways.
2. Roods in the eastern half of the Town follow a fairly regular grid pattern oriented to the primary composs points. In the western half the grid pattem is somewhat less regular owing to the greater variation in topography and drainage patterns and because of the rood focal point of the Village.
3. Road alignment and intersection design is good with only a few minor exceptions.
4. No rood carries a significant volume of traffic relative to its potential working capacity.
5. The more important roads in the Town offord a continuity with little jogging or variation in width.
6. Roadside ditches are frequently quite deep and so steep as to prove hazardous and difficult to maintain. Rights-of-way are currently too narrow to permit improvement of the ditch cross sections.

- Rood Classification by Governmental Unit

The responsibility for the highway system within the Town of Wilson is shored by the Town Highway Department, the Niagara County Department of Highways and the New York State Deportment of Public Works. A rather complex system of responsibilities has been established over the years, a system which is common throughout the state and not readily subject to change. As may be seen from Map 17, the Stote provides the highways which connect important settlements or places of significant employment or recreational activity. The County maintains a supplemental system of through roads and the Town bears the responsibility for roods of more limited use and importance. The term "Town Rood System" will be used to indicate all roads in the Town regardless of responsibility. The term "Town roads" is used to indicate those roads for which the Town is fully responsible.

A detoiled description of the Town Rood System is presented in Table T-1. The entire system contoins approximately 85 miles of roods of which 17.5 are State highways, 27.2 County roods and 40.6 are Town roods. Some existing roods, especially in subdivisions along the lake shore, hove not been accepted as Town roads because they do not meet Town or State standards. Any new major rood construction will likely be the responsibility of the State or the County owing to the expense involved. It should be ossumed that new streets added through the subdivision process will eventually become Town roods.


Lake Ontario
Sunset Beach
Roosevelt Beach
Cookie Jar Beach
Wilson - Tuscarora State Park
Wilson
Hopkins Beach
St. Pk. Annex
Pleasant Corners
Ransomville
East Wilson
STATE
COUNTY
TOWN OR VILLAGE
PRIVATE
ROAD CLASSIFICATION
BY UNIT OF GOVERNMENT
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
1965

Map 17

TABLE I-1

COMPONENTS OF WILSON TOWN ROAD SYSTEM

Road or Highway	Responsible Agency	Highway No.	R.O.W.
Lake Rd.	NYS DPW*	S.H. 8328, 1754pt. 3(Rte. 18)	66'
Cambria-Wilson Rd.	" "	S.H. 1315 (Rte. 425)	"
Youngstown-Lockport Rd.	" "	S.H. 799 (Rte. 93)	"
Youngstown Rd.	Niagara County D.H.**	C.R. 36A, 1216	"
Wilson-Burt Rd.	" " "	C.R. 52	"
Lake Rd.-Youngstown Rd. Connector	" " "	C.R. 28	"
Lee Rd.	" " "	C.R. 104 pt. 18-2	"
Chestnut St.	" " "	C.R. 18A	"
Randall Rd.	" " "	C.R. 83, 66	"
Beebe Rd.	" " "	C.R. 108-1, 111, 76	"
Bixley Rd.	Town of Wilson		66' Porter line to Fitch Rd. 49.5' Fitch to Rte. 425
New Rd.	" " "		49.5'
German Rd.	" " "		"
Shodigare Rd.	" " "		"
Nelson Rd.	" " "		"
Cross Rd.	" " "		"
Wilcox Rd.	" " "		"
Harris Ave.	" " "		"
Palmer Rd.	" " "		"
Fitch Rd.	" " "		"
Hilbert Rd.	" " "		"
Burch Rd.	" " "		"
Andrews Rd.	" " "		"
Daniels Rd.	" " "		"
Maple Rd.	" " "		66' Chestnut-Lee Rds.
Irish Rd.	" " "		49.5'
North Rd.	" " "		"
McClelland Rd.	" " "		"
Tuscarora Park subdivision	" " "		50'
Roosevelt Beach Rd's.	" " "		30-50'
College Beach Rd.	" " "		50'

* New York State Department of Public Works
** Niagara County Department of Highways

● Road Classification

By Type

The roads in the Town can also be classified with respect to the purpose they serve. Map 18 shows the classification of the roads as major, secondary, local-through and local. These classes are defined as follows:

Major roads or streets: roads or streets which connect major concentrations of papulation and places of heavy traffic generation.

Secondary roads or streets: roads or streets which have some continuity and serve to connect minor communities or farming areas with the major communities or markets.

Local-through roads or streets: roads or streets whose primary function is to serve contiguous properties, but which may carry some element of through traffic.

Local roads or streets: roads or streets so designed as to positively discourage through traffic elements.

Three Town roads may be classified as "major" without qualification because they serve as arterials providing continuity of travel between centers of regional activity. These are the Wilson-Cambria Road (Route 425), Lake Road (Route 18) and Youngstown-Lockport Road (Route 93). The western terminus of Youngstown Road, short of any major center, prevented its classification as a major road.

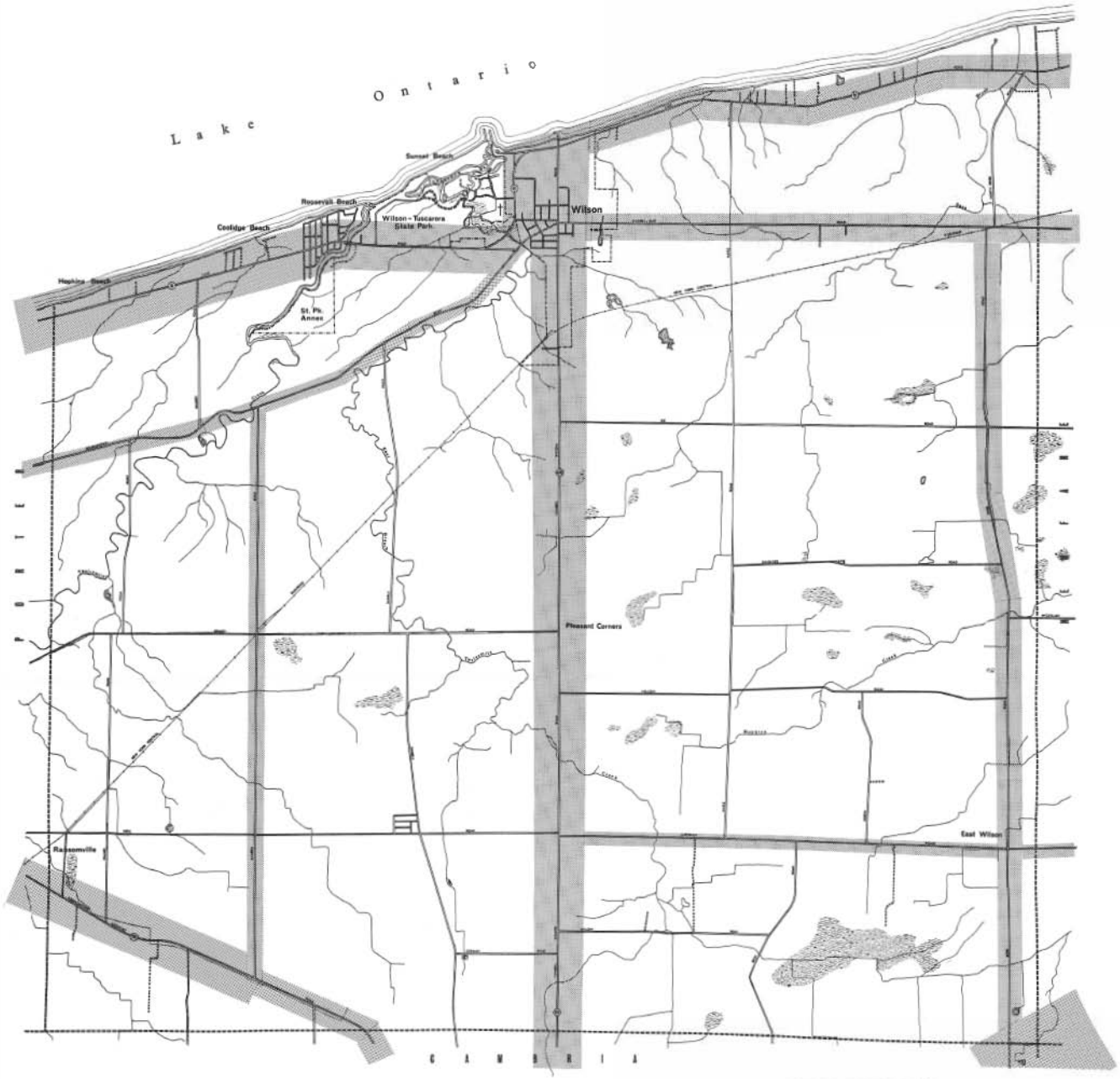
It should be noted that the secondary roads correspond almost exactly to the County roads and that the local-through and local roads are Town roads. The only roads which can be classified as purely local roads are those which serve the developments at Roosevelt Beach and Tuscarora Bay because all other roads in the Town carry through traffic. It is probable that any future subdivision of any size will involve the creation of new local roads

● Traffic Volume and Requirements

The Town Road System is very well disposed with respect to the desired directions of travel within the Town and the rest of the County. The Robert Moses Parkway which provides efficient passenger car connections with the metropolitan centers of Buffalo and Niagara Falls can currently be reached readily be Routes 18, 93 and the Youngstown Road. In the near future this parkway is expected to be extended to, and through, the Town. Connections to the County's other major urban center, the City of Lockport, is less direct but is adequate for current needs. However, the truck routes from the Town to Buffolo, Niagara Falls and the Governor John Dewey Thruway are not fully satisfactory for convenient and efficient trucking service.


Lake Ontario
Sunset Beach
Roosevelt Beach
Coolidge Beach
Wilson-Tuscarora State Park
Wilson
Hopkins Beach
St. Pk. Annex
Pleasant Corners
East Wilson
Ransomville
NIAGARA
GENESEE
CAMBRIA
MAJOR
SECONDARY
LOCAL THROUGH
LOCAL
ROAD CLASSIFICATION
BY TYPE
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
1965
NORTH

Map 18



TRAFFIC VOLUME
TOWN OF WILSON
NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

1965

1250 CARS
2500 CARS
5000 CARS
Average annual daily traffic

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

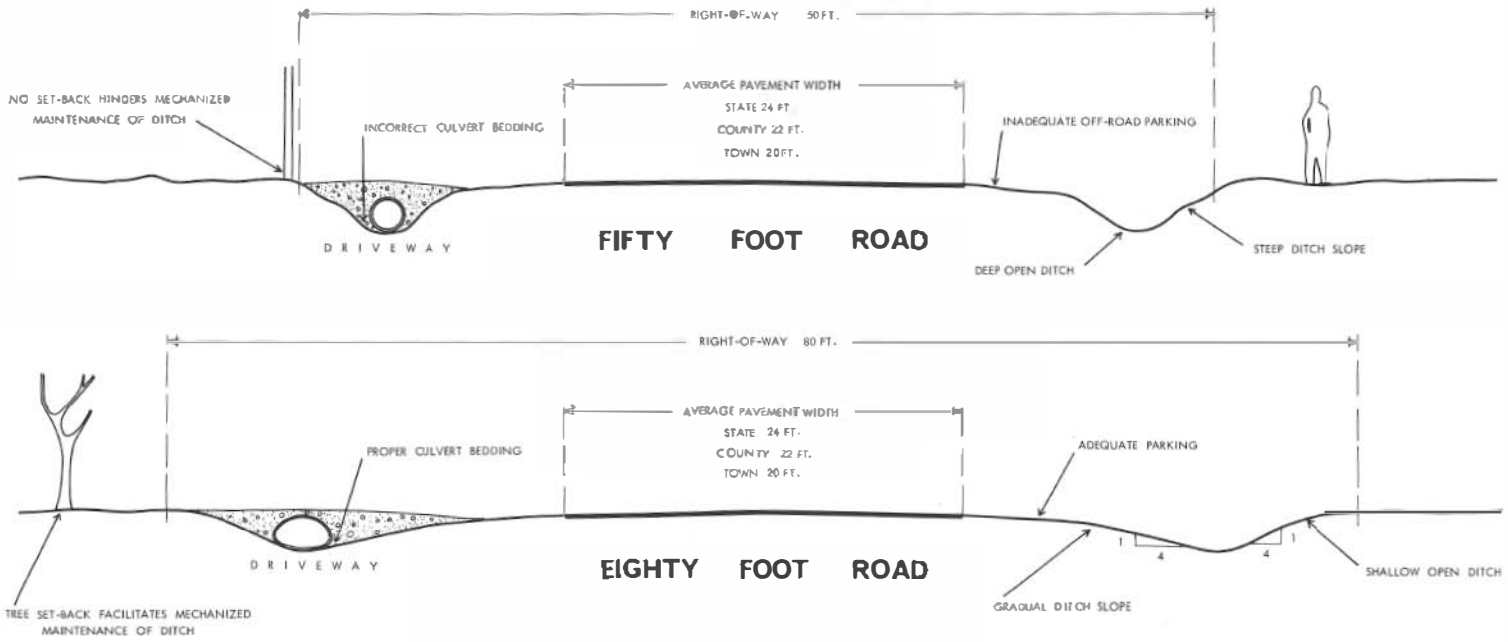
Map 19

Map 19 shows current traffic volumes which may be compared with a normal daily working capacity of 5000 vehicles. With the extension of the Robert Moses Parkway, the Town Road System will be fully adequate for present and foreseeable future requirements. The projected growth rates for the Town and Village of Wilson and the surrounding area are not large enough to indicate a strain on the highway capacity in the near future. It is true that the State Park at Tuscarora Bay should induce considerable traffic during the summer months. However, much of this increased traffic will be accommodated by the extension of the parkway through the Town. In fact, the opening of the parkway should serve to reduce traffic along Route 18. Any unexpected increase in the traffic on Route 93 or 425 could be accommodated by widening them to four lanes. The principal current need is for a direct connection between Route 18 and Youngstown Road designed to avoid passage of connecting traffic through the Village.

● Design and Technical Aspects

A substantial portion of the Town Road System has a right-of-way of 66 feet (four rods). With such a right-of-way it is possible to construct a safer two-lane road with more adequate off-road emergency parking, more gradually sloping ditches. Even this width, however, is inadequate for large drainage ditches or for sidewalks when they are required. An 80 foot right-of-way would be more adequate. In contrast, the 49.5 foot or "three rod" road does not afford these possibilities. (Map 20) In subdivisions north of Lake Road there are some roads with only 30 foot rights-of-way which cannot be accepted by the Town other than by special permission of the State.

Suitable provisions for removal of surface water and drainage of the road base are a necessary part of good highway design. In areas which are not urban in character, these requirements are met by the use of roadside



Map 20

ditches which become a part of the storm drainage system. Provision for the removal of water from the right-of-way at frequent intervals is also required. When large volumes of water collect along the roods, maintenance and safety problems are created and the cost of providing the culverts necessary to reach abutting properties is also greatly increased.

Town highway officials have been making continued efforts to relieve this problem through the diversion of existing water courses from the roadside wherever possible but the flatness of the terrain often makes such diversion exceedingly costly. Alleviation of the situation hosalso been sought through the widening of rights-of-way to 66 feet when feasible. Many property owners in the Town have performed a laudable service by donating rights-of-way necessary for drainage diversion or road widening. Such donations should be actively encouraged where required, since the Town can ill afford the funds for the purchase of such areas and all parties involved benefit from the action.

The rood alignment and intersection design of the Town Road System are generally very good. The only notable exceptions are the jogs between New Rood and Chestnut Street at Route 425, and at the Nelson Road-Maple Rood and Beebe Road-Burt Road intersections. The angled intersections ot both ends of the Lake Rood-Youngstown Road connector also create hazards for the merging traffic. It should be noted that absence of more jogs is due to previous corrective action by the Town.

The flatness of Wilson's terrain almost entirely eliminates any problem of excessive road grades.

The relatively low traffic volume in the Town has not yet dictated the need for electrical or mechanized traffic control devices. An increase in traffic induced by the State Pork may precipitate a necessity for installation of traffic lights along more heavily traveled routes near the park.

All of the roods in the Town are paved except those Town roods north of Lake Rood and the roods in the Roosevelt Beach development. Except for some of the State roads which are concrete, all improved roods are paved with bituminous materials. Of the 41 miles of road for which the Town is responsible, 5 miles are stone or grovel.

● Traffic Safety and Access

The Town Rood System is generally well designed and maintained so that speeds of forty to fifty miles per hour are safely within the design characteristics of the roads themselves. However, the roads are increasingly being spotted with residences, temporary produce stands and other road side uses which tend to reduce the safety factors of the rood by:

1. Increasing the number of points at which vehicles may enter and leave the highway. Frequently driveways are so designed that vehicles must back onto the highway.
2. Adding to the pedestrian and bicycle traffic on the highway, especially when children move to and from school buses.
3. Increosing the number of children playing on or near the right-of-way.
4. Adding mailboxes, culverts and sometimes structures on or near the right-of-way.
5. Increasing temporary placement of trash barrels and other similar objects on or near the right-of-way.
6. Increasing the stopping or temporary parking of vehicles on the right-of-way.

As such developments occur along the roadside, the speed at which vehicles can move with safety is inevitably reduced. The safety and pleasontness of commuting from a suburban town or of driving through it can decline slightly with each additional roadside development. In the case of Wilson, limited access highways are likely to be needed for safety long before they are required to handle a larger volume of traffic.

• Special Lakefront Conditions

The street system in the areas along the lakefront differ markedly from those in the rest of the Town and require special consideration. In this area, the historic Town roods have been supplemented by numerous platted streets loid out by lond developers and designed to serve subdivisions of residential lots. Most of these are "L" or "T" shaped dead end streets running in from Route 18. Most of them were constructed to serve only a few waterfront lots and, typically, are private, unpaved and poorly drained. The major land subdivisions of Roosevelt Beach and Tuscarora Pork are conspicuous exceptions to this pottern.

Roosevelt Beach was laid out, as nearly as the shope of the land would permit, in a rectangular grid with lots twenty feet in width and one hundred feet in depth. The streets serving the lots are only twenty or thirty feet wide. The streets were not laid out so as to facilitate drainage of the generally flat land nor were any efforts directed toward securing channels for water flow along or away from the streets. The very narrow width of the streets makes provision of adequate roadside ditches a virtual impossibility and the installation of storm sewers might now be prohibitively expensive.

The extension of the Town water system to the area has solved the water problem but could lead to additional development which would only compound the drainage and sewer problems discussed above. Since the area is in need of intensive coordinated study concerning any future development, a separate section of this report is devoted to the subject.

The Tuscarora Park area stands out in sharp contrast to Roosevelt Beoch in the quality of its lond plonning. The lots ore spacious, and the streets are relatively wide ond carefully located. However, only a smoll portion of the development will remain outside of the Stote pork once it is completed.

TABLE T-2

COMPONENTS OF WILSON VILLAGE STREET SYSTEM

Street	Responsible Agency	Highway No.	Right-of-Way
Harbor St. (Route 18)	NYS DPW*	S.H. 8324	66'
Sunset St. (Route 18)	" "	S.H. "	"
Ontario St. (Route 18)	" "	S.H. 8324, 1754	"
Lake St. (Route 425)	" "	S.H. 1315	"
Young St.	Niagara Co. DH**	C.R. 126,52	"
Harbor St. (n. of Sunset)	Village of Wilson		49.5'
Ontario St. (w. of Sunset)	" " "		"
Dox Ave.	" " "		"
McChesney St. (Dox to Pettit)	" " "		"
" " (Pettit to Young)	" " "		36.3'
" " (Young to Mechanic)	" " "		33'
Bainbridge St.	" " "		49.5'
Honer St.	" " "		"
Chesnut St.	" " "		"
Pettit St.	" " "		"
Bay St.	" " "		"
Washington St. (north-south)	" " "		"
" " (east-west)	" " "		40.9'
Warren St.	" " "		"
High St.	" " "		"
Wood St.	" " "		"
Seneca St.	" " "		49.5'
Cooper St.	" " "		"
Centre St.	" " "		30'
Mechanic St.	" " "		"
Seminary St.	" " "		36'
Wilcox St.	" " "		"
Cherry St.	" " "		33'
Park St.	" " "		99'
Catherine St.	" " "		39.9'
R.O.W. opp High School Dr.	" " "		40'

* New York State Department of Public Works.
** Niagara County Department of Highways.

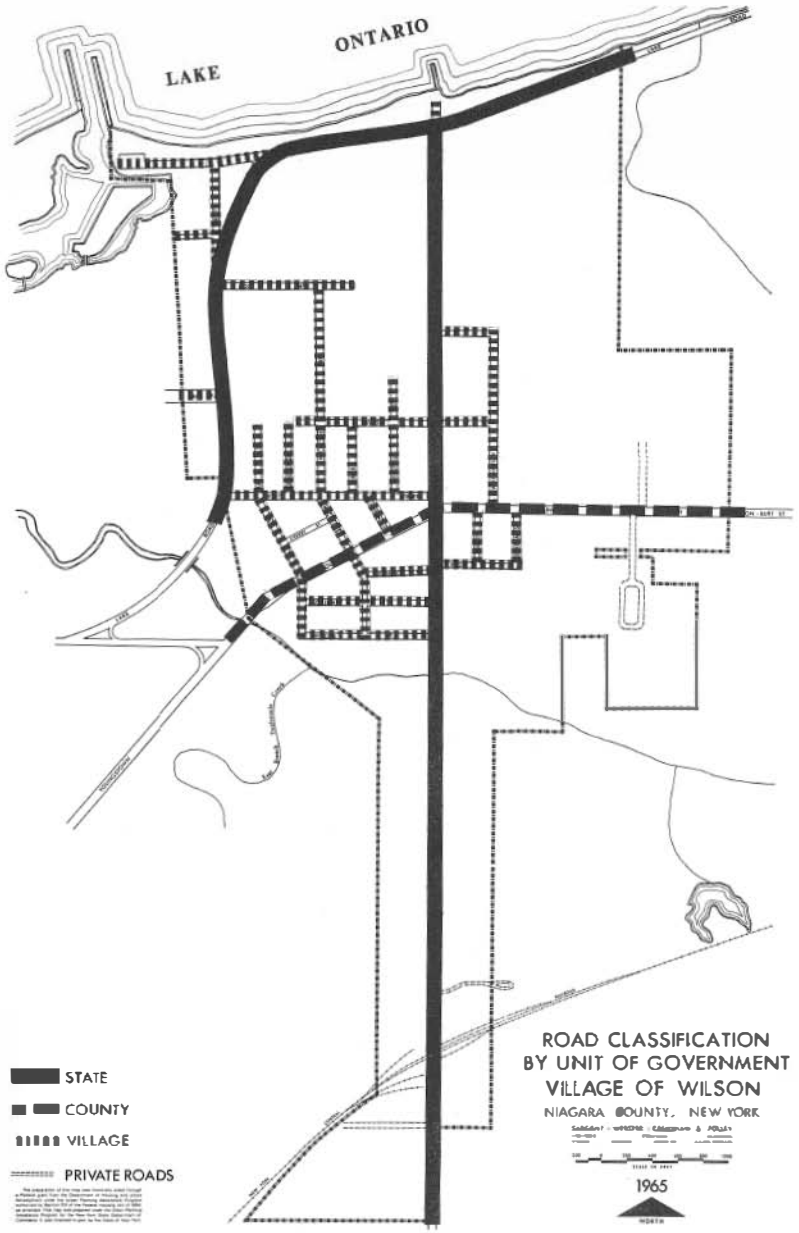
- General Characteristics

The Village Street System is a combination of State and County highways which provide links to the region, and local streets which provide circulation within the Village. The State highways form a "T" intersection at the lake and are the main routes through the Village and along the lake. The local streets are centered on the commercial district and form a basic grid pattern broken only by the diagonal placement of Young Street.

- Classification of Streets by Governmental Unit

Responsibility for the streets within the Village is shared by the Village of Wilson Highway Department, the Niagara County Department of Highways and the New York State Department of Public Works. (Table T-2; Map 21). The entire Village Street System includes approximately 8.3 miles of streets and highways. Of this total, 3.2 miles are State highways (Routes 18 and 425), 0.8 miles are County roads (Young Street) and 4.3 miles are Village streets.

In general, it should be assumed that any new streets added by developers through the land subdivision process will become the responsibility of the Village. Major road changes, because of the expense involved, will almost always be performed by the County or the State.



Map 21

●Classification of Streets

By Type

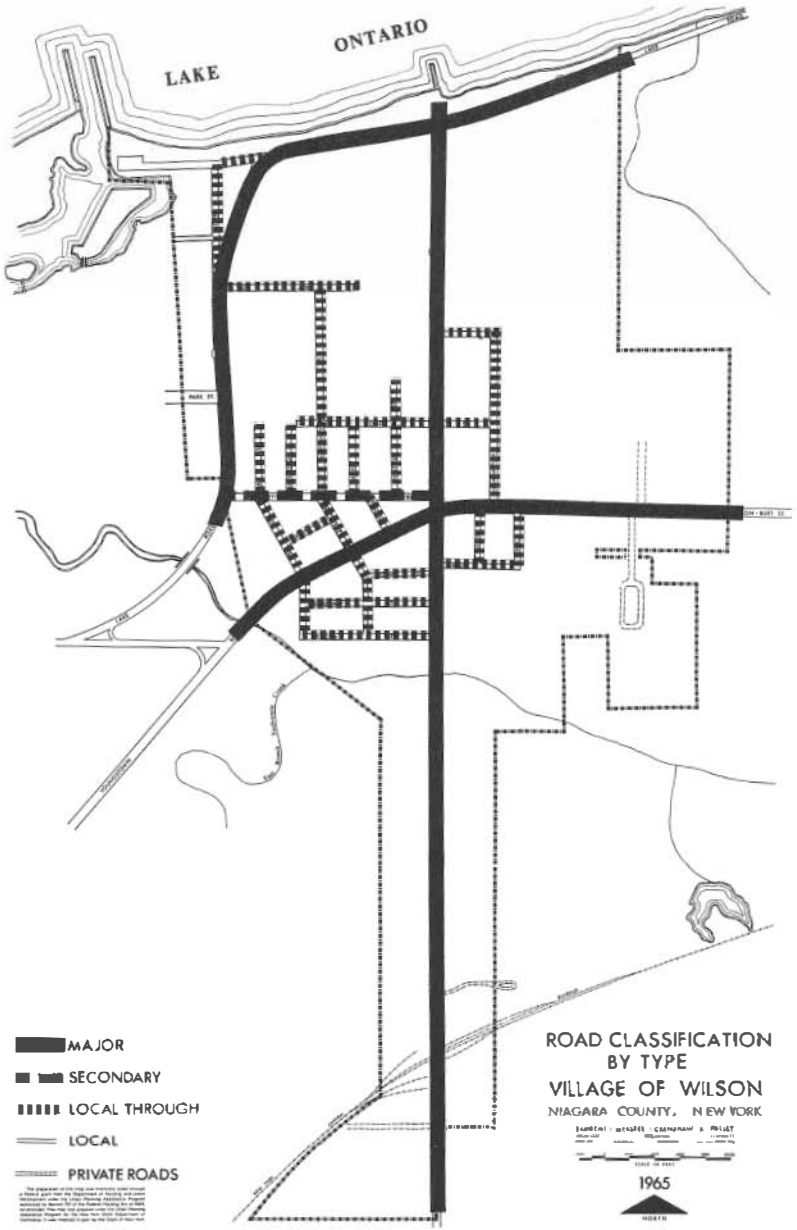
The classification system consists of four categories of streets: major, secondory, local through ond local. They ore briefly defined os follows:

1. Major street: A street of long continuous olignment carrying a large volume of traffic. These streets serve as the links to the region and provide for through traffic.
2. Secondary street: A street which connects primary streets and serves as a feeder to and from the primary streets.
3. Local-through street: A street which provides circulation within a neighborhood and gives access to abutting property but allows for a limited amount of through traffic.
4. Local Street: A street specifically designed to discourage through traffic while providing access to abutting property.

State Routes 18 and 425 and the County road (Young Street) are classified as Major streets as they poss through the Village (Mop 22). These are all through roads and they carry a heavier volume of traffic than the other Village streets.

Pettit Street is the only street which has been classified as a secondary street because it serves as a link between primary streets and as a neighborhood traffic collector.

With few minor exceptions, the remaining streets in the Village have been classified as local-through streets. They cannot be considered as purely local streets because they permit some element of through traffic.



Map 22

TRAFFIC FLOW AND REQUIREMENTS

The traffic volume information which is available is not nearly specific enough to be useful in making on analysis on the Village level. The State and County traffic counts are all concerned with the traffic volumes on the major highways of the Town which lie outside of the Village. However, it may be assumed that the traffic on these roads inside the Village is the same as that outside the Village. The counts are summarized in Table T-3.

The streets of the Village are located so as to carry through and local traffic efficiently along the desired lines of travel. The irregular grid pattern provides easy access to the commercial district and has been instrumental in creating a compact urban settlement. The through roads provide access to the Village center from every direction, but provide by-pass capability for through traffic in only two directions. A long range highway program should perhaps be concerned with a perimeter by-pass route to the south of the Village. Such a road might also serve to reduce the barrier effect between the Village and the lake front and harbor caused by the traffic on Route 18.

- Design and Technical Aspects

The pattern of development which has occured in the Village requires a road design which differs substantially from that required in the Town. The compactness of the various land uses encouroges pedestrian traffic, making sidewalks, curbs and storm drains a desirable as well as feasible part of the road design.

As in the case of road responsibility, storm drainage along the roads is also the responsibility of different levels of government. A complete program of coordinated action should be initiated so as to facilitate the continuous improvement of storm drainage.

With the exception of the five-way intersection in the center of the Village, street alignment and intersection design is generally good. The five-way intersection of Lake Street, Young Street and Pettit Street is somewhat confusing and is likely in time to become a problem area, even though the traffic light seems to be an adequate control device at present traffic volumes.

The flatness of terrain throughout the Village eliminates any problem of excessive road grades and so that particular problem need not be discussed further. The two stream crossings within the Village are adequately bridged.

The present volume of traffic on the Village Street System does not dictate the need for traffic control devices other than the signs currently in use and the blinker light located at the Village center. The traffic light at the entrance to the high school is a safety measure which is not related to traffic volume. If a substantial increase in traffic were to occur (a distinct possibility when the new State park is opened) it may be necessary to replace existing signs with traffic lights at the intersections of Route 18 with Route 425 and Pettit Street.

With minor exceptions, the entire Village Street System is paved. However, the curbs and gutters in some areas are inadequate and poorly related to the elevation of the road.

TABLE T-3

TRAFFIC VOLUMES FOR TOWN OF WILSON ROADS

Name of Road	Location	Year of Count or Estimate	Agency	Design or Peak Hr.*	Average Annual Daily Traffic or 24 hr. count**
Route 18*	Porter line to Wilson Village	1963	NYS DPW	210	1832
Route 18*	Wilson Village to Newfane line	"	" "	122	1116
Route 425*	Wilson Village to Route 93	"	" "	201	1813
Route 93	Porter Line to Randall Rd.	"	" "	152	1399
Route 93	Randall Rd. to Route 425	"	" "	99	914
Route 93	Route 425 to Route 104 junction	"	" "	184	957
Route 104	Route 425 to Route 93 junction	"	" "	210	2349
Route 93-104	Route 93-104 Junction to Cozzens Rd.	"	" "	254	3001
Youngstown Rd.	Porter line to Fitch Rd.	1959	Niagara Co.	71	465
Youngstown Rd.*	Randall Rd. to Daniels Rd.	1958	" "	57	606
Wilson-Burt Rd.*	Maple Rd. to Beebe Rd.	"	" "	53	577
Chestnut St	Rte. 425 to Maple Rd.	1957	" "	27	340
Chestnut St	North Rd. to Beebe Rd.	1958	" "	36	360
Beebe Rd.	Chestnut St. to Rte. 93-104	"	" "	68	708

* State counts give design hour; County counts give peak hour.
** State counts give Average Annual Daily Traffic. Count gives 24 hr. count.

● Village Center Parking

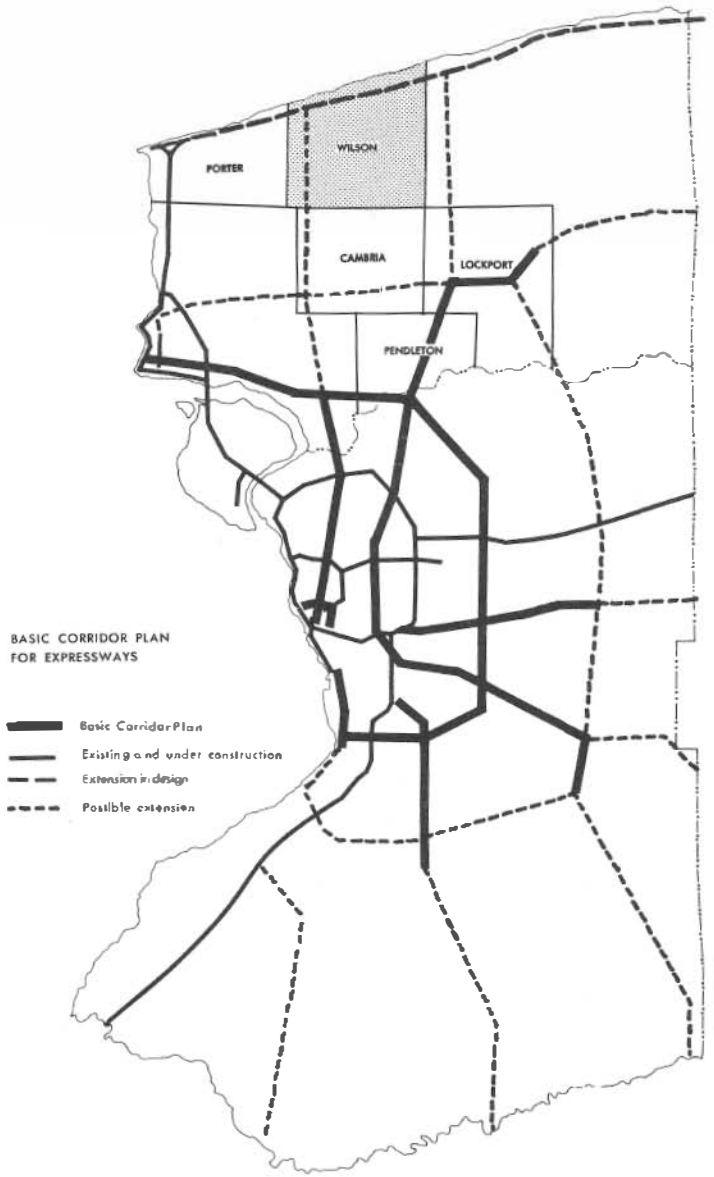
There is little off-street parking at the Village shopping center, most parking occuring at the curb. There are a few disorganized spaces behind the stores facing on Young Street and the Fire Company is preparing to furnish a parking area east of the fire house. The parking on the north side of Young Street is at a sixty degree angle to the curb presenting somewhat of a safety hazard. That on the south side is parallel to the curb. Under the current situation there is normally little difficulty in finding a parking place on the street although at times it is reported to be difficult to find a space near a particular destination. As the Village and Town grow, parking will become on increasing problem unless off-street spaces are provided. The elimination of angle parking on Young Street, which would be desirable as a safety measure, would also increase the need for off-street space. The distribution of public, quasi-public and commercial uses around the Village Center is such as to facilitate comman use of parking spaces by many uses.

● Previaus Highway Plons

There have been several transportation studies made for Erie and Niagara Counties containing recommendations which would have affected the Town and Village of Wilson if they hod been carried to completion. (1) However, these studies have been outdated by the Niagara Frontier Transportation Study which is presently nearing completion. Although the finol recommendations have not been released as yet, a map of the basic corridor plan for expressways has been accepted (Map 23).

With the exception of the Robert Moses Parkway, the study recommends no highway improvements in the immediate vicinity of the Town or the Village in the pe-

(1) For details of previous plons, see Preliminary Highway Plan , Town of Wilson, 1965 by Sorgent, Webster, Crenshaw & Folley, proposed as port of this study.



Map based on Basic Corridor Plan for Expressways in the Niagara Frontier, Niagara Frontier Transportation Study, Aug. 1965

Map 23

riod prior to 1985. However, possible extensions of the system suggested after that time include a line to the Lake front in the general location of the Wilson-Porter town line. These recommendations are based on sophisticated projections of the demand for highways throughout the two county area derived by a major, computer based study.

RAILROADS

A single track freight line of the New York Central Railroad crosses the Town of Wilson from northeast to southwest, possing through the southern tip of the Village. The line runs between Rochester and Niagara Falls and provides team track facilities in the Village. There are nine grade crossings in the Town and one in the Village, but the infrequency of the trains and their slow speed causes minimum hazard and inconvenience for pedestrian and vehicular traffic.

WATER BORNE TRANSPORTATION

There has been and continues to be considerable engineering study by the Army Corps of Engineers relating to the construction of the proposed All American Canal which would by-pass the Niagara Falls on the American side. Several routes are being considered for the one thousand foot right-of-way of this canal. One of these routes lies just inside the western border of the Town of Wilson and another posses through the Town and enters the Lake just east of the Town border (Map 24). Construction of such a canal would make possible the development of related industry and tourist facilities along the right-of-way. Prospects for this canal currently appear so remote as to warrant only brief mention. However, there should be an awareness of the possibility so that the routes which are known to be under consideration are not made more difficult by Town and Village action or inactions. (2) The St. Lawrence Seaway has only affected the Town through larger influences it may have hod on the Buffalo Metropolitan Area and through stimulating investigation into the proposed All Americon Canal.

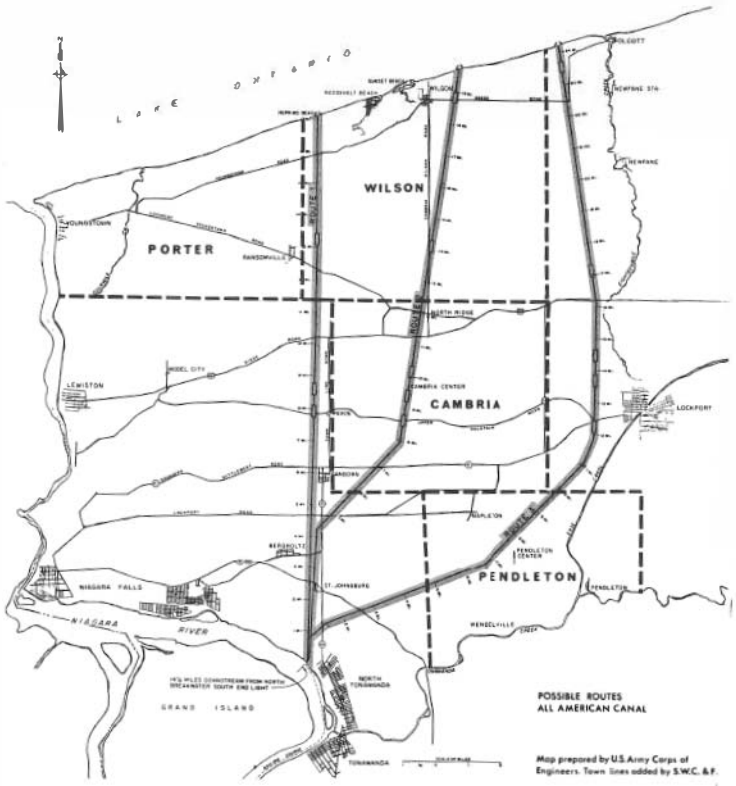
BUSES

There are no bus transportation facilities presently available in the Town or Village.

AIR TRANSPORTATION

Air transportation is primarily a regional facility. Buffalo International Airport and Niagara Falls Municipol Airpcrt offer Class IV service. The Buffalo facility, however, appears to be "the" airport for intercontinental and transcontinental flights. For a variety of reasons, the Niagara Frontier Regional Plan concluded thot the region could not support two major facilities.

(2) For further details see: Special Report "An examination of the all American Canal Proposal with relotion to the planning of certain Niagara County Towns"


LAKE ONTARIO
WILSON
PORTER
CAMBRIA
PENDLETON
NIAGARA RIVER
GRAND ISLAND
LOCKPORT
NIAGARA FALLS
POSSIBLE ROUTES
ALL AMERICAN CANAL
Map prepared by U.S. Army Corps of Engineers. Town lines added by S.W.C. & F.

Map 24

ECONOMIC BASE

The economic bose of a community consists of all those activities which provide the employment and the money income upon which the people of the community depend for their livelihood. Typical of such activities ore: forming, manufacturing, retail trode,construction and services.

The primary objective of the study of the economic bose of the Town and Villoge of Wilson is to develop information which will enable the community to understand the resources of their moteriol well-being, to recognize and evaluate those foctors which are shoping the economic base in the present and will affect it in the future.

ECONOMIC DEVELOPMENT

The Town and Villoge of Wilson hove a long and proud history as on agricultural community. The combination of climate and soil conditions in parts of the areo were early recognized as being ideal for the raising of fruit. Being somewhat removed from the Erie Canol and other major transportotion routes, the area developed a stable agricultural bose relatively free from the rapid and often chaotic industrialization of Lockport, Niagara Falls and Buffalo.

As the agricultural bose expanded, food processing plonts were established to top the area's wealth at its source. The Village grew as a social and economic center of the Town providing retoil and service support to the surrounding farms.

The lake shore area of the Town and Village were soon recognized as sites for summer residents for the population of the inland region. This seosonal activity served

to support the retail and service activities which had originally grown to meet the demonds of the rural areas of the Town.

Although recent trends have been toward part time forming and rural non-farm uses of the land, the agricultural bose has remained strong. The Town has not yet felt the full force of the expanding urban centers of Buffalo and Niagara Falls although the regional growth has permitted econamic development which is not dependent upon the agricultural base far support.

It would be unrealistic to describe the economic base of the Town and Village of Wilson without recognizing the fact that they are an integral part of the economic structure of the entire Niagara Frontier. The economic expansion of Niagara Falls, Lockport, Buffalo, Tonawanda and the smaller urban complexes in the frontier is more important for the long range economic development of the Town and Village of Wilson than any current internal business changes in the community.

Real advances in the moteriol welfare of Wilson families are more likely to come from a rise in the wage rates in the Niagara Frontier lobar market area, and an expanded production in the factories located in the cities mentioned above, rather than from the normal functioning of just the economy of Wilson itself.

The Niagara Frontier is now the largest industrial and commercial center in upstate New York. It has a well-developed, sophisticated economy which embraces such heavy industry as primary and fabricated metals, transportation equipment and machinery. Chemical production and food processing are also important ports of the industrial complex. Moreover, this region, particularly Buffalo, is a major distribution center.

The Town and Villoge of Wilson therefore form on integral part of a major industrial area, having the two basic elements of water and power, well-situated in terms of communication and transportation facilities, with a large labor force of skilled workers, comprising one of the richest consumer markets in the North-east.

Prior to 1965, per capito income in Niagara County has been trending downward. In 1963, the latest year for which information is available, the County's estimated per capito income of $2,155 was actually lower than in 1953, when the corresponding figure was $2,216 (Table E-I). Since the fortunes of Wilson are interwoven with the fortunes of Niagaro County, this aspect of regional income is of great consequence to the residents of the Town and Village. Increases in employment during 1965 and 1966, particularly with Harrison Radiator and Bell Aircraft, may have reversed this situation.

The only existing 1960 Census information concerning family income in the Town of Wilson (including the Village) is that available from the census tracts which make up the Buffolo, N. Y. SMSA. The Town of Wilson and Cambria are combined to form Tract CW-43. Thus, the data on income received in 1959 applies to the two towns considered as a single unit.

TABLE E-I

ESTIMATED PER CAPITA PERSONAL INCOME
UPSTATE NEW YORK AND BUFFALO AREA: 1953-1963

Year	Cattaraugus County	Chautauqua County	Erie County	Niagara County	Upstate New York
1953	$1,562	$1,753	$2,100	$2,216	$1,860
1954	1,547	1,721	2,034	2,197	1,840
1955	1,558	1,802	2,147	2,295	1,911
1956	1,739	1,938	2,269	2,451	2,046
1957	1,845	2,059	2,396	2,466	2,143
1958	1,823	1,984	2,284	2,283	2,121
1959	1,899	2,063	2,374	2,396	2,194
1960	1,928	2,069	2,403	2,426	2,237
1961	1,921	2,108	2,356	2,193	2,241
1962	1,896	2,079	2,388	2,136	2,296
1963	1,956	2,189	2,448	2,155	2,354

Source: New York State Department of Commerce

Families living in Wilson and Cambria in 1959 hod a median income of $6,679 (Table E-2). This was only slightly above the median of $6,630 for all of Niagara County, but substantially be low the median income of $6,970 in the nearby Town of Lockport.

This family income was unevenly distributed. About half of the families reported incomes between $5,000 and $10,000. Nearly 3 out of 10 families received less than $5,000 for the year (Table E-2). As compared to the Towns of Pendleton and Lockport, this was a somewhat large concentration in the lower-income brackets. However, to counterbalance this situation, Wilson and Cambria had a comparatively greater portion of their families in the brackets from $10,000 to $15,000. About 17 per cent of all the families were in this range. Very few incomes in Wilson and Cambria in 1959 were over $15,000.

Thus, in terms of purchasing power, the Town of Wilson appears to be made up largely of families with modest incomes, about in line with the general economic situation of the surrounding areo.

TABLE E-2

FAMILY INCOME, TOWN OF WILSON AND COMPARISON AREAS: 1959

	Niagara County	Town of Lockport	Town of Wilson (1)
Under $5,000	15,510	379	646
$5,000 to $10,000	34,788	857	1,163
$10,000 to $15,000	8,529	227	378
$15,000 and over	2,570	76	64
Total	61,397	,539	2,251
MEDIAN INCOME	$6,692	$6,970	$6,679
	Percent distribution of family income		
Under $5,000	25.3	24 6	28.7
$5,000 to $10,000	56.6	55 8	51.7
$10,000 to $15,000	13.9	14.7	16.8
$15,000 and over	4.2	4.9	2.8

(1) Includes the Town of Cambria.

Source: U. S. Bureau of the Census
U. S. Census of Population 1960

LABOR FORCE CHARACTERISTICS

As in the case of family income, the information on the labor force which is obtainable from the 1960 Census of Population is provided on a tract basis, with the Towns of Wilsan and Cambria combined in a single unit. Thus the labor force described below refers to the working populatian enumerated in 1960 in both of the towns together.

The occupational distribution revealed in the 1960 Census of Population points to a strong emphasis on manufacturing employment for men, especially in the factories in Lockport, Tonawanda and Niagara Falls. (Chart E-1) About half of all employed moles in Wilson and Cambria in 1959 were craftsmen or operatives, which are essentially manufacturing occupations. The large, and currently expanding, Harrison Radiator plant on the west side of Lockport is only five miles from the southern part of Wilson and is probably the largest single source of such employment.

Mole employment on farms and in private business is also substantial in the community. The professional and tech-

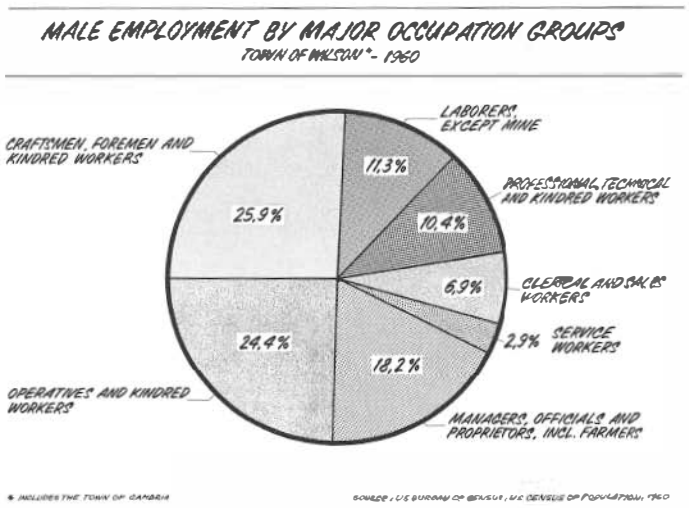
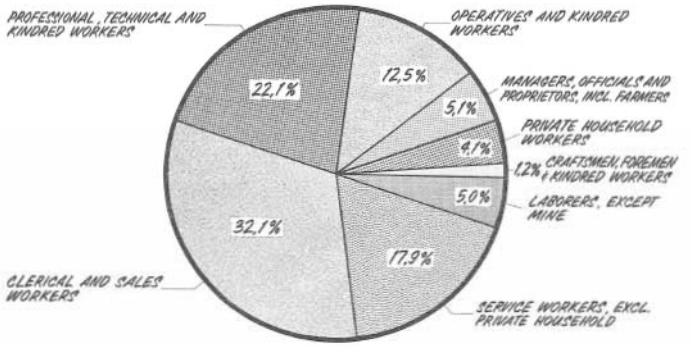


Chart E-1

nical categories exhibit normal traits in Wilson's employment pattern. However, a comparatively small percentage of mole workers are engaged in trade and service occupations. About 11 per cent of all employed males were in the unskilled category of laborers.

For females, clerical and sales work provided the greatest single source of employment (Chart E-2). There was a relatively high proportion of women in the professional and technical category, probably reflecting the impact of the hospital at Ransomville. About 18 per cent of the employed females in 1960 were in services and about 14 per cent in jobs related to manufacturing.

FEMALE EMPLOYMENT BY MAJOR OCCUPATION GROUPS
TOWN OF WILSON* - 1960



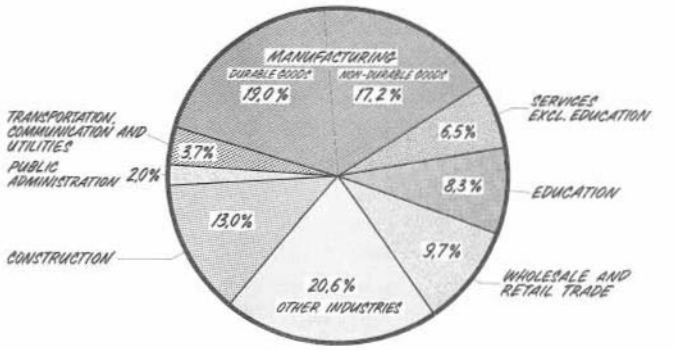
* INCLUDES THE TOWN OF CAMBRIA

SOURCE: U.S. BUREAU OF CENSUS, U.S. CENSUS OF POPULATION: 1960

Chart E-2

At the time of the Census enumeration in 1960, manufacturing employment in Wilson and Combrio was obout evenly distributed between durable ond non-durable goods (Chart E-3). The more recent slump in local food processing durable goods manufacture is probably being offset by employment increases ot Pfeiffer Foods.

PERCENT DISTRIBUTION OF EMPLOYMENT BY INDUSTRY
TOWN OF WILSON* - 1960



* INCLUDES THE TOWN OF CAMBRIA

SOURCE: U.S. BUREAU OF CENSUS, U.S. CENSUS OF POPULATION: 1960

Chart E-3

Construction activity provides a sizable amount of work for the Town residents. Education is also a solid job-provider, but total trade and services employment is relatively low, as compared to county-wide characteristics.

For about 78 per cent of the workers in Wilson and Cambria in 1960, the private automobile was the principal means of tronsportation to their places of employment (Table E-3). However, about thirteen per cent of those enumerated worked at home, very likely in their own places of business or farms.

Nearly 96 per cent of the workers had jobs somewhere within Niogora County (Table E-3). Commuting into Buffalo and Erie County, as shown by the tobulation, probably represents the movement of workers out of Cambria rather than out of Wilson. The employment orientation of the Wilson workers is therefore portly toward the Town itself but more significantly toword the County's urban centers.

TABLE E-3

PERCENT DISTRIBUTION OF WORKERS BY MEANS OF TRANSPORTATION AND PLACE OF WORK, TOWN OF WILSON AND COMPARISON AREAS: 1960

	Niagara County	Town of Lockport	Town of Porter	Town of Wilson (1)
Means of transportation				
Auto or car pool	71.5	79.8	75.9	77.8
Bus or street car	8.0	1.6	---	0.5
Walked to work	10.6	5.8	5.7	5.4
Worked at home	4.0	7.9	16.6	13.1
Other and not reported	5.9	4.9	1.8	3.2
Place of work				
Inside Erie-Niagara Counties	95.3	97.3	98.6	97.5
Buffalo City	2.8	3.7	0.8	1.5
Erie County, except Buffalo	5.2	4.1	0.2	2.9
Niagara County	87.3	89.6	97.7	93.2
Outside Erie-Niagara Counties	0.9	0.7	0.8	0.4
Not reported	3.8	2.0	0.6	2.1

(1) Includes Town of Cambria.

Source: U.S. Bureau of the Census.
U.S. Census of Population: 1960

SECTORS OF THE ECONOMY

• Agriculture

Farming, although declining, is one of the strong sectors of the economy of the Town of Wilson. While agriculture here has had to contend with the same forces of change that are affecting agriculture everywhere, the evidence indicated that most local farms are making the necessary adjustments for survival.

Between 1954 and 1959, 18 per cent of the farms in Wilson went out of existence (Table E-4). However,

TABLE E-4

CHANGES IN AGRICULTURE, TOWN OF WILSON: 1950-1959

	1950	1954	1959	Percent change 1959 from 1950	Percent change 1959 from 1954
Number of farms	375	376	310	-17	-18
Land in farms, acres	26,630	26,229	23,172	-13	-12
Acres per farm	71	70	75	+ 6	+ 7
Farms reporting milk cows	217		111	-49	
Number of milk cows	1,278		1,165	- 9	

Source: "Census of Agriculture, 1959. Niagara County."
Cornell A.E. Ext. 207-28.

except for Cambria, this was the smolles decline of any township in the county. If the decline since 1959 has occurred at the same rate as in the previous five-year period, it is likely that there are now about 260 farms operating in the Town. Some formers are working two or more separated forms.

While dairy farms were reduced by almost half between 1954 and 1959, the number of milk cows decreased only 9 per cent. This points to the shift to larger, more productive herds on fewer forms.

Besides dairying, the production of tree fruits is a major farm activity in Wilson. The last fruit tree survey, taken in 1957, showed 55 farms in Wilson with orchards covering a total of about 1,500 acres (Table E-5). The count for all fruit trees in these orchards stood at about

TABLE E-5

FRUIT TREE SURVEY, TOWN OF WILSON: 1957

Variety	Number of farms reporting	Fruit tree acreage	Number of trees in commercial orchards
Apples	38	903	36,368
Sour cherries	19	86	8,624
Sweet cherries	6	8	725
Peaches	35	279	24,460
Pears	22	80	6,336
Plums and prunes	30	157	13,203
ALL ORCHARDS	53	1,513	89,716

Source: New York Crop Reporting Service.
MA Rotasetle. 30

90,000. Over a third of these were apple trees. There was also substantial acreage in peaches, plums, prunes and sweet cherries.

Relatively few acres are in small fruit production, but many Town farms in 1959 were specializing in certain vegetable crops, with the emphasis on cabbage and tomatoes (Table E-6). Not quite 900 acres were used to grow a variety of vegetables, partly for processing plants and partly for the fresh market. There is also

a small amount of acreage in horticultural use, producing nursery stock such os trees and shrubs.

TABLE E-6

VEGETABLE ACREAGE, TOWN OF WILSON: 1959

Selected vegetables	Farms reporting	Acres
Snap beans	15	3.0
Beets	2	#
Broccoli	4	4.4
Cabbage	40	156.7
Cantaloupes	52	82.1
Cauliflower	1	#
Sweet corn	55	87.2
Cucumbers and pickles	36	25.8
Dry onions	6	2.0
Green peas	3	19.3
Sweet peppers and pimentos	47	50.0
Squash	45	44.2
Tomatoes	90	398.6

875.3 + #

Data for less than three farms and had to avoid disclosure.

Source: "Census of Agriculture, 1959. Niagara County." Cornell A. E. Ext. 207-28.

Livestock raising is a minor farm activity in Wilson. In 1959, there was substantial acreage in various field crops, such as corn, wheat and oats (Table E-7). Along with hoy, these crops are principally raised in connection with dairying enterprises.

TABLE E-7

AGRICULTURAL PRODUCTION, TOWN OF WILSON: 1959

Item	Farms Reporting	Head	Acres
Cattle and calves	149	2,300	
Hogs and Pigs	77	911	
Hay acreage:			
Alfalfa and mixtures	101		2,224
Clover-timothy and grass mixtures	57		691
Grain hay	16		142
Silage acreage:			
Corn silage	39		503
Grass silage	4		41
Corn acreage:			
All corn	165		2,560
Corn for grain	154		2,018
Other field crops acreage:			
Wheat	207		2,538
Oats	132		1,436
Barley	12		63
Raspberries	12		4.8
Strawberries	26		10.0

Source: "Census of Agriculture, 1959. Niagara County." Cornell A. E. Ext. 207-28.

One illuminating aspect of farming in the Wilson area is the amount of off-the-farm income earned by local farmers. In 1959, about half of the form operators in Wilson reported that they worked 100 or more days off the form (Chart E-4). This is indicative both of the inadequacy of on-form income on many farms and the existence of alternative employment opportunities for farm people.

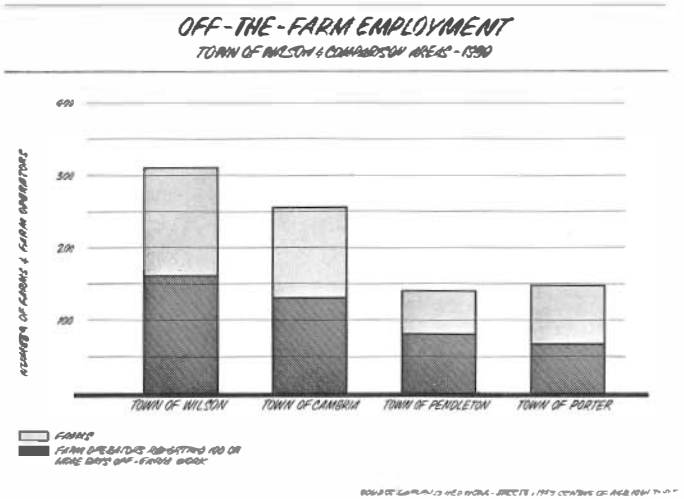


Chart E-4

- Manufacturing

Manufacturing in the Town of Wilson includes a chemical plant at Elberta, operated by the Allied Chemical and Dye Corporation, and the Wilson Canning Company.

In the Village of Wilson, the recent destruction of the Zabel Food Products Company plant by fire has reduced the already limited number of manufacturing firms. Much of the employment of these firms is seasonal in nature. When operating during peak periods of output, these plants hire an estimated 125 to 150 persons. The food processing plants in Wilson make only limited use of local produce. There is said to be a greater utilization of local farm output at the Southland Foods plan in Barker.

Pfeifer Foods, a division of International Salt, is the major bright spot on the local manufacturing scene. This plant producing condiments and dressings employed about 45 in 1966 and is continuing to expand.

- Retail Trade & Services

There are 28 commercial enterprises in the Town of Wilson. The Village has about the same total number units as the Town, but they are concentrated in a two-block shopping district, whereas those in the Town are found widely scattered. The actual number of trade and service establishments is not as important as their size and characteristics.

In both the Town and Village, the commercial establishments are primarily stores of the convenience type, offering goods and services which are purchased by the residents on a fairly regular basis. These include groceries, gasoline, drugs, meals and beverages. There is no modern supermarket and, except for a few stores offering furniture, hardware and building materials, the Village-Commercial district lacks retail outlets carrying a variety of "shopping goods" or non-convenience items.

The retail stores are small in size, producing income for the individual owner and his family, but not generating large payrolls. This is also true of the service establishments which primarily provide personal core. Some of the local businesses are oriented toward the summer visitors, but these are also on a modest scale.

- Housing

In an economic base, the rate of housing investment is important because it may generate local income directly or indirectly. Much of the income is created by the on-site employment of carpenters, plumbers, roofers, etc. Indirect income may flow to local product suppliers, such as lumber yards.

The erection of a new dwelling unit is also indicative of the rate of family formation, plus the rate of in-migration. The increase in the number of families has an impact on the demand for services, retail merchandise, etc., thus leading to the creation of still more jobs.

There were about 1200 dwelling units in the Town of Wilson in 1964. The Village contained approximately 406 dwelling units in 393 structures. During the post five years, the rate of new housing starts in both the Town and Village has been declining (Chart E-5). From 1960 to the end of 1964, 54 new homes were built in the Town and 9 in the Village. However, about half of these were built in the two-year period 1960-61. This suggests that housing investment has temporarily become less significant as a creator of jobs and income.

It should be noted that most of the indicators of economic activity were inflated during the late 50's and early 60's by the construction activity at the Robert Moses Power Project. Thus it is suggested that residential construction in the Town and Village of Wilson has appeared to slacken only because the rate of construction in the 1960-61 period was abnormally high.

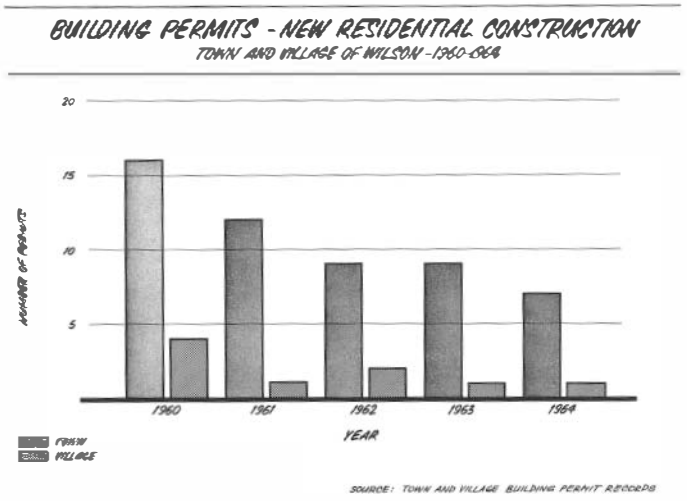


Chart E-5

As was the case with income and labor forces characteristics, the key economic aspects of housing are provided for the combined Wilson-Cambria area. About 62 per cent of the residential structures in these two towns were built in 1939 or earlier (Table E-8). The 1940's was a slack period in home construction here as elsewhere. About 27 per cent of the residential structures were built between 1950 and 1960, which was close to the county-wide overage.

The median value of the homes was $12,200, which was below the corresponding figure for Niagara County and the surrounding Towns of Pendletan and Porter (Table E-8). About 4 per cent of the owner-occupied single family units in 1960 were valued at less than $5,000 and about 3 per cent at more than $25,000. Approximately six out of ten houses were valued at prices between $10,000 and $20,000. This lotter price range is predominant and is to be expected in a community having the type of occupational job structure that characterizes the Town and Village of Wilson.

TABLE E-8

HOUSING CHARACTERISTICS, TOWN OF WILSON AND COMPARISON AREAS: 1960

	Wilson-Cambria	Pendleton-Wheatfield	Porter	Niagara County
Year structure built:		(percent)		
1953-1960	26.9	44.0	39.5	25.0
1940-1949	11.3	15.1	9.7	11.8
1939 or earlier	61.8	40.9	50.8	63.2
Value of owner-occupied 1-family units, 1960				
Less than $5,000	3.8	1.7	2.6	2.1
$5,000 to $9,000	25.7	15.2	16.2	18.0
$10,000 to $14,000	37.1	38.0	31.3	37.7
$15,000 to $19,000	21.8	30.5	26.1	27.6
$20,000 to $24,900	9.0	10.2	12.5	8.2
$25,000 or more	2.6	4.4	11.3	6.3
MEDIAN VALUE	$12,200	$14,400	$15,000	$14,080

Source: U. S. Bureau of the Census.
U. S. Census of Housing: 1960

- Recreation

The existence of summer homes in and around the beach areas of Lake Ontario points to the influx of some spending by vacationers. The magnitude of their spending was not measured, but it is probably relatively small. Some additional visitors are attracted to the area by Wonderland Storybook Park on Irish Road which is aimed at family patronage.

- Other Sectors

Employment resulting from transportation and financial and governmental activity is relatively insignificant in the Town and Village of Wilson. At present there is no indication that there will be any substantial growth in these sectors.

FORECAST AND RECOMMENDATIONS

- Industry

Modern industry, in search of new locations, evaluates a given area in terms of the nearness to markets, adequacy of transportation facilities, the availability of labor, power and raw materials and the existence of public facilities such as water and sewers. Relatively minor, but still important factors which enter into the plant location decisions are: the cost of land, the level of local taxes and the community attitude toward industry.

The Town and Village of Wilson have several advantages such as a large acreage of available, low-cost land, a plentiful supply of power and water, and fair highway connections. The Village's sewer system gives it an advantage over the Town with respect to community facilities. However, these advantages are shared by many other communities in the Niagara Frontier which are not hampered by the remoteness from markets, labor supply and expressways as is true of Wilson.

The Town and Village of Wilson are presently on the outer rim of physical and economic growth in the Niagara Frontier. Hence, the arrival of new manufacturing firms is not likely to occur in the immediate future, except in the very improbable event that firms will bypass superior locations nearer Buffalo and Niagara Falls. Moreover, aside from Pfeifers, no existing firms plan to expand their facilities.

Thus there would be little value in having the Town and Village invest in their own program of industrial recruitment. Neither does there seem to be any course of action open to them which would alter the fundamental economic system.

- Agriculture

Forming, which has in the past provided a strong underpinning for the local economy, can continue to be a major source of income provided the appropriate structural changes are mode.

In some areas, farm consolidation may be necessary to allow forms to operate more efficiently. Fruit growers will be faced with a combination of rising costs and unstable prices. The mechanization of fruit picking and continued competition from other fruit producing regions in the United States will force an adjustment to a new situation. Increased attention to efficiency and constant striving for quality of product, when added to the advantage of a favorable climate, can work in favor of the local growers.

Some of the land in the southern port of the Town, if consolidated into large enough tracts could be profitable in less intensive agricultural uses such as haying and grazing.

Dairy farms in Wilson will be under constant pressure to move along with the trend toward greater mechanization of dairy operation. This will call for more investment in fixed facilities, suggesting that only the bigger and better forms will thrive.

The form economy will remain based primarily on fruit, dairying and vegetables, but some specialized operations, such as nurseries, may expand with the expanding Niagara Frontier market.

There seems to be little immediate use for the land which is forced out of agricultural use for economic reasons, although some may be used for residential development or recreational facilities. Conversion of land to recreational uses will be desirable and, in some instances, may require a major community effort.

- Retail Trade and Services

At present there are not enough families in the Wilson area to support a local shopping plaza. Even the smallest plaza, with 8 to 10 units, including a supermarket, requires a minimum of 5,000 families in the trading area in order to operate profitably. The Town and Village of Wilson together have about 1,500 families, some of whom are closer to the Newfane and Ransomville centers.

It is doubtful that a new shopping center in Wilson Village or nearby could attract enough families from Newfane, Barker, Cambria, etc., to supplement local customers. However, upgrading Village stores through remodeling and modernization might help to recapture some of the trade now lost to the large cities.

In general, retail trade will continue to be characterized by small stores supplying mostly convenience goods.

The Village of Wilson has traditionally been a retirement center for the people in the forming areas of the Town. The quiet community center, the recreation opportunities at the lake shore and boy, and the temperate climate make the Village ideal for those who seek a restful and pleasant environment. Possibly the Village could expand its health and recreational facilities designed for the elderly and become a regional as well as a local retirement center. The presence of on elderly

population would help support service and retail enterprises and thus strengthen the local economic base of the community.

- Housing

To a considerable degree, the Town and Village of Wilson are now performing a dormitory function, housing those who commute to work elsewhere. This dormitory role will begin to become more apparent in the southern part of the Town as surrounding communities feel the impact of the outward thrust from the Buffalo area and from Lockport.

The northern portion of the Town may also begin to experience a growth of the dormitory function with the completion of the Robert Moses Parkway. The presence of the parkway will shorten travel time from the Town and Village of Wilson to the major urban centers and thus make commuting more probable along this route.

The extent and location of this residential development will be largely determined by the availability of sewer facilities. Development requiring excessively expensive sewers will not be economically justified. Thus growth should be channeled into those areas of the Town and Village which can support it.

- Recreational

Investment in recreational facilities ususally has little impact on on economy as a provider of jobs and income since it is generally seasonal in noture. However, these leisure-time facilities do serve as a magnet to attract visitors from outside the area. It must be remembered that private recreational enterprises should supplement rather than duplicate those facilities which are publicly provided.

- General

The major physicol growth of the Buffalo area is predicted to be to the south, to the southeast and to the east. The Town and Village of Wilson are far removed from the path of this growth. They are also too distant from Rochester to receive any impact from its expansion.

There is no immediate likelihood of any spill-over from the Town of Porter to the west. However, consideration should be given to the possibility that action by the County may be taken to discourage growth served by septic tank systems. Such action would stimulate growth in areas where sewers are available, such as in and near the Village of Wilson.

The evidence therefore points toward a period of gradual change, with a slow acceleration of residences housing commuters, continuation of fonning of the present type, and about the some pattern of local employment.

This period of community calm can be used to good advantage as a time to prepare blueprints for the kinds of reasonable and desirable economic growth that will be of reol benefit to the Town and Village of Wilson.

Certain developments beyond the control of the Town and Village may significantly alter this projected period of gradual change. The construction and operation of the all American Conal through the Town would most certainly hasten its development. Less profound but never-the-less significant changes in the rate of development would occur if employment in and around the Army ordinance plant in Porter were to increase sharply.

Inasmuch as neither of these situotions can be predicted with any certainty, the plan for the Town and Village of Wilson has been formulated under the assumption that no such mojor shift in the local economy will occur. If such shifts do indeed occur, the plan must be reviewed and adjusted to account for such changes.

POPULATION

Population characteristics and changes are extremely important factors which must be considered when planning for future development. Size, density and composition of the populotion greatly influence the patterns of growth and development which determine the uses of land and the demands for community facilities. Thus if the plon is to be on effective guide, it must take into account both the present and the expected population characteristics of the community.

To this end, the population study investigotes the factors leading to population change,forecasts future chonge and suggests the implications of this change with respect to land use needs, housing and service requirements.

POPULATION CHANGE

Town

The population of the Town of Wilson did nat increase substantially from 1900 to 1950: the total increose being only 400 people (Table P-1). From 1950 to 1960, the Town begon to grow at a more rapid rote. However, in this period the population wos infloted by the temporary presence of construction workers and their fomilies, an estimated 300 to 400 people, who were attracted to the area by the Robert Moses Power Project. Deducting this temporary segment of the population from the total of 3,999 leaves an indigenous population of 3,600 to 3,700. Using these lower figures, the increase would be 34 to 38 percent from 1950 to 1960 instead of the 49 percent figure reported by the Bureau of the Census.

Village

Although the population of the Village was only one third that of the Town, the 1960 figures are also inflated by the temporary population of construction workers. In 1950, the Village hod 962 people and by 1960 it had increased 37 percent and contained a population of 1,320 people (Table P-1). It if is assumed that approximately 200 members of the 1960 population were temporary residents, then the true population would be reduced to about 1,100 people. The corrected figure yields o population increase of only 14 percent from 1950 to 1960 which is about the some as the 1940 to 1950 increase.

These population growth trends reflect slow but relatively steady rates of development. Neither the Town nor the Village has lost population since 1920.

TABLE P-1

POPULATION CHANGE AND DENSITY
TOWN AND VILLAGE OF WILSON
1900 - 1960

	TOWN[1]			VILLAGE		
Year	Number	Percent Change[2]	Density[3]	Number	Percent Change[2]	Density[3]
1900	2,269	-	45.9	612	-	765.0
1910	2,324	2.4	47.0	655	7.0	818.8
1920	2,122	- 8.7	43.0	631	- 3.7	788.8
1930	2,141	0.9	43.3	660	4.6	825.0
1940	2,212	3.3	44.8	849	28.6	1,061.3
1950	2,684	21.3	54.3	963	13.3	1,202.5
1960	3,995[4]	49.0	80.9	1,320	37.2	1,650.0

(1) Excludes Village of Wilson
(2) Percentage change over previous decade
(3) People per square mile: Town 49.4 sq. mi., Village 0.8 sq. mi.
(4) Annexation since last census of population

Source: U. S. Census of Population

POPULATION CHARACTERISTICS

Before describing the population characteristics of the Town and Village of Wilson, it is necessary to note that the Bureau of the Census does not provide detailed population data for the Town and the Village separately. In fact, the data for Wilson Town and Village is combined with that for the Town of Cambria and listed under a single census tract of the Buffalo Metropolitan Area.

Some insight as to the characteristics of the population of Wilson-Cambria can be found by comparing the area with other towns in the County (Table P-2). It will be noted that the education level of Wilson-Cambria was 11.1 years which was above the level of the comparison areas. However, the median family income was lower than in the Towns of Porter and Lockport.

The household size was in line with that of the other communities. The rate of unemployment was the lowest of any of the comparison areas. Non-whites represented approximately 1 percent of the total population.

The characteristics of the population in 1960 in the Town of Wilson indicated that it was fairly typical of the populations in the nearby towns and the County. The typical suburban community (Wilson is, at present, a long

TABLE P-2

SELECTED POPULATION CHARACTERISTICS
TOWN OF WILSON AND COMPARISON AREAS
1960

	Town of Wilson[1]	Town of Pendleton[2]	Town of Porter	Town of Lockport	Niagara County
Median School Years Completed[3]	11.1	10.2	10.3	10.7	10.6
Population Per household	3.65	3.65	3.94	3.60	3.40
Percent of Population Non-white	1.0	0.7	1.9	0.9	4.1
Percent of Population Over 5 who Moved into Present Home since 1955	44.5	46.9	50.3	42.1	43.5
Percent of Civilian Labor Force Unemployed	3.5	6.2	4.8	3.2	6.5

(1) Includes Town of Cambria and Village of Wilson.
(2) Includes Town of Wheatfield.
(3) Based on population over 25.

Source: U. S. Census of Population: 1960

way from becoming a suburb of Buffalo or Niagara Falls) has a fairly young, well-educated, mobile population with a relatively high number of persons per household. The Town of Wilson possesses only a few of these characteristics.

AGE AND SEX DISTRIBUTION

Town

From 1950 to 1960 the population of the Town became more concentrated in the younger age groups. Only the age groups over 35 years decreased as a percentage of the total population (Chart P-1). The temporary population of construction workers was again the partial cause of this trend. However, this movement also suggests that a few families with young, school-aged children began to move into the Town on a permanent basis. This is generally the sign of an area in the early stages of suburban development.

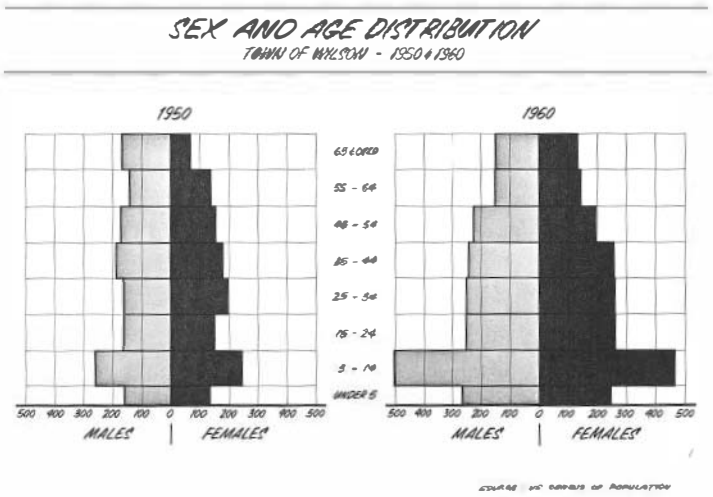


Chart P-1

Village

During the 1950 decade, the Village population also became more concentrated in the younger age groups, but not to the degree which characterized the Town (Chart P-2). The older age groups are more significant in the Village than they are in the Town. Although the older population did not increase as a percentage of the total, the absolute number of older people did increase over the period.

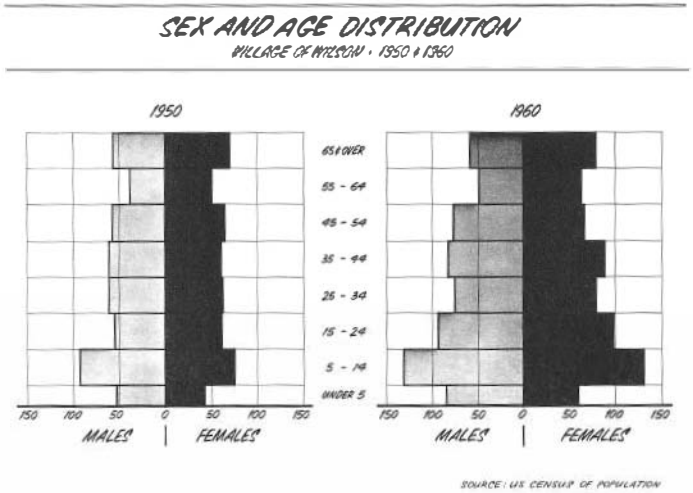


Chart P-2

These changes in the age distribution of the population of the Town and Village are more understandable when the movements are examined in terms of natural change and migration. Natural change is the difference between births and deaths and the natural "aging" of the population over a given period of time. Migration is the movement into and out of an area over a given period of time. Both of these factors are important, considering the changes which have occured as discussed above.

The direction of natural increase is olso shown in the ratio of the number of children (under 5) to each 1,000 women aged 15 to 44. This ratio, known as the fertility rate, rose from 562 to 658 or 17.1 percent from 1950 to 1960in the Town of Wilson. For the Village, the increase was from 522 to 543 or only 4.0 percent in the same period. The relatively youthful population of the Town is shown in both a higher ratio and in the larger increase in this ratio in the 1950's. The lesser size and increase for the Village reflects its somewhot older population.

COMPOSITION OF POPULATION CHANGE

Town

The Town of Wilson hod on increase of 1,300 peaple from 1950 to 1960. Both natural change and migration were foctors (Table P-3). It should be noted that the migration figure represented mostly the construction workers. Such inflation of the migration component of change also occured in other towns in the western part of Niagara County. After the completion of the power project most of the workers left the area. Thus the rote of in-migration for the current decode will be much smaller than that recorded for the decade ending in 1960.

TABLE P-3

NATURAL AND MIGRATION CHANGE BY SEX AND AGE GROUP
TOWN OF WILSON
1950 - 1960

	Natural Change and Age Movement		Migration Change		Total Change	
MALES	Number	Percent	Number	Percent	Number	Percent
Under 5	9	5.5	94	53.0	103	63.5
5 - 14	49	19.7	198	76.4	247	96.1
15 - 24	93	56.7	- 4	- 2.4	89	54.3
25 - 34	- 3	- 1.8	90	54.9	87	53.1
35 - 44	- 27	-14.4	84	44.9	57	30.5
45 - 54	7	4.1	48	27.9	55	32.0
55 - 64	16	11.4	- 4	- 2.9	12	8.5
65 and over	22	13.2	- 38	-22.8	- 16	- 9.6
Totals	166	11.7	468	33.1	634	44.0
FEMALES						
Under 5	- 10	- 7.5	121	90.3	111	82.8
5 - 14	- 4	- 1.6	222	90.6	218	89.0
15 - 24	92	60.5	15	9.9	107	70.4
25 - 34	- 45	-23.6	108	55.1	63	32.1
35 - 44	14	7.8	64	35.8	78	43.6
45 - 54	20	13.0	20	13.0	40	26.0
55 - 64	5	3.6	- 4	- 2.9	1	0.5
65 and over	49	71.0	14	20.3	63	91.3
Totals	121	9.5	560	44.1	681	53.6

Source: U. S. Census of Population; Office of Vital Statistics, New York State Department of Health

The younger age groups were much more mobile thon the older groups from 1950 to 1960. In fact, the high rates of in-migrotion for these younger groups accounts for much of the total change over the period.

The pattern of natural change is most adequately explained by the relatively low birth rates during the depression and the following post-war "baby boom". These two historic situations result in the configuration of a small or negative group followed by a large group which appears in the "natural change" column in Table P-3. As the depression group (known as the "hallow age") ages and moves through the distribution, it causes relative declines in the age category which it enters and relative increases in the category it leaves. The baby boom group reinforces the increases initiated by the hollow age.

Village

The Village of Wilson had a composition pattern much like that of the Town with in-migration in all categories (Table P-4). In-migration was a more important factor in the total increase due to the influx of construction workers. The hollow age and the baby boom had the same effect on the natural change movements in the Village as they did in the Town as discussed above.

In the decade of the '50's the Town and Village gained more through in-migration and less through natural change than did the County (Table P-5). However, the apposite trend is probably true for the period from 1960 to 1964 (Table P-6). The Town and Village also increased their share of Niagara County's natural gain from 1960 to 1964 (Table P-7). This suggests that

natural increase will be the major factor in the population growth of the Town and Village.

TABLE P-4

NATURAL AND MIGRATION CHANGE BY SEX AND AGE GROUP
VILLAGE OF WILSON
1950 - 1960

	Natural Change and Age Movement		Migration Change		Total Change	
MALES	Number	Percent	Number	Percent	Number	Percent
Under 5	23	42.4	9	17.0	32	66.4
5 - 14	12	12.9	27	29.0	39	41.9
15 - 24	37	67.8	2	3.6	39	70.9
25 - 34	- 7	-11.5	22	36.1	15	24.6
35 - 44	- 2	- 3.3	24	39.3	22	36.0
45 - 54	0	0.0	21	36.8	21	36.8
55 - 64	11	28.9	1	2.6	12	31.5
65 and over	- 20	-33.1	22	36.0	2	3.4
Totals	54	11.4	128	26.9	182	38.3
FEMALES						
Under 5	25	58.1	- 9	-20.9	16	37.2
5 - 14	16	21.3	40	53.3	56	74.6
15 - 24	14	22.9	23	37.7	37	60.6
25 - 34	- 2	- 1.6	19	30.6	17	29.0
35 - 44	0	0.0	27	44.3	27	44.3
45 - 54	- 6	- 9.2	7	10.7	1	1.5
55 - 64	11	22.0	2	4.0	13	26.0
65 and over	11	13.7	- 2	- 2.9	9	12.8
Totals	69	14.2	107	22.0	176	36.2

Source: U. S. Census of Population; Office of Vital Statistics, New York State Department of Health.

TABLE P-5

COMPONENTS OF POPULATION CHANGE
TOWN AND VILLAGE OF WILSON AND COMPARISON AREAS
1950 - 1960

	Town of Wilson	Village of Wilson	Town of Pendleton	Town of Porter	Niagara County
1950 Population	2,734	962	1,815	3,344	189,992
Births 1950 - 1960	549	254	567	1,311	55,371
Deaths 1950 - 1960	282	131	196	296	19,181
Natural Increase	267	123	388	1,015	36,190
Town Natural Increase as Percent of County	.79	.34	1.07	2.80	
Net Migration	978	235	1,386	1,102	16,087
1960 Population	3,999	1,320	3,589	5,461	242,269

Source: U. S. Census of Population; New York State Department of Health, Division of Vital Statistics; Estimates by consultant.

TABLE P-6

COMPONENTS OF POPULATION CHANGE
TOWN AND VILLAGE OF WILSON AND COMPARISON AREAS
1960 - 1964

	Town of Wilson	Village of Wilson	Town of Pendleton	Town of Porter	Niagara County
1960 Population	3,999	1,320	3,589	5,461	242,366
Births 1960 - 1963	268	131	312	509	21,903
Deaths 1960 - 1963	104	58	90	168	8,294
Natural Change	164	73	222	341	13,609
Town Natural Increase as Percent of County	1.21	.54	1.63	2.51	
Net Migration	- 163	- 193	389	-1,302	- 18,878
1964 Population	4,000(1)	1,280(1)	4,200(1)	4,500(1)	237,000(2)

(1) Estimates by consultant.
(2) Estimates by U. S. Bureau of the Census.

Source: U. S. Census of Population; New York State Department of Health, Division of Vital Statistics; Estimates by consultant.

TABLE P-7

PERCENTAGE COMPONENTS OF POPULATION CHANGE
TOWN AND VILLAGE OF WILSON AND COMPARISON AREAS
1950 - 1960 AND 1960 - 1964

	1950 - 1960			1960 - 1964		
	Natural Change	Migration Change	Total Change	Natural Change	Migration Change	Total Change
Town of Wilson	10.5	35.8	46.3	4.1	- 4.1	0.0
Village of Wilson	12.8	24.4	37.2	5.5	-14.6	- 9.1
Town of Pendleton	21.4	76.3	97.7	6.2	10.8	17.0
Town of Porter	30.4	32.9	63.3	6.2	-12.8	6.6
Niagara County	19.0	8.5	27.5	5.6	- 7.8	- 2.1

Source: U. S. Census of Population, New York State Department of Health, Division of Vital Statistics; Estimates by consultant.

POPULATION PROJECTIONS

As Niagara County gradually develops into more of a residential community in the major urban centers, large increases in population will take place in those parts of the County which are most accessible to the centers and have favorable conditions for development.

This process is already underway and it is expected to continue. Thus any dramatic changes in the population of the Town and Village of Wilson will most likely be a result of this expansion.

The estimates of the population of Niagara County are based on the natural change-migration method (Table P-9). From 1950 to 1964 the natural gain (the excess of births over deaths) was 47,000. During the same period there was also a small net out-migration of 1,400 (Tables P-5 to P-7). The annual rate of natural change was 17 per 1,000 for 1950 to 1960 and 15 per 1,000 for 1960 to 1964. Assuming that the exodus of the construction workers has been completed, it is estimated that the rate will drop to 14 per 1,000 for the 1964 to 1970 period. Net migration is assumed to remain a negligable factor with any out-migration from the urban centers being balanced by the in-migration expected for the towns. If no net migration is assumed for the period 1964 to 1970, the estimated population for 1970 would be 260,000. If net migration is assumed to remain a negligable factor, the County population estimates would be 295,000 in 1980 and 325,000 in 1985.

The estimates for the Town and Village of Wilson are developed from on anticipated projection of the part they will ploy in the population growth of the County

TABLE P-8

PERCENTAGE SHARE OF NIAGARA COUNTY
TOWN AND VILLAGE OF WILSON AND COMPARISON AREAS
1900 - 1985

Year	Town of Wilson/1	Village Of Wilson	Town of Pendleton	Town of Porter/1	Niagara County Population/3
1900	2.03	.82	1.82	2.25	75,000
1910	2.53	.71	1.27	2.28	92,000
1920	1.78	.53	.99	1.79	119,000
1930	1.44	.44	1.25	1.55	149,000
1940	1.38	.53	.95	1.60	160,000
1950	1.41	.51	1.81	1.76	190,000
1960	1.65	.55	1.48	2.26	242,000
1970/2	1.69	.50	2.00	2.19	260,000
1980/2	1.67	.50	2.43	2.23	300,000
1985/2	1.69	.49	2.67	2.24	325,000

/1 Excludes villages.
/2 Estimated.
/3 Niagara County population figures rounded to nearest one thousand.

Source: U. S. Census of Population: 1900 - 1960;
Estimates by consultant

in the next twenty-five years (Chart P-3). Assuming that it will toke at least two or three decodes for the ring of towns between Wilson and the expanding urban centers to become soturoted, the Town and Village of Wilson can not expect to be a port of this development until the second half of the 1980 decode. Some continued development of the lake front does seem probable however.

Town

Until the time that the urban expansion does reach the Town, the growth of population in the Town will be slow but it should be steady. While the Town will shore in the County growth, it will not toke a rising shore of the growth (Table P-8). By 1970 the population of the Town is estimated to be 4,400, on increase of 400 people, or 10 percent, over the 1960 population (Table P-9). In 1980 and 1985 the population of the Town may reach 5,000 and 5,500 respectively. Sometime after 1985 there may be a "take-off" paint for Town growth.

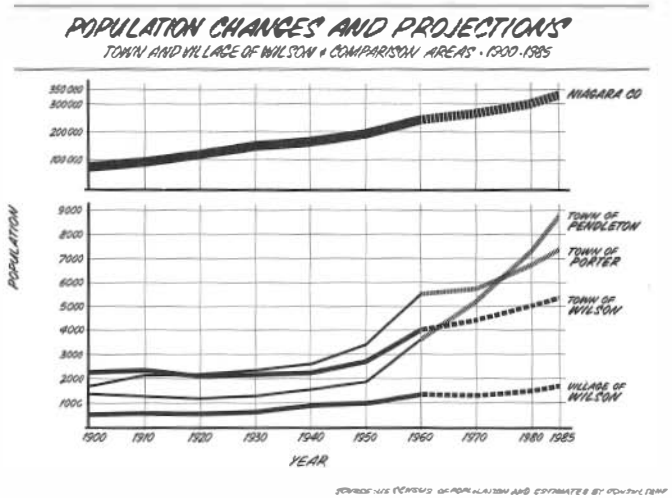


Chart P-3

TABLE P-9

PROJECTED POPULATION
TOWN AND VILLAGE OF WILSON AND COMPARISON AREAS
1960 - 1985

	1960	1970/3	1980/3	1985/3
Town of Wilson/1	3,999	4,400	5,000	5,500
Village of Wilson	1,320	1,300	1,300	1,700
Town of Pendleton	3,589	5,200	7,300	8,700
Town of Porter/2	5,461	5,700	6,700	7,300
Niagara County	242,269	260,000	295,000	325,000

/1 Excludes Village of Wilson.
/2 Excludes Village of Youngstown.
/3 Estimated

Source: Estimates by consultant

Village

On the basis of the present size of the Village, a population of about 1,300 is expected by 1970 (Table P-9). This represents a slight decrease compared with the 1960 population of 1,320 which is a result of the out-migration of the construction workers after 1960. By 1980 and 1985 the population of the Village is projected to be 1,500 and 1,700 respectively.

The declining position of the Village relative to the County is based on the fact that the Village does not have as large a supply of vacant land for development as the Town of Wilson and the other towns in the County. This situation could be altered if increased restrictions on the use of septic tank systems were adopted by the Town, County or State. With such restructions in force, the growth through out the County will tend to be concentrated in areas such as the Village and the land surrounding it which can be easily and economically sewered. Distributian as between Town and Village could also be altered by further annexations.

IMPLICATIONS

As the population of an area increases and its characteristics change, the patterns of development are affected.

In Wilson Town and Village, the population is likely to become somewhat younger, with an increase in the number of children. The middle age group will also begin to increase in size as new families move into the area.

Town

Based on the projected population increase, about 110 families are expected to move into the Town of Wilson between 1960 and 1970. From 1960 to 1964 there were about 50 housing starts, enough to accommodate about one half of this project demand. A further increase of 170 families is projected for the 1970 to 1980 decade. The demand created by these new families will probably be almost entirely for single family units.

Village

In Wilson Village the number of new housing units is likely to be fewer than in the Town. Except for replacement, few new units will be required to satisfy increases in population from 1960 to 1970. From 1970 to 1980 approximately 60 additional units are estimated to be added for the new families.

The projected increase in the number of elderly in the Village suggests the need for housing designed specifically for the needs of this segment of the population. At present, most of the housing units in the Village are not designed for this purpose.

The projected increases in population will also affect the requirements for public facilities. The level of the increase is not such as to require expansion of the water supply or sewage disposal facilities, but the distribution of the development will probably be so spread as to require some new lines. The entire projected increase could be accommodated in or near the Village on existing utility lines with very moderate lateral extensions. Land requirements could easily be met by developing farm or vacant land in the Village.

The gradual increase in papulation which has been projected over the next twenty years may make possible a small expansion of the retail and service sectors of the Town and Village. This would be especially true if the summer population were also to increase as is expected with the opening of the State park. At present, with a combined population of about 5,300, the Town and Village cannot support a strong shopping center. However, by 1985 the population is projected to be 7,200 which may be sufficient to sustain a small center of from five to eight stores.

If the increase in population is accompanied by development which is planned for economic maintenance and service, it will be possible to provide an increased level of services at lower costs per unit served. Such services such as street lighting, police and fire protection, water, etc., can thus be provided more economically or the level of service increased.

The relatively slow rate of development projected for the next 20 to 25 years will provide an opportunity for rational planning for the future growth of the Town and Village. In accordance with the growth and development which will take place, new forecasts and projections should be made on a continuing basis. The population projections are based primarily on past trends and known factors which will affect the Town and Village. A program for adequate revision must be maintained if the projections are to be kept up to date.

COMMUNITY FACILITIES

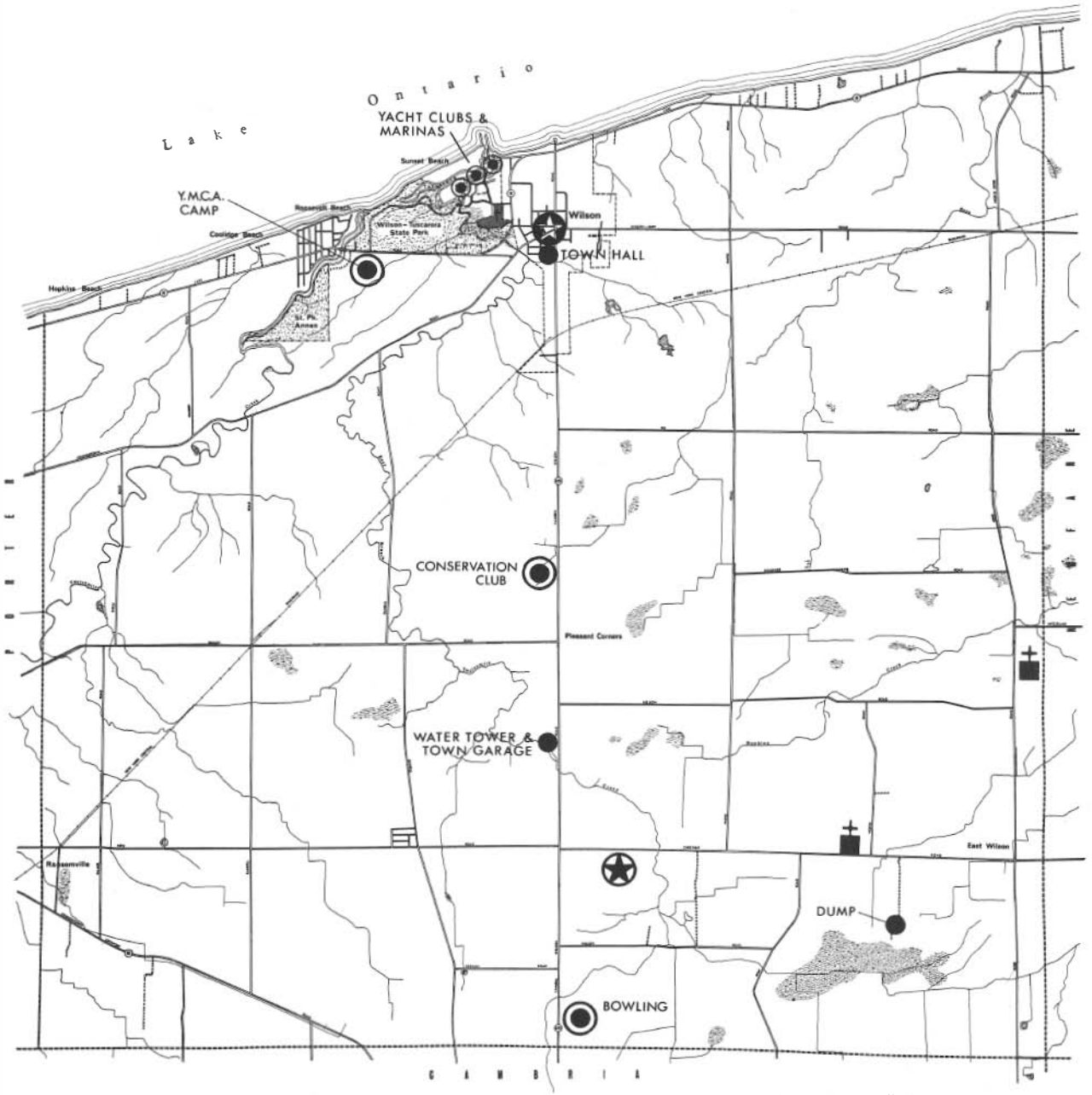
This section of the planning survey is concerned with facilities accommodating services to the public. Although the primary concern is with public facilities, there is also limited coverage of some quasi-public uses, such as churches, parochial schools, and hospitals which are generally open to the public or a large segment of the public, although privately supported. The complex of these facilities, with the services they make possible, do much to determine the quality of living offered by a community. They also tend to comprise a large part of the image others may have as to the quality of the community. Run down or inadequate community facilities may discourage families and enterprises from locating in a community whereas a good complex of facilities and services may encourage location of better growth elements.

As the facilities of the Town and Village can not easily be separated, they are discussed jointly. Although it is difficult to classify such facilities in a satisfactory manner, for convenience they have been grouped in this report under the headings of: Educational, Religious and Cultural, Recreational, Health and Welfare, Public Safety, and Governmental Administrative. Public Utilities and Roads, which are also community facilities, have been covered in separate sections. Maps 25 and 26 show location of community facilities in Town and Village as discussed hereafter.

EDUCATIONAL FACILITIES

- Primary and Secondary Schools

The Wilson Central School District, established in 1940, includes the Village of Wilson and all of the



FIRE HOUSE

CHURCH

CEMETERIES

PARKS

QUASI–PUBLIC AND COMMERCIAL RECREATION

PUBLIC

COMMUNITY FACILITIES

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

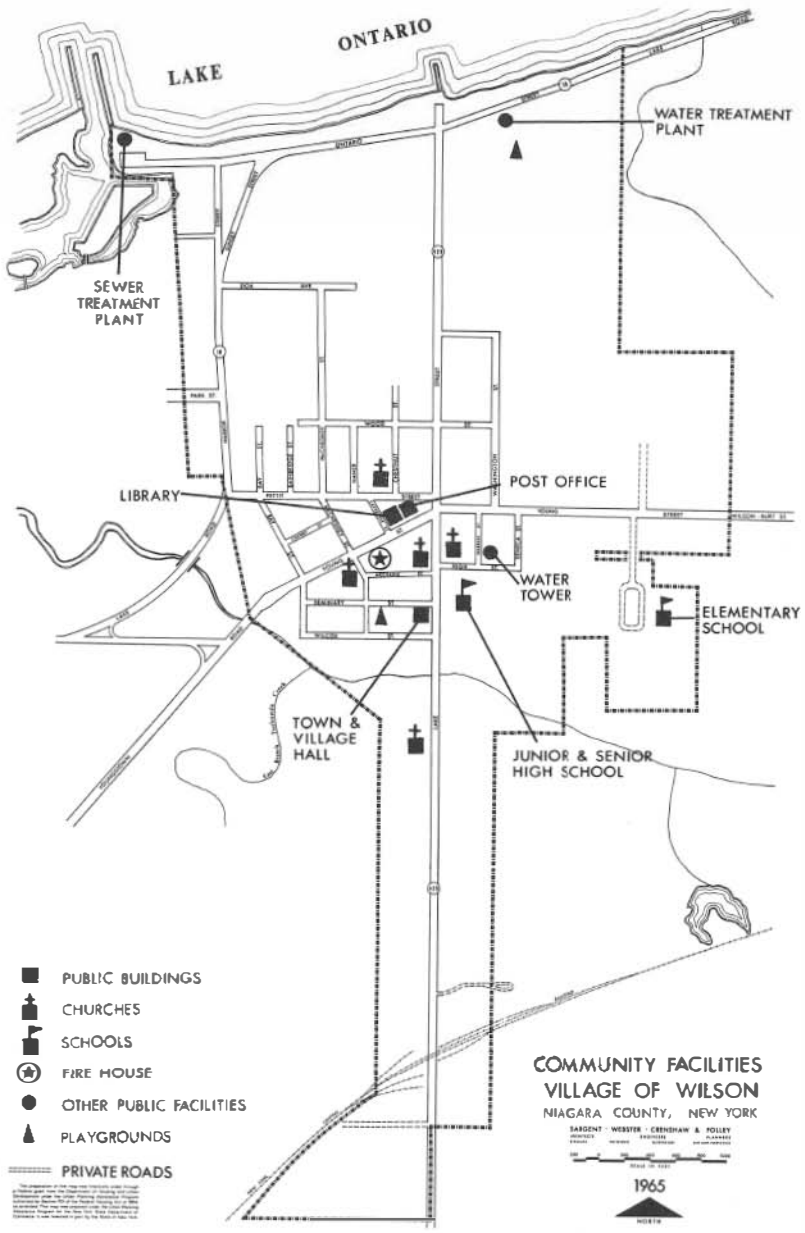
SARGENT · WEBSTER · CRENSHAW & FOLLEY

1965

NORTH

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

Map 25



Map 26

Town of Wilson with the exception of a small oreo in the southeost corner of the Town which is in the Newfane School District. In addition, the Wilson Central School District includes approximately one-quarter of the Towns of Porter and Cambria. Since the small oreo which is in the Newfane School District is sparsely populated, this discussion will be concerned only with the facilities of the Wilson District. Mop 27 shows the school district boundaries.

The residents of the Wilson District ore served by three schools. Thomas Marks Elementary School and the Wilson Junior-Senior High School ore located on adjoining sites in the Village of Wilson and the third school, Ransamville Elementary, is located in Ransomville, Town of Porter. The total capacities and enrollments of these schools are indicated in Table CF-1.

TABLE CF-1

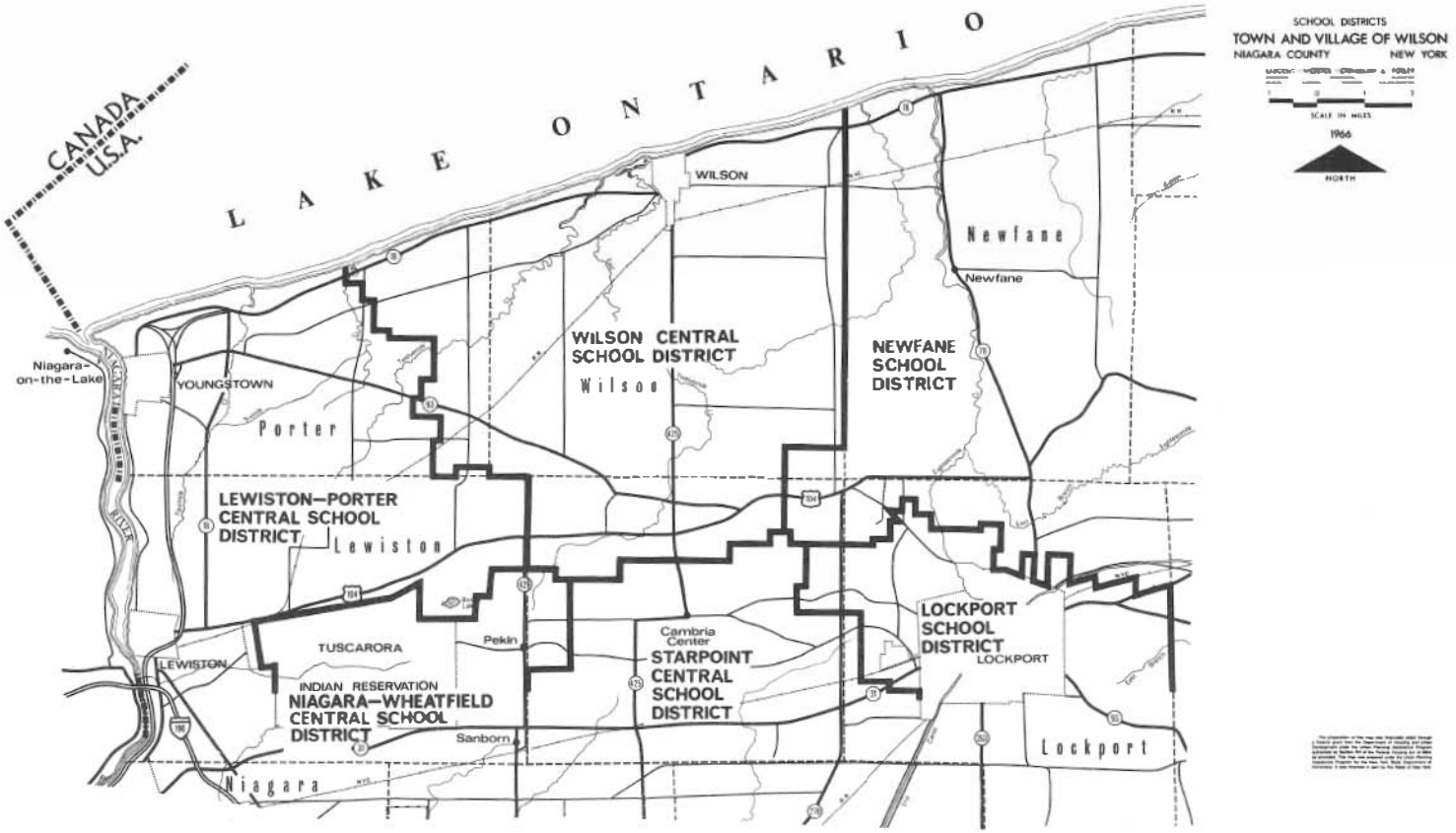
CAPACITIES AND ENROLLMENTS OF SCHOOLS IN WILSON CENTRAL SCHOOL DISTRICT MAY, 1965

School	Grades	Capacity	Enrollment	% of Capacity
Thomas Marks Elementary	K-6	775	739	96.6
Ransomville Elementary	K-6	450	441	98.0
Wilson Jr.-Sr. High	7-12	900	880	97.8
		2,125	2,080	

Source: Wilson Central School District

It can be seen from the table that all of the schools are operating near rated capacity even though total enrollment has declined from the high of 2,184 in 1960-61, which was occasioned by the temporary population of construction workers and their families, attracted to the area by the Niagara Power Project. In 1961-62, total enrollment fell to 2,073 and in the next two years it fell again to a low of 2,011 in 1963-64. Only in 1964-65 did a rise bring the level to the present 2,080 students.

St. Peter's Lutheran School on Church Road in the Town of Cambria, although not a public educotianal facility, should be token into account because it draws students



Map 27

from the public system. The school contains grades K through 8 and has on enrollment of 83 students, of which some 77 come from the Wilson Central School District. The enrollment of this school is approaching its approximate 90 student capacity.

Toble CF-2 shows the age distribution of school and preschool children in the District and olso indicates the level of school attended, whether inside or outside of the District. This information gives on indication of the present and near future classroom needs on the basis of o school district rather thon a town bosis. It should be noted, however, that the enumeration of the "under 1" and the "1 year" oge groups are not fully accurate.

The Wilson Central School District presently provides bus transportation for about 1,570 public and porochial school students. Seventy-two per cent of all public school students in the District use the bus system.

TABLE CF-2

WILSON CENTRAL SCHOOL DISTRICT
ANNUAL CENSUS AND ENROLLMENT REPORT
AUGUST 30, 1964

	Age											Age									
	Under 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total
Total	100	128	178	175	159	174	165	185	162	179	140	189	163	164	154	157	145	143	20	2		2883
Public Schools in District					29	169	160	173	153	170	130	173	155	153	150	153	141	117	20	2		2048
Private & Parochial Schools in Home District					3	5	4	10	8	8	8	13	5	4		1						69
Non-resident Minors Enrolled in Public School												3	1	1	1	1						7
Institutions Outside of Home District							1		2	1	2	3	1	6	3	3	4	7				33
College Through Age 17																		14				14
Minors of Pre-School Age	100	128	178	175	127																	708
Employed Minors and High School Graduates																		5				5
Not Under Approved Home Institution									2				2	1	1							6
Total Enrollment in Public School					29	169	160	173	153	170	130	176	156	154	151	154	141	117	20	2		2055

In the paragraphs to follow the school plants will be described briefly on an individual basis.

The Wilson Junior-Senior High School building was constructed in 1935 with additions made in 1948 and 1952. The building is of brick and steel but with some wooden flooring. The 49 classrooms have a capacity of about 900 students.

A school official has described the cafeteria and gymnasium as being inadequate but noted that the school was otherwise in excellent condition. This school also has large outdoor recreational facilities. It provides off-street parking space off High Street, but not enough to fully accommodate major functions at the school.

The Thomas Marks Elementary School, a single story structure on adjoining land in Wilson Village, was built in 1957 of brick, steel, and concrete. An addition was made to this fire resistant structure in 1960. Its 30 classrooms give the school a capacity of approximately 775 pupils.

The school has a cafeteria and a gymnasium and is considered to be in excellent condition. Outdoor recreation facilities and off-street parking space is provided on the site. A traffic light is located on Young Street at the entrance drive to this school. Both schools in Wilson have public water and public sewer.

Ransomville Elementary School, located on South Lake

Street in Ransomville, was constructed in 1939 of brick and steel, with additions made in 1952, 1954, and 1961. The 17-18 classrooms give this school a capacity of approximately 450 students.

This school also contains a cafeteria and gymnasium, and is considered to be in excellent condition. The school has public water but depends on an on-site sewage plant.

The New York State Education Department has recommended the following as minimum standards for school site sizes:

Elementary and Primary - 3 acres plus 1 acre for each 100 students capacity but 5 acre minimum.

Secondary and K through 12 - 10 acres plus 1 acre for each 100 students capacity.

The Junior-Senior High School and the Thomas Marks Elementary School are located on adjoining sites in the Village. Using the K through 12 formula, a minimum site of approximately 27 acres would be required. The two adjoining sites, measuring about 33 acres, are more than sufficient to meet the New York minimum standards.

It should be noted, however, that the New York standards are lower than those recommended by the National Council on Schoolhouse Construction.

Although the site would accomodate some 600 more pupils it is doubtful whether further expansion of school facilities should be attempted on the Wilson Village site without acquiring more land. Farm land is readily available adjacent to the Wilson schools and the purchase of land to permit future expansion should be considered now. At a later time, land values undoubtedly will have risen and add unnecessarily to the total school expansion cost.

The Ransomville Elementary School, with its 450 student capacity, should have a minimum site of 7.5 acres. It actually has 13 acres, enough land to facilitate expansion of the elementary school to 1,000 pupils if the need arises.

The only parochial school in the Wilson Central School District, St. Peter's Lutheran School, is located on Church Road in the Town of Cambria. Over 92% of this school's students come from the Wilson Central School District, the District providing some of its school bus service. The four classroom, wooden frame structure has a capacity for about 90 students, and contains a kitchen and lunchroom. The school was established in this building in 1948. The building itself, however, is considerably older. A substantial play area, swings and slides comprise the outdoor recreational facilities.

HIGHER EDUCATION

College and University educational facilities are available to Wilson residents on a regional basis. Facilities in Niagara County include Niagara University on Lewiston Road in Niagara Falls with an enrollment of about 2,000 and Niagara County Community College on Buffalo Avenue in Niagara Falls. The Community College is to be relocated and a site in Cambria has been selected and an option obtained. This particular site, near Sanborn, would be of particular convenience to the residents of Wilson in that a wide range of educational and cultural facilities would be only a short distance from the Town and Village

The State University of New York has located one of its main campuses on Main Street in Buffalo. This major institution with over 15,000 students, is to be relocated in the Town of Amherst where it will be only 22 miles from the Village of Wilson. The City of Buffalo also contains a New York State College of Education with an enrollment of over 3,000 and Canisius College with an enrollment of over 1,000.

HEALTH AND WELFARE FACILITIES

- Hospitals

The hospital which is closest to the Town and Village of Wilson is Ransomville General Hospital, located on a seven acre site on North Lake Street in Ransomville, Town of Porter. The concrete block building was constructed in 1953 with additions mode in 1958 and 1964. The site provides 85 off-street parking spaces.

Approximately 145 of the hospital's 195 beds are allocated to the Nursing Home Division. The remaining 50 beds are allocated to maternity (8), pediatrics (12), and medicine (30). Ancillary facilities include laboratory, x-roy, dietary deportment, occupational therapy, physio-therapy, pharmacy central supply and laundry.

Another nearby hospital which considers Wilson to be in its service area is the Inter-Community Memorial Hospital located at 2600 William Street in Newfane. This brick building was constructed in 1958 with a brick addition made in 1962. The hospital's six acre site includes 80 off-street parking spaces. Inter-Community Memorial's 61 beds are allocated to maternity (10), pediatrics (6), medicine (26), and surgery (19). Ancillary facilities include: laboratory, x-roy, dietary department and central supply.

The largest hospital providing service to the Town and Village of Wilson is Niagara Falls Memorial Hospital located at 621 Tenth Street in Niagaro Falls. This hospital, serving the area within a 20 mile radius of Niagara Falls, was built in 1896, with additions mode in 1901, 1906, 1910, 1924, 1928, 1941, 1951, 1955 and 1958. It is constructed of steel and masonry, and the 2.4 acre site provides 150 off-street parking spaces. Of the 358 beds, 38 are allocated to maternity, 52 to pediatrics, 165 to medicine and 103 to surgery. X-roy, laboratory, dietary deportment, laundry, central supply and on auxilliary are among the ancillary facilities to be found at Niogara Falls Memorial Hospital.

A major facility, available to all residents of Niagara County, is Mount View Hospital, located at 5451 Upper Mountain Rood in the town of Lockport. This hospital now occupies the Guillemont Building, constructed in 1939 of fireproof reinforced concrete and brick, and the Show Building, constructed in 1928 (remodeled 1959) also of reinforced concrete and brick. The spacious 31 acre site overlooks the Niagara Escarpment and can provide unlimited off-street parking.

Treatment of tuberculosis is a specialty of this County hospital, 46 (nat including 12 tuberculor pediatric beds) of Mount View's 246 beds being allocated to this purpose. The remaining 200 beds are divided between medicine (136), pediatrics (37), general (25), tuberculosis (12), psychiatric (22) and other treatment (5). Ancillary facilities of this hospital include: laboratory, x-ray, dietary deportment, physiotherapy, occupational therapy, speech and hearing evaluations and therapy, central supply and laundry.

Other facilities in the region include Mount St. Mary's Hospital at 5300 Military Road, Town of Lewiston, DeGraff Memorial Hospital at 445 Tremont Street, North Tonawanda and Lockport City Memorial Hospital on East Avenue, Lockport.

- Other Health and Welfare Facilities

Niagara County provides a variety of specialized health and welfare facilities in addition to the aforementioned Mount View Hospital. The County Health Camp on East High Street, Town of Lockport, which is operated as a facility for underprivileged children, and the County Welfare Infirmary (formerly the County Hospital) located on Davison Rood, Town of Lockport, are two such facilities.

In addition, the County maintains Departments of Special Health (Court House, Lockport), Mental Health

(Third and Cedar, Niagara Falls), Welfare (Third and Cedar, Niagara Falls; Davison Rood, Town of Lockport) and Nursing Service (Court House, Lockport; Military Road, Niagara Falls; 145 Portage Road Lewiston; West Street, Sanborn).

Among the private health and welfare organizations are included the Niagara County Heart Chapter at 826 Pine Avenue, Niagara Falls and the American Cancer Society at 1412 Main Street, Niagara Falls.

RELIGIOUS AND CULTURAL FACILITIES

- Churches

There are six churches in the Town, five of which are located in the Village. Although the physical plants, sites, distribution and congregations of these churches were not formally evaluated, it is evident that many of them are typically small rural church structures on limited sites with limited off-street parking. The majority of the churches are centrally located and are readily accessable to the residents of the Town and Village.

The most pressing problem concerning the present sites of the churches is limited off-street parking. The descriptive terms to be used to indicate the amount of off-street parking are: "no parking", where little or no space is available; "limited parking", where the space can accommodate fewer than 20 cars; and "considerable parking", where more than 20 cars can be accommodated.

Concordia Lutheran Church Beebe Road, Town	considerable parking
Exley Methodist Church Lake Street, Village	adequate parking
First Baptist Church Pettit and Chestnut, Village	considerable parking
Our Lady of the Rosary Roman Catholic Church Lake Street, Village	considerable parking
St. John Episcopal Church Young Street, Village	limited parking
St. Pauls Lutheran Church Yaung Street, Village	no parking

Many of these churches will grow with the general growth of the community. They should be encouraged to acquire adequate sites for expanding or rebuilding their physical plants.

- Library

The Wilson Library which is supported by both the Village and Town is located on Young Street, where its position in the retail trade center facilitates its use. Established in the early 1900's it has been in its present building since 1929. The library occupies the ground floor of a wood frame structure, the upper floor being rented as on apartment. There is undoubtedly considerable fire hazard to the book collection arising from the condition and dual use of the structure. In addition, the present site does not offer any off-street parking, although street parking is normally available.

The Wilson Library is a member of the Nioga Central Library System which operates in Niagara, Orleans and Genesee Counties and provides many services for the 18 member libraries. Since the establishment of the Niogo System, many more books have come to the Wilson Library than would have ordinarily been purchased by the Library acting alone. However, the space needed to store and display these books is simply locking. In addition, very little space is available for services such as children's room, record room, microfilm reading facilities, etc.

Although on addition has been planned to relieve these

inadequacies, funds have thus for not been available. In light of the deficiencies mentioned above, consideration should be given to obandoning the present building and lot and considering a new building which would be designed for the specific requirements of the library.

OTHER CULTURAL FACILITIES

While there are no other public or quasi-public cultural facilities available within the borders of the Town or Village of Wilson, many regionally oriented facilities are located nearby. The Niagora County Industrial Development and Planning Commission describes some of these facilities in its brochure, Welcome to Niagara:

> "Niagara residents enjoy and participate in many cultural opportunities available to them. A series of outstanding concerts is presented by the Niagara Falls Philharmonic Orchestra. This orchestra, Little Theatre groups, Studio Groups of artists and sculptors, Shokesperean Clubs, and mony active literary organizations provide far every cultural participation.
>
> In its neighboring city of Buffalo, minutes from Niagara, are located such internationally famous institutions as the Albright-Knox Art Gallery, and Kleinhans Music Hall, where the great Buffalo Philharmonic Orchestra offers popular and classical music the year-round."

Other cultural facilities include Niagara County's Melody Fair, which is a tent theater, Buffalo's Museum of Science, and an active Niagara County historical society.

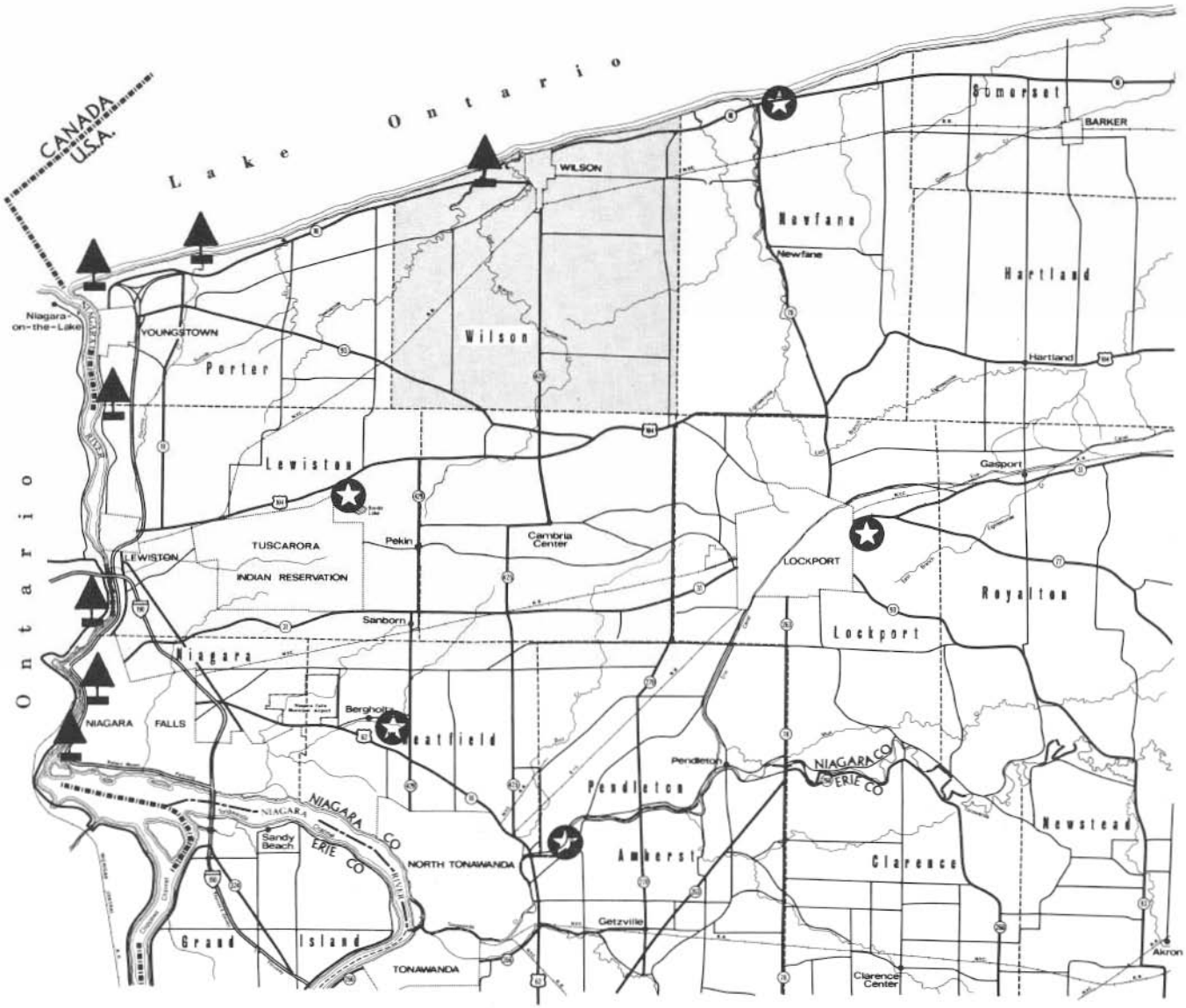
REGIONAL FACILITIES

New York State, through the Niagara Frontier Parks Commission, and Niagara County provide and operate the network of major regional pork facilities which are shown on Mop 28. Almost all of these facilities provide for picnicking and field games. Facilities for other recreational activities which presently are or soon will be within a convenient twenty minute drive from Wilson are listed below by function.

- Swimming: Krull County Pork, Wilson-Tuscarora State Pork, Niagara Escarpment County Pork (Bond's Lake), Old Fort Niagara Stote Pork.
- Camping: Four Mile Creek County Pork.
- Golfing: Lockport County park, Niagara Escarpment County Park.
- Historic and Special Interest: Old Fort Niagara Pork protects and suitably displays this historic monument of national interest. The unique attraction is protected and displayed by the State of New York.
- Parkways: The Robert Moses Parkway will provide a scenic drive from Niagara Falls to the State parks located along the Niagara River and Lake Ontario. The eventual connection with a parkway extending westward from Rochester appears to be a gool of the State Public Works Department. At present, the extension through Wilson to the Wilson-Tuscarora State Park has not reached final design stages.

  The Wilson-Tuscarora Stote Pork will provide the residents of Wilson with a permanent access point to Lake Ontario for swimming and booting. The Park is a regional rother than a local facility and therefore it is likely to attract sufficient numbers of people so as to be crowded on favorable Sundays and holidays. However, it should prove to be an excellent and under utilized facility far the residents af Wilson on week days.
- Previous Plans for Regional Recreational Facilities:

  The Erie-Niagara Regional Plan of 1961 surveyed the



StateParks

County Parks

International Boundary

County Boundary

Town Boundary

Village Boundary

Interstate Roads

State Roads

County Roads

Railroads

REGIONAL PARKS

TOWN AND VILLAGE OF WILSON

NIAGARA CO NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

ARCHITECTS ENGINEERS PLANNERS

SCALE IN MILES

1966

NORTH

Source:
U.S. Geological Survey, 1962, 1:100
Niagara County Highway Department

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954 as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

Map 28

then existing State and County Parks and compared this supply with the projected needs for such facilities. At that time they found that most of the facilities were being used to capacity at peak periods. Since then, major additions have been made to the regional complex but it is doubtful whether the system will succeed in getting ahead of the rapidly increasing demand in the near future.

In 1961, County and State parks in the two counties totaled nearly 5,000 acres. After a careful review of standards and experience elsewhere, the planners recommended a standard of fifteen acres of regional park land per one thousand people. This standard would require 31,000 acres by the year 2000. The plan recommended most of the land be purchased in "the next six years", a schedule which is far from being met in spite of stepped up acquisition activity. Specific park lands were recommended for ten thousand acres of the total. In Erie County these included a major addition to Krull Park, enlargement of Four Mile Creek State Park (now underway), Tuscarora Bay Park and three parks along the escarpment with a connecting ribbon park and parkway. The three parks were Bond's Lake in Lewiston, a 60 acre park in Cambria, and a proposed "Lockport Gulf" park in Lockport. Purchase and development of the Bond's Lake park has been authorized by the County. The idea of the other two parks and connecting parkway has been abandoned by the County Planning Commission.

The long lake shore, although not quite the recreation resource it appears from a map, nevertheless provides recreation opportunity of regional importance. Because of the unstable bluff and narrow beach occurring along most of the shoreline, chief potential advantages to any large public use occur in a mile wide strip of land between the two branches of Twelve Mile Creek. These creeks, as their names imply, formerly joined in Tuscarora Bay to discharge into the Lake at the present harbor mouth. Erosion of the shoreline permitted the West Branch to break through directly to the lake about 1950 and the connection to the bay soon was closed by the spreading beach. The south shore of the bay is readily accessible for boating. The shore-line just east of the West Branch, offers one of the best beaches along the Lake.

The major part of this land has been purchased by the State for the Tuscarora Park development. A ninety acre tract of land south of Lake Road, with frontage on the West Branch, has also been purchased. Most of the remaining private land is intensively developed with marinas or cottages.

Tuscarora Bay, into which the smaller East Branch discharges, has had twin jetties installed by the U.S. Army Corps of Engineers to protect its outlet to the lake. As one of the few good boat harbors on the western end of the lake, it has attracted boating activities from an extensive area. Several marinas, boat liveries, and a yacht club have been established at the southeastern portion of the Bay. The State plans a major marina and boat launching area at the western end of the Bay and the Corps of Engineers has recently dredged a channel for the service of this area.

The mouth of the West Branch is now considerably restricted, greatly reducing the extensive harborage potential of the stream. Frequent cleaning by the Town is necessary to keep this outlet navigable. The Wilson Town Planning Board has requested that the State Park authorities consider the possible advantages of restoring the connection of Twelve Mile Creek to Tuscarora Bay, suggesting that in addition to restoring full harborage advantages to the West Branch that it would also help to keep that bay from silting in.

As stated previously, most of the rest of the shore-line is not advantageous as far as providing access to the water for large groups. The area along the lake shore immediately east of the Village is singularly devoid of development and provides an interesting view over the lake. A picnic area at this point might be desirable

when the porkway is extended east of the Town.

The lower courses of the two branches of Twelve Mile Creek offer opportunities for interesting parks and contain land of little developmental value because of the frequency of flooding. The general scarcity of wooded area in the Town would also make it very desirable to secure one or more of the few existing timber stands as a Town pork or forest. The large amount of follow land in the Town which could be utilized in port for long term public forest purposes has been pointed out in the Land Use Section of this report.

PUBLIC SAFETY FACILITIES

- Fire Protection

Three different volunteer fire companies provide fire protection to the Town of Wilson, and one of these companies also is responsible for the fire protection of the Village of Wilson. The areas of responsibility of the various fire companies are described in the following poragraphs and shown on Mop 29.

The Fire Protection District of the Town of Wilson includes all of the Town of Wilson outside of the Village. This district contract with the Ransomville Fire Company, located in a modern, three-stall brick and steel building an Main Street in Ransomville, Town of Porter, provide fire protection for that port of the Town of Wilson which lies south of Braley Rood and west of Rondoll Rood.

The Fire Protection District also contracts with the South Wilson Fire Company, located in a modern, three-stoll brick and steel building on Chestnut Street, to provide fire protection for all of the Town except for the Village of Wilson and that area served by the Ransomville Fire Company.

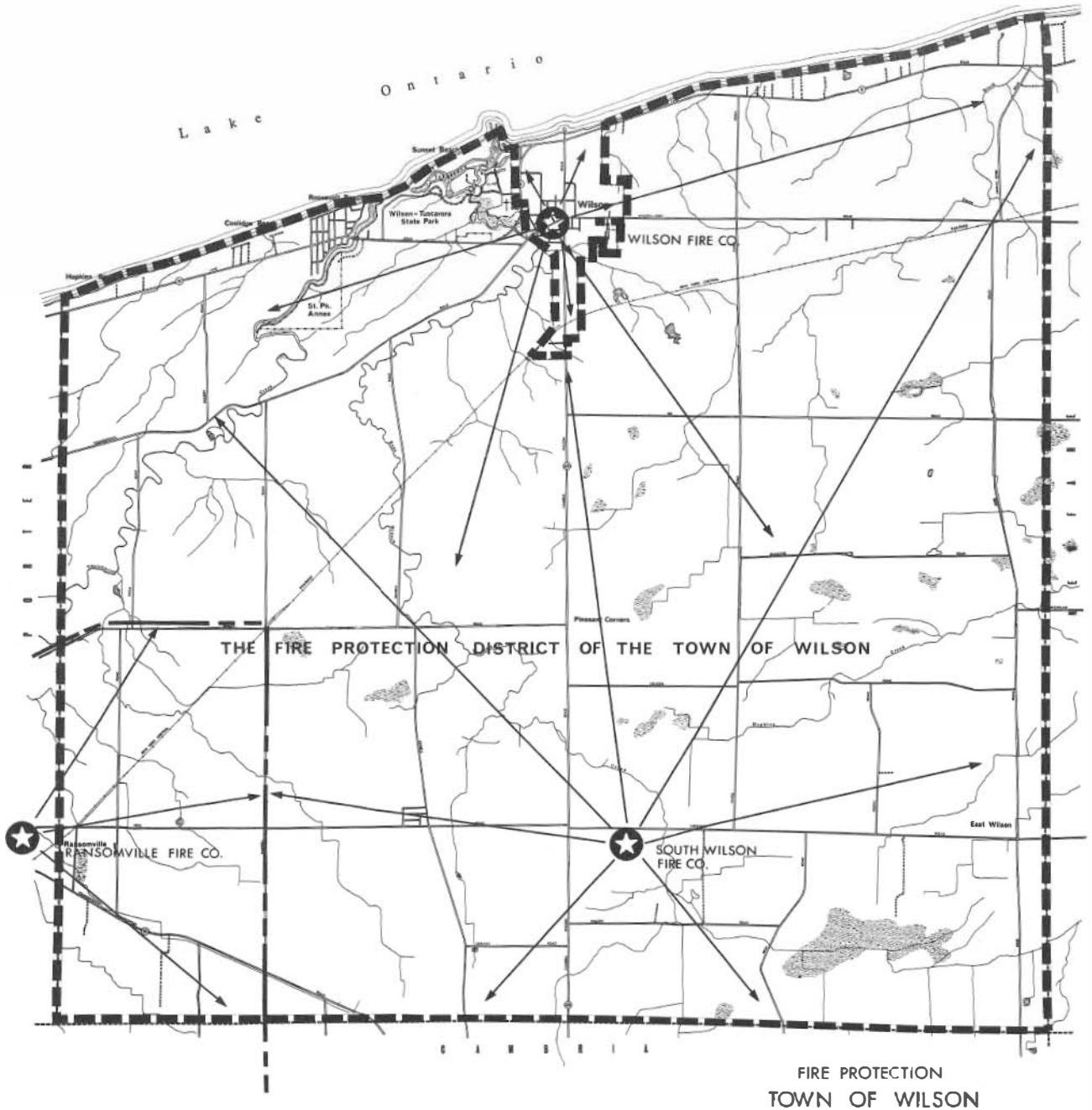
The Wilson Fire Company, located in a new, three-stoll brick and steel building on Young Street in the Village provides fire protection for the Village of Wilson and is under contract with the Fire Protection District to provide fire protection to all of the District except that portion served by the Ransomville Fire Company. A large part of the Town thus enjoys service from two cooperating companies.

With reference to location, the three fire companies seem to be well situated, each being near one of the more intensively developed areas of the Town. In addition, they are located more or less in the center of their areas of responsibilities and equidistant from each other. It appears that no area of the Town or Village is without adequate coverage with reference to the location of primory fire fighting facilities.

Water mains and hydrants designed to have sufficient pressure have been installed on many of the Town roods and these moins are under sufficient pressure and of sufficient capacity to be used in fire fighting. The large 500,000 gallon Town water storage tonk serves to insure an adequate fire fighting water supply. Interconnections being carried out or proposed with other parts of the County are improving emergency supply.

Those areas of the Town which are not supplied with public water must, of course, depend upon tanker trucks or local water supplies in fire fighting. Fortunately, these areas in the Town of Wilson which do not have a public water supply are not intensively developed. Plons are under considerotion, at the present time, for expanding water supply moins to additional town areas not now provided with a public water supply.

In the Village of Wilson, water lines and hydrants are located on practically every street. In the Utilities report, which was presented earlier in the planning survey, however, certain deficiencies were noted in the water supply system with reference to fire fighting capability. Briefly, these deficiencies were the lack of adequate storage capacity and a deficient fire fighting


Lake Ontario
Wilson-Tuscarora State Park
WILSON FIRE CO.
St. Ph. Annex
THE FIRE PROTECTION DISTRICT OF THE TOWN OF WILSON
RANSOMVILLE FIRE CO.
SOUTH WILSON FIRE CO.
East Wilson
DISTRICT BOUNDARY
FIRE STATION
CONTRACTED SUPPORT AREA
FIRE PROTECTION
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
1965

Map 29

water flow. Elevated storage capacity at present is only 50,000 gallons. A 500,000 gallon elevated tank was recommended to insure the availability of adequate water for fire fighting. Fire fighting flow in the mains was found to be inadequate in recent tests by the Board of Fire Insurance Underwriters, because of insufficient original pipe capacities and pipe wall tuberculation. Recommendations were made to rectify these deficiencies. Connection to the County system is under consideration as an alternate method of meeting deficiencies.

Fire protection in the Town and Village of Wilson is an aspect of public safety which should be continuously evaluated so that changes in the distributions and number of people, homes and other land uses will be constantly taken into account so as to provide the best fire protection which is possible.

- Police Protection

The Village and Town of Wilson, for services above those furnished by the Town Constable, rely on the Niagara County Sheriff's Department and the New York State Police for police protection since neither the Town nor the Village have police forces of their own. The Sheriff's Office and the new County Jail are located on Niagara Street in the Town of Lockport, with auxiliary offices located at 3rd and Cedar Streets, Niagara Falls. In addition to the jail, the Sheriff's Department includes a Juvenile Aid Bureau, a criminal division and is the headquarters for mutual aid calls. A 24-hour highway patrol is maintained by Sheriff's Deputies.

The New York State Police, maintain substations in Wright's Corners, Town of Lockport and at 5901 Military Road, Town of Lewiston, patrol the State Highways in the Town regularly, and provide Civil Defense emergency service.

- Civil Defense

Long range public safety and disaster aid is provided by the Niagara County Civil Defense unit, whose office is located at Niagara and Howley Streets in the City of Lockport. This organization provides auxiliary police as well as maintaining rescue and service equipment.

GOVERNMENTAL ADMINISTRATIVE

The Town and Village governmental functions are housed in a modern brick and steel structure built by the Town in 1960 on land owned by the Village.

Space is made available to the Village in payment for the land. The building contains, in addition to the necessary offices, a large meeting room which is used for Board meetings and many other functions. There is ample off street parking and sufficient land for eventual expansion if the playground area is taken into consideration. It might be desirable to secure land for relocation of the playground especially if the library is to be located on the site. Further extensive investment should not be made in the playground until it is possible future use for public buildings is definitely decided to be unnecessary.

TOWN LAND FILL

A Town sanitary land fill is located on a 61 acre tract off Chestnut Street in an area of active gravel pits. The tract is deep permitting removal of the operations from the road and nearby houses. Dumping is permitted one day a week only and cover is immediately applied. The land is very narrow, however, which does not provide adequate protection of adjoining properties. Enlargement of the area should be possible at reasonable costs by purchase of adjacent unused rear

lond, ond would provide reserve place for future operations. The operation is shored in by the Town of Cambria.

TOWN HIGHWAY MAINTENANCE

The frome structures in the Town yord which house the Town highway maintenance equipment and offices are inadequote and unattractive. Serious consideration should be given to the possibility of replacing them.

VILLAGE MAINTENANCE

Village highway and utility meintenonce facilities ore located in adequate buildings at the Town Water Department yards. No major changes are considered necessary in the neor future unless the water plant is to be retained and enlarged.

PLANNING IMPLICATIONS

In the planning phose of this report attention should be given to the following items which ore not necessorily listed in order of impartance.

1. In areas of the Town thot ore permitted to develop in lots smoller thon on acre, playground land should be obtained within walking distance of homes, so children of grade school and junior high age can assemble for close to home play.

2. Most of the recreation facilities are in the north end of the Town. A Town park and recreation area would be desirable in the southern end of the Town.

3. Wooded areas in the Town should be surveyed to see if a suitable forested areo could be preserved for a Town park or forest.

4. Recreation potentiol of the major stream valleys should be considered.

5. The probable route of the Parkway through the Town should be ascertained and protected and enhanced in the planning.

6. The development of Tuscarora Pork ond Boy should be fully reviewed with State officials as it affects the Town.

7. The desirability of a small playground in the north end of the Village should be reviewed and a site recommended.

8. A quiet Town park or small squore in connection with the retail area could do much to improve the appearance of the Village.

9. An indoor swimming pool would be a very desirable addition for instruction in water safety and swimming and for general recreation. The positive cooperation between the school district, Town and Village would indicote the desirability of locating such a facility in connection with the school plant. Such facilities are expensive to install and operate but provide a valuable community resource, one which is increasingly being provided on a municipol basis.

FINANCIAL ANALYSIS

The purpose of a financial analysis is to establish the fiscal framework within which a program of public improvements can be carried out. This framework is determined by the public response to the needs of the community and the resources which are available to support this response.

In order to determine the pattern of fiscal octivity, the financial operations of the Town and Village of Wilson are reviewed for the six year period from 1960 through 1965. The analysis considers expenditures, revenues, tox bose and rotes and the debt position over the period.

Town

The financial operations of the Town reflect the foct that it is providing services and facilities and collecting revenues on three separate levels. Its general administrative function includes the Village of Wilson. Other services such as highwoy maintenance, are an a part-town basis excluding the incorporated village. On the third level ore the special districts created for particular purposes such as street lighting or water.

The town and port-town operations are combined and discussed together as generol town operations. The special districts are discussed separately.

GENERAL TOWN EXPENDITURES

Total expenditures in the Town of Wilson for the years 1959 through 1965 ranges from a low of $109,410 in 1962

to a high of $174,460 in 1965 (Toble F-I). All three major groups of expenses, current operating costs, capital outlay and debt service showed considerable annual voriation. The period of time is too short to develop a trend. However, total costs for the year 1965 were 28 per cent higher thon for 1960.

TABLE F-1

GENERAL TOWN EXPENDITURES/1
TOWN OF WILSON
FISCAL YEARS ENDING DECEMBER 31, 1960 - 1965

General Town Expenditures	1960	1961	1962	1963	1964	1965
Current Operating Expenditures:						
General government	$ 23,920	$ 22,990	$ 25,460	$ 28,250	$ 30,180	$ 36,900
Highways	56,080	54,500	42,790	73,940	43,210	71,990
Public safety	990	1,800	1,650	1,690	2,120	2,930
Sanitation	2,300	2,500	1,870	---------	---------	2,810
Recreation	2,800	2,270	2,670	2,550	3,190	2,890
Miscellaneous/2	4,070	5,520	4,460	5,430	5,480	7,660
Total Current Expenditures	89,560	88,780	78,900	111,280	84,180	125,180
Capital Outlay	47,220	18,050	25,990	42,690	17,300	36,280
Debt Service:						
Principal	-------	6,000	4,000	4,000	9,000	15,000
Interest	-------	700	520	390	1,080	8,000
Total	-------	6,700	4,520	4,390	10,080	23,000
TOTAL - GENERAL TOWN EXPENDITURES	$136,780	$113,530	$109,410	$158,870	$111,570	$174,460

/ Figures rounded to nearest $10.00
/2 Includes education, health, insurance and other miscellaneous costs.

Source: Annual Reports of the Town Supervisor, Town of Wilson; and Special Report on Municipal Affairs by the State Comptroller

Current operating costs were between 65 and 78 per cent of the Town's total costs during the period under study while capital outlay fluctuated between 15 and 35 per cent (Chart F-1). Debt service reached a high of 13.2 per cent of total expenditures in 1965 compared to a low of 2.8 per cent in 1963.

The most important function of town government in Wilson, as in most other New York State towns, is highway maintenance (Chart F-2). More than 50 per cent of the Town's annual budget is allocated for this purpose. Over the 1960 to 1965 period, highway expenditures ranged between 51 per cent and 66 per cent of current operating costs. General Administration was the next largest functional group accounting for more than 25 per cent of current operating costs.

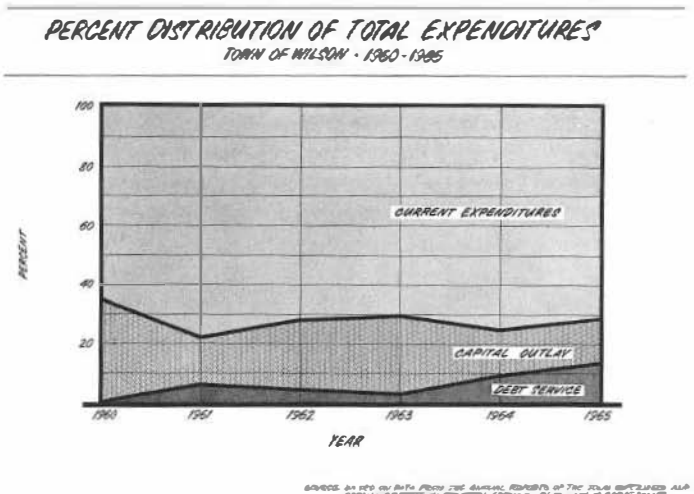


Chart F-1

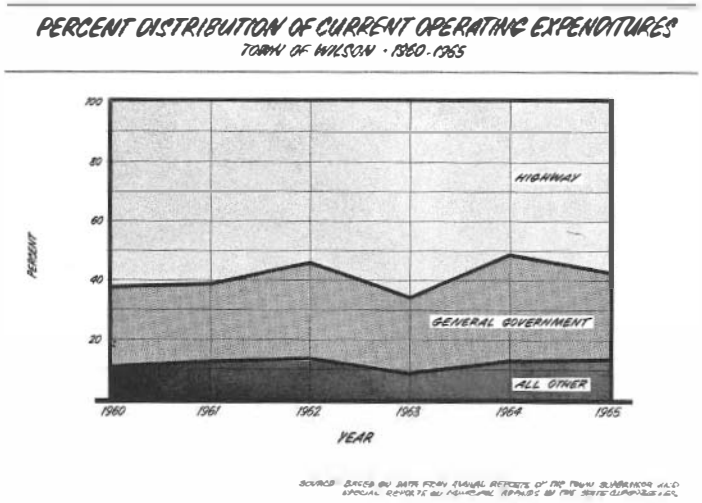


Chart F-2

For purposes of comparison, the 1964 financial operations of the Towns of Wilson, Porter and Pendleton are summarized (Table F-2). On a per capito basis, the Town of Wilson spent $28.00 for general town purposes in 1964, as compared to $24.00 and $32.00 per capito in the towns of Porter and Pendleton respectively. Variation in population, density, highway mileage, and a host of other factors influences the level of town expenditures. Comparative data has thus been included only for general guide lines.

TABLE F-2

GENERAL TOWN EXPENDITURES/1
TOWN OF WILSON AND COMPARISON AREAS
1964

	Amount			Percent Distribution		
	Wilson	Porter	Pendleton	Wilson	Porter	Pendleton
Current operating costs	$ 84,180	$135,980	$106,530	75.5	100.0	91.7
Capital outlay	17,300	-------	650	15.5	-----	0.6
Debt service/2	10,080	-------	8,910	9.0	-----	7.7
Totals	$11,560	$135,980	$116,310	100.0	100.0	100.0

/1 Rounded to nearest $10.00.
/2 Includes principal and interest.

Source: Special Report on Municipal Affairs by the State Comptroller, 1964

GENERAL TOWN REVENUE

Town governments in New York State rely heavily upon the real property tax to provide revenues. For the fiscal years of 1960 to 1963, real property taxes provided between 57 and 63 per cent of the total revenue of the Town of Wilson (Table F-3). In the fiscal years of 1964 and 1965, large federal grants for water line installations temporarily eclipsed the importance of real property taxes as a revenue source. Real property tax revenue increased from $42,000 in 1960 to almost $68,000 in 1965, a total increase of $26,000.

For the period 1960 to 1963, total state aid constituted between 21 and 28 per cent of all revenue of the Town government (Chart F-3). State aid for town government includes per capita aid, highway aid, mortgage tax receipts and recreation aid. This revenue source remoined relatively constant over the period, but it should be noted that increases in per capita aid and highway aid will be available for the Town of Wilson effective in the calendar year 1966.

TABLE F-3

GENERAL TOWN REVENUES
TOWN OF WILSON
FISCAL YEARS ENDING DECEMBER 31, 1960 - 1965

	1960	1961	1962	1963	1964	1965
Real Property Taxes:						
Highway	$ 42,150	$ 45,200	$ 47,880	$ 61,350	$ 64,720	$ 67,620
Other	16,710	16,810	16,690	13,350	8,700	22,190
Total	58,860	62,010	64,490	74,700	73,420	89,810
State Aid/2						
Per capita	15,880	18,130	18,850	18,880	18,880	18,880
Other	9,320	3,980	9,640	3,730	9,930	6,300
Total	25,200	22,110	28,520	22,610	28,810	25,180
Mortgage Tax	2,360	3,320	2,220	2,480	2,600	3,220
Other Revenue-						
Department earnings	14,430	9,900	10,520	14,640	9,980	8,550
Miscellaneous	3,100	3,070	4,830	6,640	404,580/1	77,420/1
Total	17,530	12,980	15,370	19,280	414,450	85,970
TOTAL REVENUE	$108,830	$100,420	$110,600	$119,070	$519,290	$204,280

/1 Includes federal aid of $480,024 in 1964 and $72,000 in 1965 under Accelerated Public Works Program for water purposes.
/2 Additional state aid will be available in 1966 based on laws passed in 1965. An additional $16,396 of per capita aid is based on 1960 population statistics and will be subject to change if special census figures are available in 1967 or later. An estimated $1,605 of additional highway aid will also be available in 1966.

Source: Based on data from the Annual Reports of the Town Supervisor, Town of Wilson; and Special Report on Municipal Affairs by the State Comptroller.
Commission of State-Local Fiscal Relations; Special report; Addendum to Release, 1965 Proposal on Per-Capita Aid, March 26, 1965. State Department of Motor Vehicles.

PERCENT DISTRIBUTION OF REVENUES BY MAJOR SOURCE
TOWN OF WILSON - 1960 - 1965

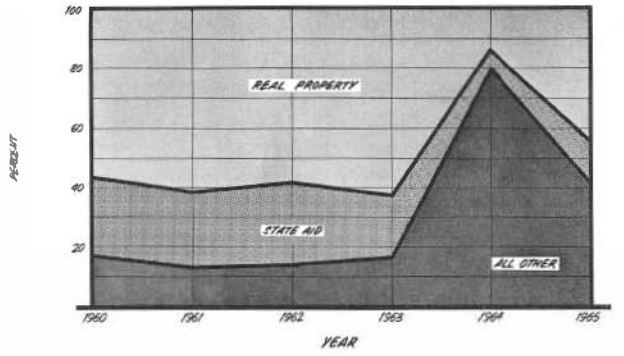


Chart F-3

Other revenue, such as departmental earnings, fees, fines, etc., accounted for an average of 15 per cent of the Town's receipts in those years in which the federal grant did nat disturb the usual relationship among Town revenue sources. If the federal grant is deducted from "other revenue" in the years 1964 and 1965, these miscellaneous income sources appear to be in line with previous years.

For purposes of general comparison, tawn revenue by major source in 1964 is presented for the Towns of Porter and Pendleton (Table F-4). As with expenditures, the variation in revenue can be caused by many factors peculiar to the particular town.

TABLE F-3

GENERAL TOWN REVENUES/1
TOWN OF WILSON AND COMPARISON AREAS
1964

	Amount			Percent Distribution		
	Wilson	Porter	Pendleton	Wilson	Porter	Pendleton
Real property taxes	$ 73,420	$ 79,480	$ 82,130	61.5	59.2	71.7
State aid/2	31,410	31,968	20,450	26.3	23.9	17.9
Other revenue	14,430/3	22,570	11,930	12.1	16.9	10.4
Totals	$119,360/3	$133,930	$114,510	100.0	100.0	100.0

/1 Rounded to nearest $10.00.
/2 Includes mortgage tax.
/3 Excludes income item of $400,024 federal aid.

Source: Special Report on Municipal Affairs by the State Comptroller, 1964.

TAX BASE AND RATES

The tax bose of the Town consists solely of the assessed value of real property. While residential property constitutes the bulk, (58 per cent), of the taxable assessed value, the value of agricultural property is substantial (Table F-5). Commercial and Industrial uses combined account for 5.5 per cent of the taxable value.

The assessed value of taxable property was $11,900,000 in 1960. Small annual increases in the ensuing years, resulted in on assessed valuation of nearly $12,704,000 in 1965 (Table F-6). The average annual increase over the six-year period was 1.3 per cent. Information on building permits indicated a declining rate of housing construction over the period from 1960 to 1964. Thus the immediate outlook is for a continuation of the relatively slow growth in the Town's tax bose.

TABLE F-5

DISTRIBUTION OF ASSESSED VALUE BY TYPE OF LAND USE
TOWN OF WILSON
1963

Type of Land Use	Total Assessed Value	Percentage Distribution
Farm	$ 3,428,100	28.0
Farm, abandoned	344,000	2.8
Rural land vacant	28,300	0.2
Residential		
1-2-3 Family	5,698,350	46.6
Apartment	20,300	0.2
Combination	128,300	1.0
Seasonal residential	909,850	7.4
Residential land vacant	308,450	2.5
Total	7,065,250	57.7
Commercial	299,300	2.4
Resort	7,400	0.1
Industrial	398,900	3.3
Commercial-industrial vacant	400	-/1
Miscellaneous	341,298	2.8
Utilities	329,765	2.7
TOTAL	$12,243,765	100.0

/1 Less than 1/10 percent.

Source: New York State Board of Equalization and Assessment.

TABLE F-6

ASSESSED VALUATION OF PROPERTY & STATE EQUALIZATION RATES
TOWN OF WILSON
1960 - 1965

Year	Assessed Valuation of Real Property	Change Over Previous Year Amount	Change Over Previous Year Percent	Wholly Exempt From Taxation	State Equalization Rates
1960	$11,900,922	$236,981	2.0	$2,470,580	70
1961	12,265,286	365,184	3.1	2,385,380	65
1962	12,563,454	298,258	2.4	1,332,000	59
1963	12,615,886	52,422	0.4	1,339,880	58
1964	12,680,444	64,538	0.5	1,339,000	60
1965/1	12,703,938	23,494	0.2	1,339,000	61

/1 Estimated.

Source: Special Report on Municipal Affairs by the State Comptroller

State equalization rates are used to modify assessed valuation so as to reflect the full value of the property. The rate for the Town of Wilson decreased annually from 1960 to 1963 indicating a rise in full value. However the trend was reversed from 1964 through 1966.

Approximately one-third of the annual Town-County tax rate is for Town purposes. The 1966 rate of $21.32 per

thousand is 41.3 per cent higher than the 1961 rate (Chart F-4). The difference between the rate inside and outside of the Village is due primarily to certain town highway costs not being charged to Village property.

Approximately one-third of the annual Town-County tax Town property outside the Village, in areas serviced with light or water on a special district basis, is charged additional taxes for these services. Tax delinquency is negligable at the current time.

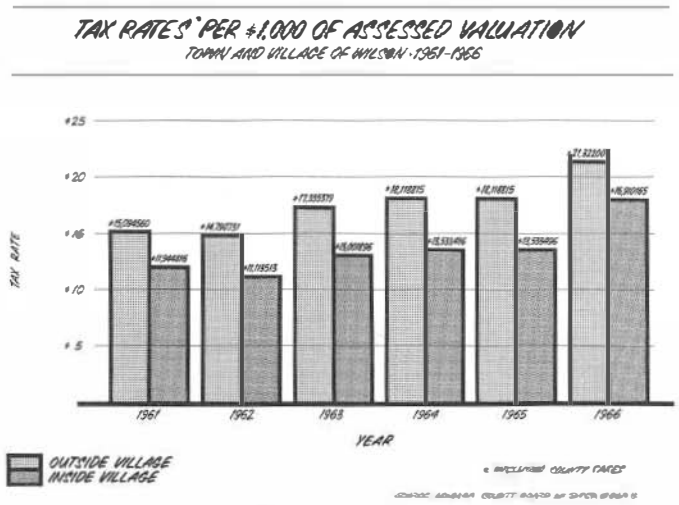


Chart F-4

DEBT STATUS

Borrowing for general Town and highway functions has been minimal over the six-year fiscal period. Relatively short-term notes of $23,000 and $21,500 were issued in 1960 and 1965 respectively, while a $25,000 bond was issued in 1963 (Table F-7). Borrowing in connection with the establishment of a water district involved a substantial sum.

The debt position of the Town of Wilson at the end of 1965 included $678,000 outstanding on the water bond,

TABLE F-7

OUTSTANDING NET DEBT
TOWN OF WILSON
FISCAL YEARS ENDING DECEMBER 31, 1960 - 1965

Year	Total Debt Not Subject to Limit	Debt Subject to Limit: Bonds	Notes	Total	Constitutional Debt Limit	Percent of Debt Capacity Utilized
1960	$----	$----	$23,000	$23,000	$ 987,962	2.3
1961	-------	------	17,000	17,000	1,068,838	1.6
1962	-------	------	13,000	13,000	1,181,861	1.1
1963	35,000/1	25,000	9,000	34,000	1,296,909	2.6
1964	750,000	20,000	5,000	25,000	1,400,588	1.8
1965/2	678,000	15,000	21,5000	36,500	1,454,261	2.5

/1 Bond Anticipation Notes.
/2 Estimated.

Source: Special Report on Municipal Affairs by the State Comptroller

which is not subject to the constitutional debt limit, and $36,500 of notes and bonds for Town purposes which is subject to the legel limit. As of December 31, 1965, the Town was utilizing 2.5 per cent of its legal borrowing capacity of $1,454,261, leaving on ample margin for future borrowing if it becomes necessary.

SPECIAL DISTRICTS

Special districts are created to provide a specific service to a port of the area within the Town, but outside the village limits. In Wilson there are presently only a few such districts to provide such services as street lighting, water and fire protection. Current operating costs for these districts averaged $11,000 annually until the Town undertook investments in water facilities in 1963 (Toble F-8). This investment generated current expenditures, causing the total to rise to a high of $37,400 in 1965.

To meet these rising costs property taxes have increased moderately. Receipts from water soles represent most of the "other revenue" category for the special districts (Tables F-9 & F-10). Total special district receipts averaged about $8,300 from 1960 to 1962. Reflecting the addition of the water district, annual increases thereafter brought the total special district revenue to nearly $90,000 in 1965.

TABLE F-8

SPECIAL DISTRICT EXPENDITURES
TOWN OF WILSON
FISCAL YEARS ENDING DECEMBER 31, 1960 - 1965

Year	Current Expenditures	Capital Outlay	Debt Service: Principal	Debt Service: Interest	Total
1960	$11,956	$——	$-------	$------	$ 11,956
1961	10,933	-------	-------	------	10,933
1962	10,673	-------	-------	------	10,673
1963	14,977	348,683	-------	------	363,660
1964	18,009	758,368	300,000/1	21,397	1,297,766
1965/2	37,435	80,119	90,000	24,820	232,374

/1 Includes redemption of Bond Anticipation Notes from the proceeds of bond issues, $500,000.
/2 Estimated.

Source: Special Reports on Municipal Affairs by the State Comptroller and Annual Report of the Town Supervisor, Town of Wilson

TABLE F-9

SPECIAL DISTRICT REVENUES
TOWN OF WILSON
FISCAL YEARS ENDING DECEMBER 31, 1960 - 1965

Year	Assessments	Other Revenue	Total Revenue
1960	$ 8,251	$------	$ 8,251
1961	7,790	------	7,790
1962	8,800	------	8,800
1963	11,650	3,524	15,174
1964	11,100	41,291	52,391
1965/1	46,732	43,255	89,987

/1 Estimated.

Source: Special Report on Municipal Affairs by the State Comptroller; and the Annual Report of the Town Supervisor, Town of Wilson.

TABLE F-10

BORROWINGS - DISTRICT AND SPECIAL IMPROVEMENTS/1
TOWN OF WILSON
1960 - 1965

Year	Bonds/2	Notes	Total
1960	$-------	$-------	$-------
1961	-------	-------	-------
1962	-------	-------	-------
1963	-------	350,000/3	350,000
1964	660,985	250,000/4	910,985
1965	-------	18,000	18,000

/1 Excluding fire districts.
/2 Including bond premium and accrued interest.
/3 Bond Anticipation Note.
/4 Includes Bond Anticipation Note for $150,000.

Source: Annual Report of the Town Supervisor, Town of Wilson; and Special Report on Municipal Affairs by the State Comptroller.

Village

- Expenditures

Annual expenditures of the Village of Wilson have been divided into three major groups for the purpose of this analysis: current operating expenditures, capitol outlay and debt service. The range of the total village expenditure during the period 1960 through 1965 was between $60,000 in 1965 and $153,000 in 1960 (Table F-11). Differences in capitol outlay and debt service were responsible for the higher expenditures at the beginning of the period.

TABLE F-11

EXPENDITURES/1
VILLAGE OF WILSON
FISCAL YEARS ENDING MAY 31, 1960 - 1965

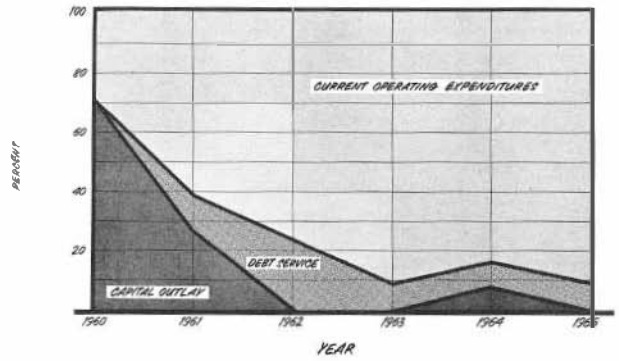
Current Expenditures:	1960	1961	1962	1963	1964	1965/3
General government	$ 5,530	$ 5,660	$ 5,810	$ 5,370	$ 5,930	$ 5,660
Streets, highways	5,070	8,110	7,620	5,370	5,100	7,200
Public safety	7,330	6,600	2,660	6,800	6,800	2,800
Recreation	700	1,080	1,050	730	780	780
Sanitation	7,440	7,970	9,700	11,264	12,300	12,940
Public utilities	14,670	18,600	20,620	23,180	16,940	20,250
Miscellaneous	4,160	4,170	4,360	4,620	6,110	4,520
Total current operating expenditures	44,900	52,180	51,840	57,530	54,140	54,150
Capital Outlay	107,700	22,370	-------	-------	4,800	-------
Debt Service:						
Principal	-------	9,790	15,000	5,000	5,000	5,000
Interest	140	990	900	450	300	170
Total debt service	140	10,780	15,900	5,450	5,300	5,170
TOTAL EXPENDITURES	$152,740	$85,340	$67,740	$62,980	$64,240	$59,320

/1 Rounded to nearest $10.00
/2 Includes health, education, insurance and other miscellaneous costs
/3 Estimated

Source: Annual Report of the Village Clerk and Special Reports on Municipal Affairs by the State Comptroller

With the exception of 1960, current operating expenditures accounted for the major share of the total (Chart F-5). In two of the six years, it represented more than 90 per cent. In 1960 a sizable expense was incurred for sewer facilities. Repayment of the bond anticipation notes used to finance this capitol outlay was responsible for the debt service costs over the period.

DISTRIBUTION OF TOTAL EXPENDITURES BY MAJOR FUNCTIONS
VILLAGE OF WILSON - 1960 - 1965

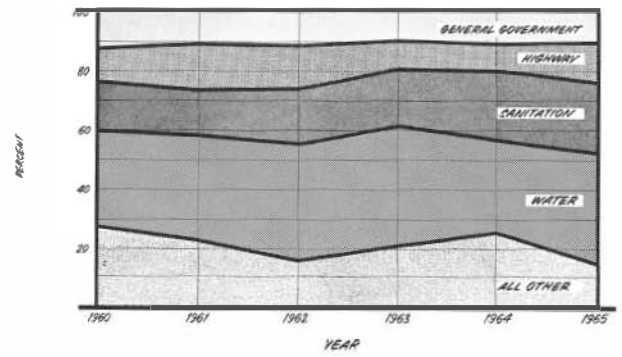


SOURCE: BASED ON ANNUAL REPORT OF VILLAGE CLERK AND SPECIAL REPORT ON MUNICIPAL AFFAIRS BY THE STATE COMPTROLLER, STATE OF NEW YORK

Chart F-5

The range of current expenditure for the years under study was from a low of $45,000 in 1960 to a high of $57,000 in 1963 (Chart F-6). The largest single current expenditure in every year was for water purposes,

DISTRIBUTION OF CURRENT OPERATING EXPENDITURES BY MAJOR FUNCTIONS
VILLAGE OF WILSON - 1960 - 1965



SOURCE: BASED ON ANNUAL REPORTS OF VILLAGE CLERK AND SPECIAL REPORT ON MUNICIPAL AFFAIRS BY THE STATE COMPTROLLER, STATE OF NEW YORK

ronging between 30 and 40 per cent of totol current costs. Sanitotion, which includes sewer facilities, was the next most significant expenditure. Together, these two costs averoged about 56 per cent of the totol annual current expenditures over the six-year period.

Highway expenditure averoged 12 per cent of the total while general administration represented an averoge of 11 per cent annually.

- Revenue

The mojor source of Villoge revenue has been the real property tax. For the six-year period under study, an average of 54 per cent of the total revenue was provided by taxes levied on real property (Table F-12). The annual yield from this source remained relatively constant over the period in dollar amount, but as a percentage of total revenue, it varied between 51 per cent in 1961 and 58 per cent in 1965 (Chart F-7). The second largest revenue source for the Village is receipts from the sale of water. This source of income averaged about 30 per cent of total revenue from 1960 through 1965.

TABLE F-12

REVENUES[1]
VILLAGE OF WILSON
FISCAL YEARS ENDING MAY 31, 1960 - 1965

	1960	1961	1962	1963	1964	1965
Real property taxes	$38,850	$38,130	$39,230	$39,400	$38,780	$38,110
State Aid:						
Per capita	3,710	3,700	3,960	3,960	3,960	4,800
Other	350	350	350	------	350	350
Total state aid[2]	4,060	4,130	4,310	3,960	4,310	5,150
Mortgage tax	580	380	370	370	410	430
Other Revenue:						
Water receipts	20,980	22,270	23,760	22,950	23,500	20,090
Departmental earnings	4,650	4,740	430	4,530	4,100	------
Other	890	4,850	2,750	1,560	1,950	2,040
Total - Other Revenue	26,520	31,860	26,940	29,060	29,550	22,130
TOTAL REVENUE	$69,210	$76,580	$70,850	$72,770	$73,030	$65,820

[1] Figures rounded to nearest $10.00.
[2] Includes $3,721 federal aid.
[3] See attached sheet.

Source: Annual Report of the Village Clerk, Village of Wilson; and Special Report on Municipal Affairs by the State Comptroller.

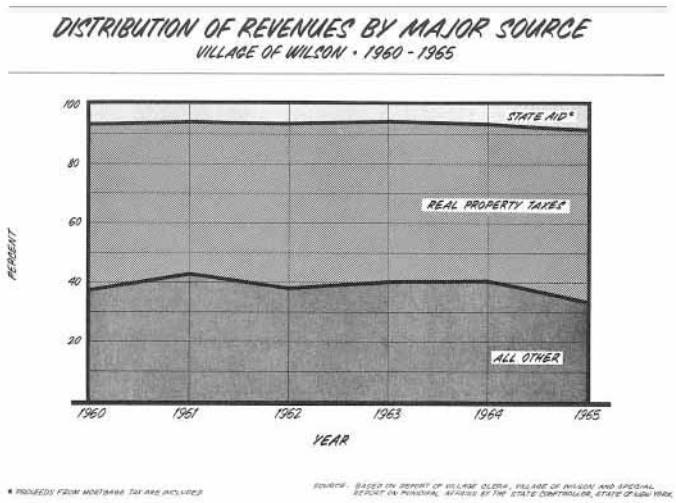


Chart F-7

Total state aid provided between 6 per cent and 8.5 per cent of the annual revenue over the period. Per capito state aid increased in 1965 as a result of the revision in the formula for determining the amount that a community is to receive. The rebate from the mortgage tax is relatively small, indicating a low turnover rate in home ownership in the Village. As is the case for the Town, the Villoge will have additional state aid available in the calendar year 1966.

Other revenue sources include deportment earnings, fees, fines and miscellaneous items. These averaged about 9 per cent of total income.

Total receipts for the period ranged from a low of $66,000 in 1965 to a high of $74,500 in 1961, fluctuating from year to year.

Tax Bose and Rates

As with the Town, the tax base of the Village is the assessed valuation of the real property. Almost 79 per cent of the assessed value is represented by residential property. Commercial and industrial use accounts for another 14.5 per cent (Table F-13). The value of agricultural land in the Village is relatively insignificant. This distribution of assessed value is unlikely to change over the next five years.

TABLE F-13

DISTRIBUTION OF ASSESSED VALUE BY TYPE OF LAND USE
VILLAGE OF WILSON
1963

Type of Land Use	Assessed Value	Percent of Total
Farm	$ 48,500	1.4
Residential:		
1-2-3 Family	2,501,200	71.3
Apartment	29,500	0.8
Combination	99,900	2.8
Seasonal residential	76,700	2.2
Residential land vacant	57,150	1.6
Total residential	2,764,450	78.7
Commercial	242,200	6.9
Industrial	267,600	7.6
Commercial-industrial vacant	400	0.01
Miscellaneous	125,700	3.6
Utilities	58,390	1.7
TOTAL - ALL TYPES	$3,507,240	100.0

Source: New York State Board of Equalization and Assessment

Over the six-year period from 1960 to 1965, Village assessed valuation increased from approximately $3,470,000 to $3,626,000 (Table F-14). The overage annual increase over the period was approximately $31,000, indicating a relatively stable tax bose which is increasing ot a very moderate rate.

The New York State Board of Equalization and Assessment makes periodic checks of the market value of reol property in each municipality. These estimates are divided into the assessed valuation reported by the town or village yielding the state equalization rate for

the community. In 1960, the equalization rate for the Village of Wilson was 93. The sharp decline to 70 in 1961 indicates on increase in the market value estimate for 1961. The rate also declined in several succeeding years.

TABLE F-14

ASSESSED VALUE OF FULLY TAXABLE PROPERTY
VILLAGE OF WILSON
1960 - 1965

	Assessed Value	State Equalization Rate	Full Value
1960	$3,469,632	93	$3,730,787
1961	3,501,986	70	5,002,837
1962	3,552,141	65	5,464,832
1963	3,577,823	64	5,590,348
1964	3,585,833	66	5,433,080
1965(e)	3,626,094	66	5,494,082

(e) Estimated

Source: Special Report on Municipal Affairs by the State Comptroller, State of New York

Tax rates for Village purposes remained relatively stable over the 1960 through 1965 period at about $11.00 per $1,000 of assessed valuation (Chart F-4). The tax rate paid by the Village residents for combined Village, Town and County purposes rose from $11.94 in 1961 to $16.91 in 1966.

- Debt and Debt Limit

The Village of Wilson had a modest borrowing policy during the 1960 through 1965 period. Total borrowing consisted of a $39,792 note issued in 1960 (Chart F-15). The amount outstanding declined over the six years as the note was repaid.

The Village debt limit, which is 7 per cent of the average full valuation for the previous five years, has increased from $252,525 in 1960 to $377,793 in 1965. The percentage of the debt limit utilized was highest in 1960 when it reached 16.07. The proportion declined thereafter.

As of the end of 1965, the Village had no outstanding debt. Its constitutionally limited borrowing capacity of almost $378,000 is therefore available if the community wishes to undertake long term borrowing for capital improvements. (Any debt is subject to the debt limit if it is non self-liquidating. Water bonds and sewer bonds issued after 1964 are example of debt not subject to limit.)

TABLE F-15

OUTSTANDING DEBT[1] AND CONSTITUTIONAL DEBT LIMIT
VILLAGE OF WILSON
FISCAL YEARS ENDING MAY 31, 1960 - 1965

Fiscal Year Ending	Bonds	Notes	Total	Constitutional Debt Limit
1960	----	$39,792[2]	$39,792	$252,525
1961	----	30,000[2]	30,000	274,625
1962	----	15,000[2]	15,000	301,657
1963	----	10,000[2]	10,000	329,798
1964	----	5,000[2]	5,000	353,106
1965	----	------	------	377,793

[1] Outstanding debt between 1960 and 1964 was subject to the constitutional debt limit. No debt was incurred which would have been exempt from this limit.
[2] Bond Anticipation Notes.

Source: Special Report on Municipal Affairs by the State Comptroller.

- Comparison

Comparison of the financial operations of one community with those of other communities is subject to a number of limitations. However, in 1964 the State Comptrollers Office published the total expenditures and revenues for all villages in New York. Using this data and selecting a few other villages in Niagara County, a general indication of the comparative position of the Village of Wilson can be provided. This data is presented in Tables F-16 and F-17.

TABLE F-16

PERCENT DISTRIBUTION OF TOTAL EXPENDITURES
VILLAGE OF WILSON AND COMPARISON AREAS
1964

Expenditures	Wilson	Lewiston	Middleport	Youngstown	Four Villages
Current Operations	84.3	72.1	95.6	93.3	82.7
Capital Outlay	7.4	3.4	0.0	3.7	3.1
Debt Service	8.2	24.5	4.4	3.0	14.1
Totals	100.0	100.0	100.0	100.0	100.0

Source: Special Report on Municipal Affairs by the State Comptroller, 1964

TABLE F-17

PERCENT DISTRIBUTION OF REVENUE
VILLAGE OF WILSON AND COMPARISON AREAS
1964

Revenue	Wilson	Lewiston	Middleport	Youngstown	Four Villages
Real property tax	53.0	57.5	49.2	54.6	54.6
State aid	6.5	4.6	5.7	7.7	5.6
Other	40.5	37.9	45.1	37.7	39.8
Totals	100.0	100.0	100.0	100.0	100.0

Source: Special Report on Municipal Affairs by the State Comptroller, 1964

CONCLUSIONS

Total Town and Village costs may be expected to rise as population increases. However, barring the installation of utilities in areas not presently served, the increases will be moderate.

The debt position of the Town is not overburdened and the only outstanding long-term debt, the water bond, will be repaid partially from the sale of water. The Village debt capocity is totally unutilized ot present.

Tox rotes for Town and Villoge purposes have been relotively low over the lost six-yeor period although the total taxes rose as the costs of County government increased.

NEIGHBORHOOD ANALYSIS

VILLAGE

The neighborhood analysis is a description ond analysis of the characteristics and condition of the houses, commercial buildings and other structures in the Villoge. It also examines the quality of public facilities and improvements which serve the areo. The analysis is designed to serve as a guide for Village policy with respect to public facilities, general maintenance of property and residential and commercial conservation and renewal.

The data which supports the onolysis were obtained in o field survey conducted in June of 1966. This survey involved the classification of the condition of all structures in the Village on the basis of externally observable characteristics. Additional information was obtained from the land use survey and analysis and the 1960 Census of Housing.

GENERAL CHARACTERISTICS

A "neighborhood" is o geographic area for which local services ore provided and a program of community oction is formulated and carried to completion. In this respect, the entire Village may be considered as a single neighborhood. This opprooch is especially helpful when discussing community facilities and general conditions of residentiol blight inasmuch as the Villoge is relatively smoll ond compact. In fact, a substantiol majority of the residentiol structures ore within one holf mile of the center of the Village ond only a few ore more than one mile removed.

COMMUNITY FACILITIES

The entire Village is served by the Wilson Central School District with both primary and secondary plants located near the Village center. There are five churches centrally located in the Village which serve the Village and a large part of the Town. The Village library is housed in an aging frame structure in the Young Street commercial district. The location of the library is satisfactory but the building is inadequate and should be replaced.

The playground adjacent to the Village Hall, the facilities at the school grounds, and the ball fields at the school grounds water plant provide playground space and facilities which is currently adequate for the younger population of the Village. As the population grows and the vacant areas are developed as residential lots, two to three acre playgrounds will also be needed in the area north of Pettit and West of Lake and in the southern part of the Village, as is discussed further under the recreation section of this report. The need for public swimming facilities has also been discussed and an indoor pool recommended at the school. Wilson-Tuscarora Park will provide access to a beach on the lake for use during the short summer season.

Little consideration has thus far been given to the need for recreation facilities located and designed for the elderly members of the community. A "golden age" center for this group, desirably in connection with the library, will be needed in time as the elderly population increases as should be provided for in planning.

Access to the lake is somewhat unsatisfactory for Town residents. While the Town pier and the jetties at the harbor entrance are available for fishing, there is no public access to the bay for booting or picnicking near the waters edge. The facilities at Tuscarora Park will be beyond convenient walking distance of the Village and are likely to be crowded at peak periods. A Town-Village park in walking distance of the village should be of considerable use for residents of all ages and for family group use.

Certain of the public improvements serving the Village are somewhat inadequate. Sidewalks and/or curbing are completely lacking in some areas and are unsatisfactory in some areas where they are provided. This situation results in the inadequate maintenance of the streets, gutters and the property which immediately adjoins them. The incomplete character of the sidewalk system also constitutes a safety hazard which will become more acute as the pedestrian traffic along the roads increases. The need for setting grades for streets and walks is discussed elsewhere in this report.

As discussed in the community facilities section of this report, the private facilities are generally very complete, with the exception of parking facilities, and are conveniently clustered around the center of the Village.

RESIDENTIAL BLIGHT

With the exception of a few concentrated areas of blight, the condition of the housing in the Village is good. In 1960, the Bureau of the Census reported a total of 467 housing units, 68 of which were deteriorating or dilapidated (Table N-1). "Deteriorating" can

TABLE N-1

EXTENT OF RESIDENTIAL BLIGHT
VILLAGE OF WILSON

	Total Number	Deteriorating	Dilapidated	Deteriorating & Dilapidated
Housing Units[1]	467	30	30	68
Structures Containing Residential Quarters				
Village	413	64	8	72
Commercial District only	27	16	4	20
Outside Commercial District	386	48	4	52

(1) See text for definition of "Housing Unit."

Source: Housing Unit Data - U. S. Census of Housing, 1960; Other Data - Sargent-Webster-Crenshaw & Folley, Field Survey, 1966

be translated as needing major repairs while "dilapidated" buildings are those which are probably beyond economic repair due to structurol deterioration. The bulk of these units are in single family structures and .o small number in two-family and multi-family structures which ore scottered throughout the Village. Other housing units ore locoted on the upper floors of commercial establishments on Young Street or in hotels and rooming houses.

The census data referred to above is reported in terms of "housing units" which may range in size from a single family house to on individual room. The field survey conducted in 1966 involved the enumeration and classification of all structures in the Village without special regord for the number of housing units it contained. This difference in definition, combined with the fact that the census made internal inspections and the census and the field survey occurred at least six years apart, serves to explain why the data from these two sources which is presented in Table N-1 are not strictly comparable. In neither the census nor this survey are the ratings based on detailed structural analysis of buildings.

The only concentration of residential blight is centered on the Young Street commercial district, and is covered more fully in the report on that district. Many of the structures in the district contoin opartments or rooms on second and third floors. While these facilities may be cleon and neat, they are generally obsolescent, in fire hazardous structures, and would not meet modern code requirements. A number of deteriorating residential structures are clustered around the center in older, poorly maintained structures, especially to the immediate west and south of the commercial area.

There are a few, widely scattered deteriorated structures in the Village which should be removed or repaired in the interest of public safety as well as protecting the character of the surrounding area. The Village Low in Section 89 (7a) provides measures for the removal of such buildings.

The residents of the blighted areas do not appear to differ ethnically or racially from the other residents of the Village. However, the fomily size tends to be smaller, the age older and the income lower than is the case for the community as a whole. Thus, any effort to renew or rehabilitate the blighted areas must allow for special conconsiderations with respect to relocation of the residents of the area. It must be remembered that the typical single family house which predominates the housing supply in the Village may not be suitable for relocation purposes and some apartments and/or old age cottages will probably be necessary.

COMMERCIAL AND INDUSTRIAL CONDITIONS

Commercial structures: Most commercial structures are included in the central area and are covered in the discussion of that area. There are few commercial structures outside of the area, and these, with the exception of the design and maintenance of parking areas and the character of signs, present little problem.

Industrial Structures: Industrial uses are primarily concentrated in the area around the railroad crossing and are discussed below in that relation. There are several industrial uses outside of that area however which are blighting or potentially blighting influences. Of these, perhaps the most serious is the currently vacant conning plant on Boy Street, the junk yard on Lake Road ot the creek, and the vacant plant on Seneca Street. The canning plant on Boy Street is composed of a number of buildings which range in condition from fair to poor.

The conning plant was regarded by neighbors as a nuisance when in operation, and almost any industrial use in the area would be inappropriate. Desirably the plant should be removed. If renewal in the central area, is undertaken, as recommended, the possibility of extend-

ing the project to include these buildings should be considered. If the plant cannot be removed through urban renewal, it should be carefully controlled os a non-conforming use through zoning, to prevent, in so tor as possible, the development of industrial uses with nuisance factors.

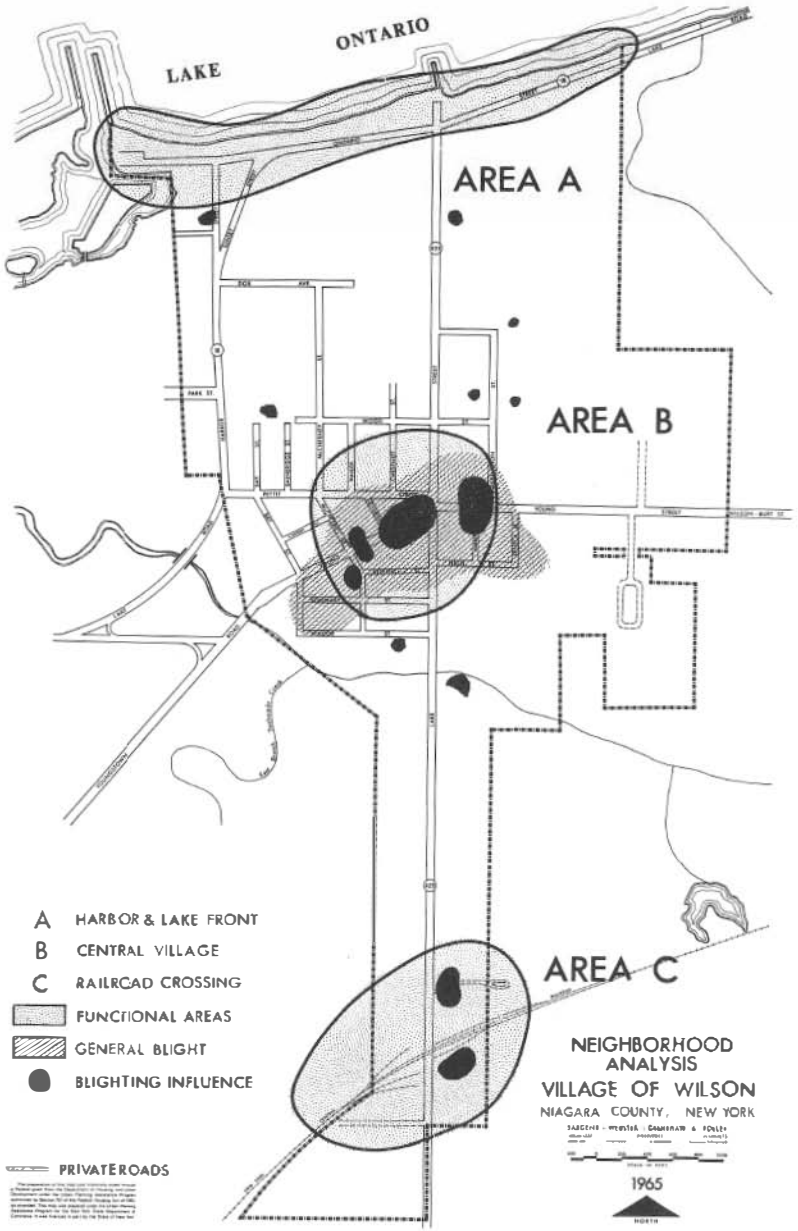
Detailed Analysis: In order to facilitate the discussion of the characteristics of structures and oreas within the Villoge, three areas having distinct functions were identified. As con be seen from Map 30 , Area A consists of the lake shore and horbor property. Area B is the centrol Village area around the shopping district. Area C is the industriol orea centered on the roilroad ot the southern tip of the Village. Each oreo has a distinctive character based on its post development and present functional role with the Village.

- Area A: Harbor and Lake Front

Area A includes the properties on Ontario Street and on that portion of Harbor Street which is north of Dox Avenue.

The majority of the residential structures along the lake are small summer homes, some of which have been converted for year-around occupancy. As a group, these structures are well maintained with only a few showing minor structurol defects. New construction in the area has been limited to single family homes built for the permanent residents of the Village.

The harbor area contains both residential and commercial structures. The maintenance of the residential structures has been such os to prevent deterioration but several of the minor commercial structures are quite old and in need of major repairs. Proximity to the commercial uses has thus far not served to detract from the character of the residential properties. However, conditions adverse to the residential areas could result if the character of use or maintenance of the commercial area should deteriorate.



Map 30

Perhaps the largest potential problem for the harbor-lake front area is posed by the wave erosion of the properties bordering the lake. Many of the lots have been severely reduced and some eliminated. Any further erosion will eliminate additional property. The moles of the harbor and the Village pier provide a limited measure of protection, but if the lake returns to its previous high levels, further erosion is likely. The Village should be ready to consider reasonable action in concert with the property owners and the U. S. Army Corps of Engineers and appropriate State agencies to forestall any renewed erosion since such action will benefit both the residents of the area and the community as a whole.

The Village (with the Town) should also seek to guide the development of the harbor. This water front property is an asset to the entire Village and its proper development should be a Village concern. Measures should be taken to secure the removal of structures which are beyond repair so as to create a pleasant setting for boating and other recreational activities. In addition, zoning provisions should be developed to assure the continuation of the harmonious relationship between the commercial uses and their residential neighbors by requiring set backs, landscaping, and pavement of parking areas.

The areas around the Village pier and the harbor entrance are the only public access points to the water. It would thus be in the public interest to improve the appearance of these areas through a beautification program.

- Area B: The Central Village

The Central Village area is centered on the Young Street commercial district and extends for an average of three blocks in all directions. This area is designated as Area B on Map 30 .

The commercial district is well concentrated on approximately 600 feet of street frontage along Young Street. The stores are to a large extent antiquated and tending toward dilapidation. Almost all of them are frame construction with residential quarters on the second and sometimes third stories. Almost all of the structures date from before the turn of the century, many were inadequate in original construction, and they have been repeatedly remodeled. There is inadequate fire separation between uses in the same building and between adjacent buildings. Only a few are built of fire resistant materials and thus there is a possibility of serious conflagration. This area would almost certainly qualify for federal and state Urban Renewal assistance and such action is recommended and discussed further in the special section of this report devoted to the commercial district.

Some of the residential properties closely bordering the commercial district share the district's deteriorating condition. Although this situation is partially due to the age and the awkward size of the structures, proximity to the deteriorating commercial district may have contributed somewhat to their deterioration.

There is a small group of brick houses on the fringe of this area at the intersection of Pettit and McChesney Streets, which are fine examples of upstate New York adoption of Greek Revival architecture. Unfortunately, several of the houses have undergone changes which have detracted from their original design. Although the area is not large enough to warrant the establishment of an historic district, it is worthy of nurture through positive preservation measures taken by the Village.

- Area C. The Railroad Crossing.

The crossing of Lake Street and the railroad is the industrial center of the Village. Several of the surrounding industries are inoperative and are tending toward dilapidation. The residential structures in the area, by and large, have thus far not been seriously affected by the industrial uses which are well separated, and have had relatively little nuisance factors when operating. As inoperative plants they may have a greater deteriora-

tive effect on the surroundings and measures should be token by the Village to secure the removal of structures no longer in use and having little potentiality for future use and to secure adequate maintenance of plont grounds. Assistance from the Niagara County Industrial Development Commission should be southt in attracting new industry to vacont plants.

It appears that the extension of the Robert Moses Parkway is likely to physically seporote this area from the rest of the Village. If this hapens, orderly removal of residential uses in favor of highway commercial ond industriol uses should be encouraged through zoning. Such change should involve the removal of residential use from the property as a condition of the change.

The area is ideally situated for industry, being physically separated from the Village but still close enough to permit many to walk to work, transportation is excellent, and the land is level, well drained and has water and sewerage.

- Other Areas:

The remainder of the structures in the Village are located along streets which radiate from or connect the major areas discussed above. These strips of development are almost entirely residential in character and contain both old and new construction. The residential structures along the Lake Street strip are well maintained, but the used car dealership and junk yard near the creek represent potential problems. These non-residential uses might well be relocated, if the opportunity presents itself in the future.

The older residential development along Harbor Street is also well maintained and there is little reason to expect any deterioration in the near future. However, the automobile traffic generated by the harbor facilities and the commercial development along Harbor Street may tend to disrupt the residential character of the area. Particular attention should be paid to roadside safety as further development tokes place.

In general however, traffic is so light as to creote little occident hozard. Completion of the parkway will probably re-route olmost all through automobile traffic around the Villoge but there seems to be no reosonable way of diverting truck traffic unless the parkway is opened to truck troffic or paralleled by a truck traffic byposs, both improboble developments, and the latter hardly warranted by the limited amount of present traffic.

CONCLUSIONS

The Villoge as a whole presents a quiet, shoded, small town appearance to both visitor and resident. A general respect for the maintenance of property and a regard for one's neighbors hove resulted in the high standards of quolity visible in the residential oreas throughout the community.

Community facilities of a private nature as covered in the Community Facilities survey are generally adequate and well maintained.

The public facilities are also generally excellent although the street improvements serving these residential areas are somewhat inadequate. The generally unsatisfactory condition, or lack of, sidewalks, curbs and gutters and storm drainage makes the maintenance of the streets, gutters and tree lown difficult. This difficulty of maintenance often results in on untidy appearance of the roods and streets. In some instances roods are higher than land around the houses and the sidewalks, a situation that can only be corrected by lowering of the street grade.

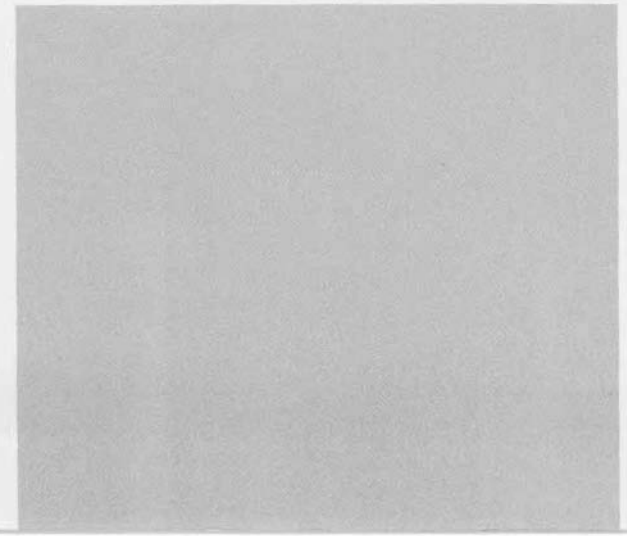
Street lighting, and trash removal are generally adequote.

As private development continues, there will be a need for the expansion of playground facilities designed to serve the small residential areas. The Village Library will also have to be expanded and housed in a new structure. Recreation facilities for young and old could stand expansion.

Several potential blighting influences exist in the form of poorly located industrial and commercial enterprises, scattered junk accumulations and several dilapidated houses (Mop 30). Enforcement of the zoning ordinance, adoption and enforcement of a housing code and building code should be sufficient to remove or reduce the severity of these problems and to prevent such situotions in the future. However, major renewal effort is indicated for the commercial center and its surrounding orea. The details of the suggested renewal program are presented in the recommendations for the central village.

All oreas of the Village hove witnessed new construction and considerable land remains for further development. This development should be guided so as to maintain the present character and charm of the existing residential areas and also allow for the orderly and economical provision of the required community facilities.

PLANNING POLICY



INTRODUCTION

Plons for any community con best be developed on the basis of on agreed on set of policies adopted to guide the process of growth and change. Particular conditions applying in each community will hove to be recognized in the development of policy, and for thot reason the bundle of policies of each community con be expected to be somewhat different from others. Policies con ronge all the way from the very definite and detailed, to a policy of having no policy at all- of letting things drift and hoping for the best. For policies to be realistic they must respect the forces, both internal and external, making for stability and change within the community, the problems and opportunities faced by the community, the history of its people and land development, and the practical range of choice open to it.

Policy for the Town and Villoge of Wilson must be considered in relationship to each other since the two municipalities so closely relate and since harmful misunderstanding and competition can result if cooperation is not fostered. These interrelated policies must also be considered with respect to the historical function of villages and the changes that are now affecting those functions. Villages were originally established os a kind of urban services district for the urbanized parts of towns. Up to perhops 1930 there was a fairly clear difference between the development ond gavernmental services in villoges and in the rural form economy outside their boundaries. As areas passed from the rurol economy to urban development they generally petitioned for annexotion to get urban services: water, sewer, storm sewer, street lighting, parks, policing etc., which the form areas neither required nor wished to support.

With the advent of widespread automobile ownership, good roods, consolidated school districts and rural electrification, residential development in New York State rapidly spread beyond village boundaries. At the outset of this period there was general expectation that development could satisfactorily occur on half acre lots served by well and septic tank and would not require public water and sewer and other urban services. Since incorporation, and the higher taxes involved, required land owners initiative, there was little effort at extending Village boundaries. Gradual recognition of the need of public utilities and services typically led instead to the gradual development of a series of town districts covering, one by one, such services as water, sewer, street lighting, storm drainage, and recreatian. The complex and interlacking network of such districts further militated against the expansian af villages. Village boundaries have tended ta became frazen, rather meaningful or nat. This type af situation can become, in the absence af cooperative working relationships a barrier ta developing and carrying out beneficial development processes.

This type of situation is tending to occur around the Village of Wilson. Development at suburban densities has been occuring in several places in the Town and the Town has established a Town wide water district with lines installed in many roods and gradually being extended. The Town water lines now closely circumscribe the Village making further extension of Villoge water generally unnecessary. On the other hand, some of the Town areas developed on the basis of septic tonks now require sewering with the Village plant appearing to be the only feasible sewerage treatment facility.

It must be assumed that a gool of both Town and Village must be cooperation in meeting the conditions accompanying growth, cooperatively and unselfishly studying their relationship with on eye towards providing the best common solution to the problems and responsibilities involved.

This effart ta develap further policy will first review the forces for change, both internal and external, that are working on the community and then consider policies for Town and Village relating to the guidance of that change.

FORCES FOR CHANGE

The primary forces for change in Wilson Town and Village relote to growth and development of Niagara County and the metropolitan region. The principal impetus for population growth comes from regional growth and a shifting of the population outward from the urban centers of the region. To a certain extent these forces of papulation growth con be predicted with on adequate degree of probability. The population survey of this repart indicates, on the basis of factors believed to be reasonably predictable, that the growth of Town and Village will continue to be slow until they are more directly affected by the spreading ring of urban growth extending out from the region's centers. Population of Town and Village on this basis, is expected to grow from about 5,320 in 1960 to 7,200 in 1985. Sometime around the latter dote, it is anticipated, the Town's growth will accelerate as growth spreads out from the center.

This is not a high rate of growth representing only some 500 homes or an overage of twenty five units per year. There are a number of outside factors which might greatly increase this rate of growth but which cannot be predicted with certainty.

There seems to be a regional, ond indeed a nationwide trend, toward restricting or eliminating suburbon growth served by septic tanks. Such trend will encourage growth of areas served by existing sewage treatment plants and would likely encourage a somewhat greater rate of growth around the Village although the distance barrier would still not be overcome. Again the unpredictable development of a

major employment center within a short distance of the Town, such as might occur at the ordinance plant in Porter, could occasion growth pressures. As still another area of uncertainty, developments related to the proposed All American Conal, depending on if, how and where it was built, would exert popu lotion pressures on the Town and Villoge.

Another force impinging on the Town wi ll be the increasing demands of the population concentrated in the core communities at the center of the region for use of lond at the perimeter, on event already foreshadowed by the development of Wilson-Tuscarora State Pork, and marine and yacht club activity.

The increased occessability of fringe areas such as Wilson, t he increased affluence of the population, combined with the gradually increasing difficulty of finding inexpensive and unspoiled land close to the center of the region, wi ll increase demand for such uses as regional parks, golf courses and cemeteries.

Developments in nearby towns are capable of special impact upon Wilson, especially developments in the abutting communities of Porter and Cambria. A large part of Cambria lies in the Twelve Mile Creek watershed and, because of the accident of land forms, serves as an unplanned upstream reservoir. Any large amount of development in this area would be likely to lead to extensive flooding in the southern parts of Wilson if it upsets this reservoir characteristic. It might also greatly affect conditions in Tuscarora Boy by reducing summer stream flow, adding nutrients to the water, or creating stream pollution. With relotion to Porter, a successful effort to install sewers in Ransomville would hove beneficial effects upon Wilson's beaches.

Although changes in the agricultural scene indicate a continued shift to larger farm units and more mechanized farming, and a shift away from the type of small food processor which has given employment and provided local markets in Wilson in past years, it is evident thot agriculture will continue to be on important industry in the Town. It is probable, however, thot the small food processors may have little chance of being revived.

Recreation and core of the aged are two growing areas in the economy which Wilson Town and Village may be in a good position to tap. Some smaller manufacturing plants, moving out from the center of the area, are looking for a pleasant environment and might find Wilson Village offering amenities which outweigh its problem of location.

Extension of the Robert Moses Parkway to the Village can be expected before the end of the decade, changing traffic patterns within the Village. That event, combined with the opening of Tuscarora Boy State Pork, should bring many more visitors into the Village. This foctor and the real charm of the Village (providing the latter is enhanced and protected) may lead to accelerated suburban growth.

The Parkway can be very disruptive of Village values unless well designed with relation to the structure of the Village. Of other changes which hove a reasonable degree of probability, only the All-American Conal, if located close to the Village, would appear to have a major impact.

Within the Town, it is evident that development will have to be related to a greater concern for sewerage problems, and that sewers will soon hove to be extended to areas previously developed at urban or suburban densities. Development of sewers and provision of sewage treatment is certain to be one of the main areas of Town activity and a matter requiring Town-Village cooperation. In Town and Village alike, citizens can be expected to follow national trends in expecting more and better government services and facilities and demanding more attention to attractiveness in their environment.

DEVELOPMENT OF TOWN POLICY

Policy Toward Growth:

Perhaps the foremost policy which a town adopts is its policy toward growth. Some communities have the ideo that growth, in itself, is a good thing and thet all ather values must be sacrificed to it. Occasionally a town will decide that growth is a bad thing and do everything possible to discouroge growth. The Planning Boord policy is that growth should be encouraged so long, and only so long, as that growth does not bring difficult problems which will reduce the quality of life in the community or lead to unreasonable Town costs. Growth which pollutes the streams and befouls the air should not be welcomed. Neither should growth which, because of inadequate improvements, greotly increases Town costs for road maintenance.

Policy Toward Patterns of Development:

Far more important than total population to the quality of the Town in the future, and to the reasonableness of its taxes, is the pattern of growth. Currently the pattern of development in the Town involves on almost random development of lots, each with a hundred foot frontage, cut from roadside land holdings. A house is built on each lot and provided with its own septic tank and a tile field for sewage disposal. Most of them now have Town water. This pattern has been demonstrated elsewhere to be replete with problems, especially in later stages of development when the strips of housing tend to become continuous. Traffic capacity and safety of the roads are affected, storm drainage is both intensified and interfered with, providing safe recreation and movement for children becomes a problem, and faulty septic tonk systems create problems that only can be solved by sewer installation. In relation to this latter situation, roadside strip development seldom can be economically sewered.

Town planning and related zoning in Wilson should be directed toward interrupting this untenable trend, and encouraging more satisfoctory type of development. This can be accomplished by discouroging growth, (and spreading out that growth which does occur), in those areas where there are storm drainage problems and especially in oreos where public sewer cannot be provided. Growth, an the other hand, should be encouroged to locote in areas where satisfactory measures for necessary services con be furnished readily. These arecs can be found and developed only south and west of the Village of Wilson and on the eastern edge of Ransomville. In both areas sewer systems can be developed at feasible costs. Careful attention will hove to be given to storm drainage, especially around Ransomville.

The pattern of development should be based on sewer and water extension and be intensive enough to make the extension of these services economical. Densities of three or more families per acre will be desirable to meet these costs. Drainage should be carefully controlled with natural channels protected by easements, and storage areas developed where channels cannot be provided to carry off the water.

Core should be exercised to maintain a good quality of residential environment to keep the Town attractive, and to conserve and enhance recreation opportunities for residents.

Recreation areas should be provided within walking distance of the home. Sidewalks should be considered wherever necessary for safety.

Further Policy Toward Residential Values:

Certain policies involving residential values are inherent in the previous section on patterns. It is believed that the Town should be greatly concerned with the quality of its residential environment so that it may attract and maintain a population holding high concepts of maintaining a good community.

The general attractiveness of the community should be a matter of public concern and action. The numerous examples of architecture of more than passing interest in the Town should be catalogued and their protection fostered. General efforts should be made to remove deteriorating structures, protect areas of natural beauty, plant trees and prevent the defacement of the Town. Increasing the safety and convenience of moving around the Town, and development of broad opportunities for recreation, personal development, and general enjoyment of life should be major goals.

The Town should take advantage of current Federal and State open space programs to secure for future use the best possible recreation land whereon necessary facilities can be developed, as the population grows, to handle any reasonable growth level. Priorities should be given to areas of greatest early development potential.

One of the major recreation needs is for assured public access to the Bay for residents of the Village and Town. More extensive Town parks in areas of the Town with particular recreational value should also be secured as Town resources permit. Year round swimming facilities are needed.

Tuscarora Bay, the lower valleys of both Branches, and the entire lake shore are major resources to the Town. They should be protected and conserved. A major study may be necessary to determine how Tuscarora Bay can best be conserved and developed. Pollution, algae, weed growth and silting threaten the recreation value of the Bay, and will have to be combated.

Policies for Commercial and Industrial Development:

With relation to commercial facilities, the rate of growth predicted would indicate no early need for establishment of new retail concentrations. Indeed, the retail center in the Village has hardly enough trade to support the present floor area. Any policy of permitting a shopping center to develop at some other place in the Town would cause further deterioration of the Village center. The Town should cooperate in any way possible with the Village to improve the pleasantness, convenience and market resources of the Village center.

Growth in areas of the Town, which could follow sewer installation, will require convenience goods stores in the various neighborhoods. These needs will be minimal, however and may be served by existing stores in many instances.

The opening of the Parkway may create a demand for gasoline service stations and other facilities near interchange points. Such facilities should come as a result of public planning rather than the pressures of the individual situation. Adequate attention to sewerage will be necessary.

An outlet for sale of produce raised in the Town is an important source of revenue for many. They should be permitted under conditions necessary for public safety and attractiveness. A public market near a parkway interchange, such as are available along Ontario's Queen Elizabeth Way, might be considered following the shift of much traffic to the limited access parkway.

Industrial growth will be desirable from the standpaint of providing job opportunities as well as increased tax revenue. Suitable land which can be sewered should be reserved through zoning. Any reasonable measures necessary to promote industrial development should be taken. Introduction of industry which has water or air pollution problems, or presents problems to nearby dwellings, should be avoided.

Circulation Policy:

The plan should be based on a policy of providing efficient circulation from the Town to centers of activity in the region, moving through traffic across the Town with as little effect on the Town as possible, and pre-

serving and enhancing the safety and efficiency of circulation within the Town. In addition to concern for the efficiency and safety of movement and the effect of traffic and traffic noise, the view from the road and the view of the road should be kept in mind. Transportation improvements should also avoid, wherever possible, breaking up productive farming operations. Necessary rights-of-way should be kept open for future roads that may be required in order to reduce costs.

As applied to the Robert Moses Parkway extension, these policies require a Town effort to locate the route where it will aid circulation within the Town as much as possible, (providing, for example, a by-pass around the Village), have the least harmful effect upon the Town and Town farms, and serve the needs and enjoyment of the through traffic. As for as other roads are concerned, the principal responsibility will be to preserve and enhance the safety and efficiency of roads. A few additions and changes will be necessary.

Town policy toward the railroad should be to preserve it if possible as a "plus factor" for industrial development and heavy freight. If the operations should cease, use of the right-of-way for other purposes should be considered.

In relation to the proposed All American Canal, the uncertainties surrounding that project are so many as to make the only tenable planning policy to be one of keeping informed of any major decisions, as well as informing the Army Corps of Engineers of changes or proposals which might effect any route under study.

In relation to air transportation, the only feasible policy at this time is to foster rapid connection to the regional airports and careful control of any private air strips.

Policy with Relationship to Utilities:

The policy of extending water throughout the Town should be reviewed as to its compatability with the policy of restricting intensive development to readily sewerable areas. Sewers should be developed to serve intensively developed areas and as a basis for encouraging development around the Village. Sewering the area around Tuscarora Bay is an immediate need and should be done as soon as feasible. The Town should continue to seek cooperation from the Niagara Frontier Park Commission in seeking a solution to this common problem.

The Town, in connection with the Village, should strive for the extension of gas to the area in and around the Village, as an economically desirable fuel for present and future uses. Electric service is adequate though unattractive. Underground wiring should be promoted where feasible.

Division of the County into different telephone service areas bears particularly hard on Wilson and correcting it should be a tenet of Town policy.

Needless to say, every possible coordination of utility service between Town and Village should be pursued in the interest of the best possible and most economical service.

Policy with Relation to Storm Drainage:

Problems relating to storm drainage are certain to become of major concern as the Town develops. A definite and fully adequate policy for computing storm drainage is required, one which takes into account the extreme flatness and poor drainage characteristics of much of the Town. Development should be restricted in areas that are presently subject to flooding or that threaten to become subject to flooding with additional upstream development. Wherever possible, major drainage channels should be moved away from the roadsides. Easements should be obtained along watercourses wherever development occurs. A full drainage study of the Town needs to be carried out, focusing on the problems of the East Branch of Twelve Mile Creek and Tuscarora Bay.

Policy in Relation to Economics of Town Government

All planning must consider the economics of Town government and the impact of expenditures on tax rates. This is believed, however, to be more than a responsibility for keeping immediate expenditures to a minimum.

Planning should be based on the concept of orderly budgeting to meet Town needs now as well as to look after the future. As has previously been mentioned, future costs can be greatly influenced by the degree to which new development is free of public problems. The Roosevelt Beach type of development, which still hos unsolved problems of sewer and storm drainage, is one which no Town can afford.

DEVELOPMENT OF VILLAGE POLICY

Policy toward Residential Grawth:

The Village would undoubtedly benefit from growth within its boundaries as long as such growth is well planned and improvements are such as to require a minimum of servicing. Additional population would odd to the Village tax bose, increase the customers for the stores and members for its churches and other institutions, without, if the improvements are adequate, odding materially to Village costs. The Village should therefore encourage growth within its limits but not at the expense of quality.

General Character of Development:

The Village should seek to continue its role as the intensively developed center of the Town, the center of shopping, education, recreation and social life, religious activity, elderly housing, medical care. It should encourage concentration of these activities, which tend to support each other. Because of the relatively small amount of land in the Villoge, the development of very large lots should not be encouraged in areas where this in not olreody the dominant pattern.

This urban intensity of development calls for a completely urban pattern of development. In general, sidewalks and storm sewers are required and usually curbing. Parks and playgrounds are needed. Water, fire hydrants and public sewers are, of course, necessities.

Pattern and Character Development:

The center of the Villoge,with its sidewalks, schools, churches, library, and shopping is a good place for higher density development. Apartments, homes for the elderly, rest homes, etc., should be located in this area. As one progresses towards the edges of the Village, a less intensive use of land is indicated except towards the Bay where garden apartments might take advantage of the proximity of the water, with its booting and other sports.

The older part of the Village is divided by major streets into quadrents, each of which should have its smoll recreotion orea for small children.

The current shopping area is adequate in size for a much bigger Village and is well located for that purpose. The southern tip of the Village is already developed in industriol and heavy commercial use and is well situated for that purpose.

Attractiveness:

The success of the Village as a center of residential and ather activities for the Town will depend to a large extent upan its physical attractiveness, pleasantness, freedom from hazard and nuisance and similar factors. The Townspeople can always go to other places if they are more attractive. Development of a bypass system to corry through traffic around the Village, action to secure the removal or fixing up of unsightly and deteri-

orated buildings, action to improve the appearance and pleasantness of the shopping area, tree planting, similar octivities should be major parts of the planning program.

Relation to Bay:

The good, and potentially excellent, harbor at Tuscarora Bay is perhaps the main attraction of the Village. An objective of the plan is to build on this strength, conserving and enhoncing the recreotional values of the Boy. In this, the Village must cooperate with the Town to the fullest.

Recreation:

Recreation facilities for younger and older age groups should be enlarged. Year round swimming facilities are needed for recreation as well as water safety training.

Economic Activity:

While the Village should continue its efforts to attract industry, and provide space therefore it should locate and control such development sa as not to effect residential values, it should not overlook the economic possibilities in housing and core of the aged, servicing the tourist trade and other economic activities of a non-manufacturin nature. Efforts to build trode at its shopping center should be undertaken.

Utilities:

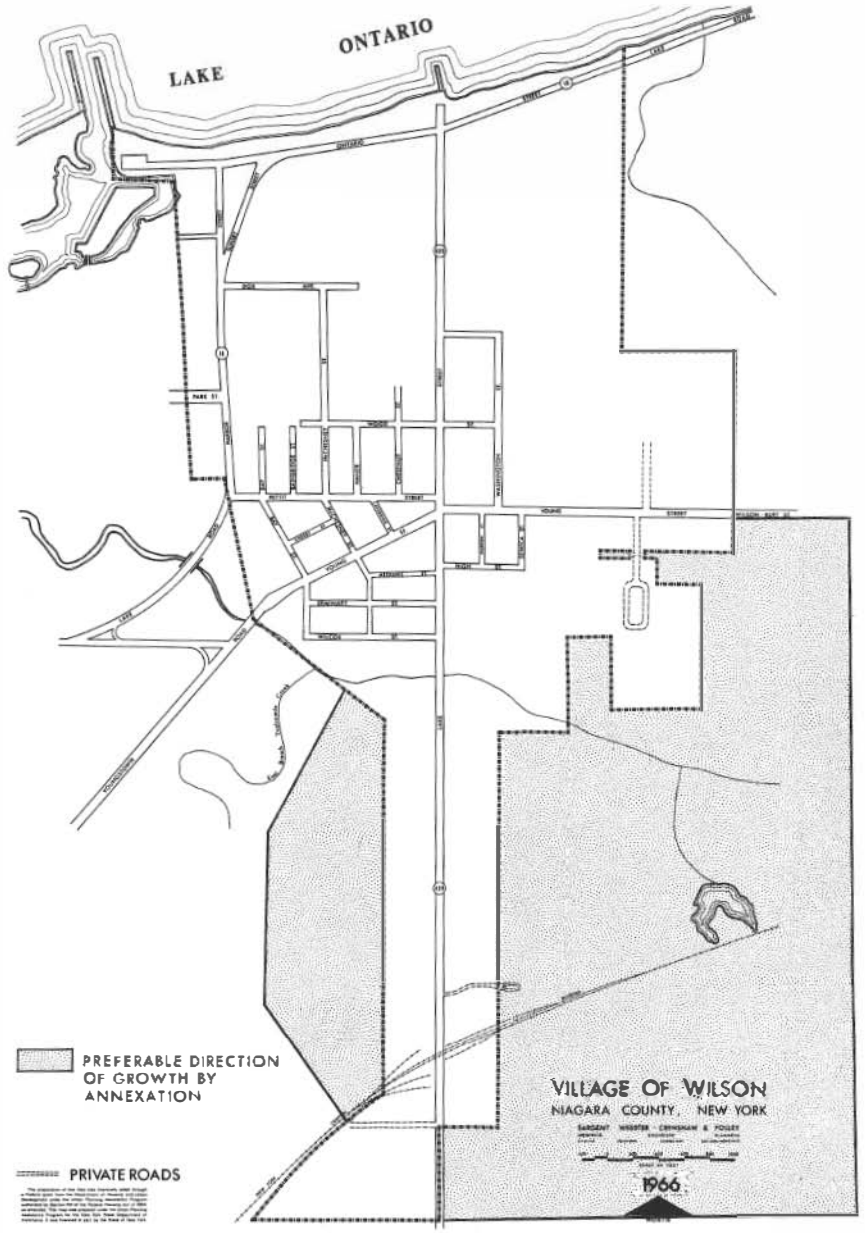
To secure better development of the land in the Town around the Village, and the upgrading of areas such as Roosevelt Beach, as well as to protect its shore front advantages from damaging pollution, the Village should extend the advantages of its sewage treatment plant to surrounding areas, shoring the cost of operations with those sections. The Village will have to improve its water distribution to provide adequately for fire protection. An adequate storm drainage system must be developed and extended throughout the Town.

The placement underground of wire utilities should be sought. The extension of gas should also be sought as an economic advantages. The inclusion of the entire County in one telephone rate district would be helpful to the entire area.

Annexation:

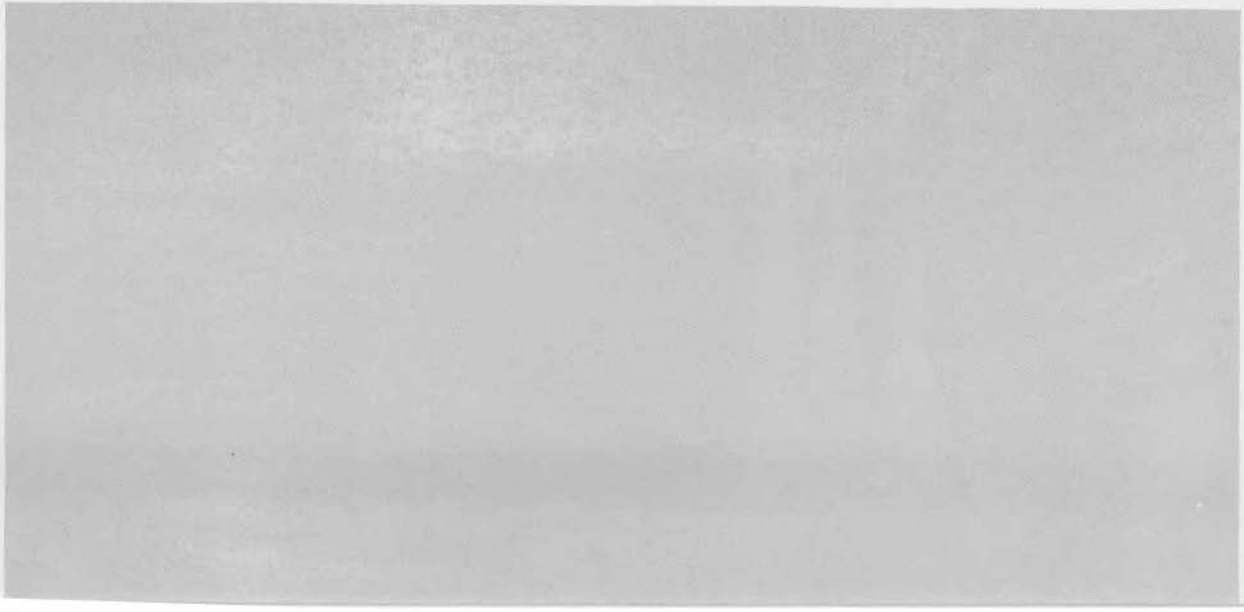
The Village policy of annexation should be related to the need for land for development and the ease with which areas can be provided with sewers. The narrow southern extension of the Village should be widened to permit subdivisions in that area from being divided by the Village line. Annexation to the East, for example, should be avoided unless developers in that area provide facilities for pumping sewage into the village system.

Map 31 shows preferable direction of annexation.


LAKE ONTARIO
PREFERABLE DIRECTION OF GROWTH BY ANNEXATION
PRIVATE ROADS
VILLAGE OF WILSON
NIAGARA COUNTY, NEW YORK
1966

Map 31

RECOMMENDATIONS



RECOMMENDATIONS

The Planning Boards of the Town and Village, meeting jointly and in close cooperation with their respective governing bodies, have supervised the preparation of the following plans for their communities. The publication of these plans does not imply that all members of the combined Planning Boards, or even the majority of both Planning Boards, agree with the recommendations in all respects. Throughout the planning program the consultants took the position that the plan should be acceptable to the local Boards even if it could not be fully endorsed by the consultants. At the end of the planning period, however, there remained an unresolved difference of opinion within the combined Boards, and especially within the Village Planning Board, as to whether the plans should be presented as the plans of the Boards or as the recommendations of a consultant.

In the light of this situation it has been necessary that the plans be published as the consultants recommendations. One of the immediate problems facing Town and Village Planning Boards, therefore, will be to derive from these recommendations and subsequent public discussion a working consensus as to the nature of a plan that can receive the full support of the Planning Boards.

The preparation of these plans should represent only one step in the planning process rather than its culmination. Even after concensus is reached, it must be remembered that no plan is good for all time. As conditions change, and as plans are followed with greater or lesser fidelity, it will be necessary to carry

out revisions, both to take care of unanticipated events and to make periodic adjustments. Adjustments and revisions should only be made, however with full consideration of the many factors involved in the future of the community and their complex interrelationships.

For convenience and understanding, the plan is presented in sections covering land use, transportation, community facilities, public utilities and drainage, and community appearance. In addition, there are detailed plans for areas of the Town and Village which have required special attention: The Village Center, Sunset Beach, Roosevelt Beach and the Wilson section of Ramsonville. It will be noted that although these plans are presented separately, they interlock into an interrelated whole, a visionary yet practical program for the conservation and development of the resources for better living of the communities.

LAND USE PLAN

Securing the optimum use of land is one of the major goals of Town and Village planning. A land use plan is a necessary basis for successful zoning and should be used as a guide in the provision or modification of systems of transportation, utilities and community facilities.

This plan is based on existing land use characterics, forecasts of population size and economic development, the relationship of land use to utility requirements and transportation services and the existing pattern of zoning. Effort has been made to plan for considerably greater growth than has been projected so that any unexpected growth will not find the plans wonting.

The land use proposal is like zoning in that it designates areas for residential, commercial, industrial and other uses. Unlike zoning, however, it describes a sequence of development indicating the manner in which land uses might be changed or intensified in response to the changing character of the community.

As is the case in all of the plans, recommendations for the Village and Town have been carefully coordinated. With respect to land use, the chief difference between Village and Town involves the intensity of the proposed uses. Because of the general availability of utilities and the concentration of public facilities, land in the Village should be intensively used. Walking can remain an important means of transportation for many of the residents. Town areas, however, should be less intensively used with the exception of areas close to the Village and the Hamlet of Ransomville. Land use proposals for Ransomville, Sunset Beach, Roosevelt Beach and the Village center are presented in the special areas section of the report.

TOWN LAND USE

Residential

Land use planning in the Town is dominated by two factors: the limited market for new development and the potentialities for providing sewers. Fewer than 200 new houses ore predicted by 1980. This relatively small number could be occommodated in a single 60 acre subdivision having a suitable sewer system. It can thus be seen thot not much land will be required for new residential development unless the projected growth rate is greatly exceeded.

Except for scattered residential development on very large lots where a faulty septic tonk would create little public concern residential development should be restricted to those areas which presently have sewer systems or which can be sewered economically. An area of approximately 300 acres in the Wilson section of Ransomville apparently falls into this category. With the construction of the pork-drainage reservation which has been suggested 600 to 800 dwellings could be occommodoted in this area, the exact number depending on the density of development.

The lond to the west of the Village along Lake Rood is currently in need of sewers which, when extended, will permit development of approximately 2,000 ocres. This amount of land is sufficient to accommodate any foreseeable development until well post the turn of the century. An additional area of several hundred acres lying south and southeast ot the Village could also be sewered economically. Although there are no pressing reasons for extending sewers into this area, privately initiated development, as long as it is based on adequate sewer extensions, should not be discouraged. The parkway could be used for a green belt, containing the residential growth.

Sufficient land for any probable industrial development has been set aside where sewers and other supporting public utilities are readily available.

Small commercial oreas hove been located in areas of the Town which ore removed from the Village. These oreas ore so located as to provide convenience shopping for residential concentrations, such as Ransomville and Roosevelt Beach,provide highway oriented service at points of porkwoy access and need and to recognize existing commercial uses.

Low intensity regional service uses such as golf courses and cemeteries, could well be encouraged in less fertile areas of the Town providing measures were taken to prevent the creation of sewer or drainage problems.

Public Uses

Land Fill As only the reor port of the Town's 61 acre holding on Chestnut Street should be used tor sanitary land fill, and as it serves the combined populations ot Wilson and Cambria, it would be desirable to odd to this site sufficiently for future needs, especially since the recent county-wide solid waste disposal study recommended continuation at this site. At the rule ot thumb of one acre per year per 10,000 population, on additionol twenty ocres would be sufficient to handle disposal from Wilson and Combria for nearly twenty years. Because of uncertanties, the desirability of buffer areas, and the low cost of land, it is suggested that at least 40 acres of land, adjacent to the rear quarter of the Town land, be added by purchase.

The Town Highway Superintendent reports some complaint that the fill polutes well water on surrounding roods some distance away. This should be investigated and engineering assistance obtained in meeting the problem, if it exists.

The land use recommendations are shown on the foldout Comprehensive Plan Map 46.

VILLAGE LAND USE

The Villoge lond use plon provides adequate space to meet the demands for concentrated residential development with commercial and other centrol facilities which will arise from the growing population of the Villoge and Town. Ample space is provided for the development of industry and heavy commercial operations. Convenience and efficiency of the circulation system have been kept in mind. Considerations of pedestrian circulation have received special importance when the particular area is to be used extensively by children or the elderly. The land use recommendations are shown on the foldout Comprehensive Plan Mop 47 and illustrated further on Map 32.

Residential

Aside from the central commercial district, the harbor area and the southern tip, most of the land in the Village has been indicated for residential and related uses (such as churches and playgrounds). Depending upon the density of development, on additional three hundred or more families could be housed in the vacant areas of the Village which are available for development. It should be noted that this capacity exceeds the volume of growth which has been projected for the next two decodes.

Multi-family residential development is recommended for the areas immediately south and east of the central commercial district which presently contain some deteriorating housing in need of replacement. These units should be designed for young couples and the elderly who might advantageously live in or around the Village center. It is also recommended that multi-family housing be permitted west of Harbor Street but only after the proposed Harbor Pork is developed.

There are several industrial and commercial uses in the upper section of the Village which do not conform to the residential character of the area. The less appropriate of these (the factories, warehouses and junk yards) should, as opportunity permits, be removed from the area and helped to relocate in areas designated for industrial use. The sites should then be re-developed in more harmonious uses. In any cose, increase of nuisance factors or the extension of a nonconforming use should be prohibited through zoning. Commercial uses should also be discouraged from expanding except in those areas designated for such use.

Industrial & Commercial

It is suggested that the entire area south of the proposed parkway location be designated for highway commercial and industrial use. Adjacent land in the Town is similarly designated. The recommended Village and Town areas will contain approximately 400 acres, permitting more than a four-fold increase of such uses in Town and Village. Development of retail uses that would compete with the village center should bediscouraged in this area, but service stations, sale of motor vehicles, and similar highway type retail uses should be permitted.

There are approximately 18 residential structures in this area which should be protected for the remainder of their residential use. Partial conversions of these structures to commercial use with continuance of residential use in part of the structure should be prevented by zoning provisions. Change to highway commerciol or manufacturing should generally involve demolition of the residential structures and should not be permitted to occur in a hit or miss fashion.

The illustrative plan for the Village Center indicates that there is sufficient area for more than a reasonably predictable increase in commercial activity, desirable increases in public and quasi public activities and related off-street parking. No expansion of the area occupied is recommended. Residential uses other than hotel accommodations should be removed to the periphery of the area.

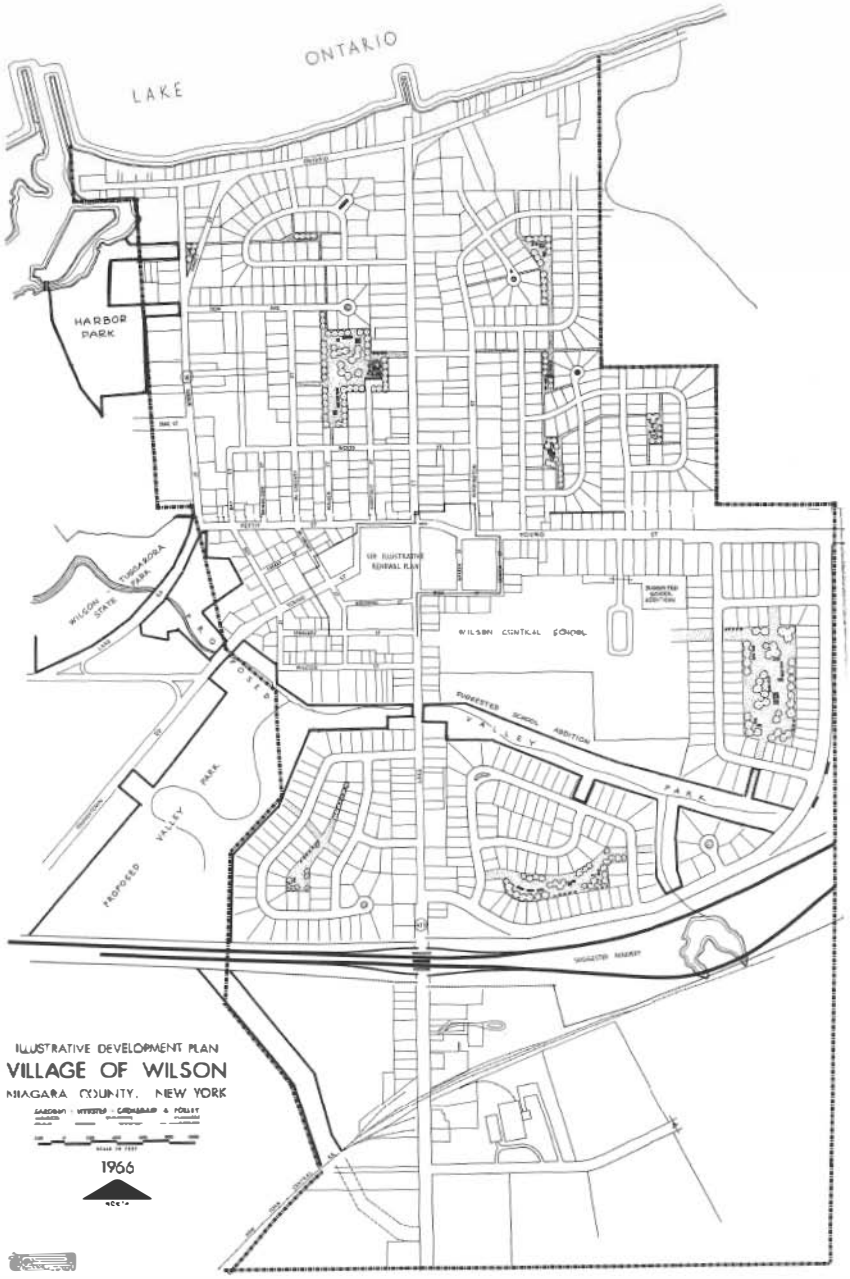
Public

It is recommended that existing public land within the Village be maintained to meet the future demands for open space which will be created by the increases in population, and that additional land for school, pork and playground use be acquired as discussed in the Community Facilities section. Most of the land needed for the Harbor Pork and the East Bronch Pork lie outside of the present Village boundaries, as does the lond for the proposed odditions to the school sites.

Smoll but very importont additions in public land holdings are suggested in the center of the Village to accommodate porking ond make the orea more ottractive.

An Illustrated Development Plan for the currently unsubdivided land in the Village and land suggested for annexation is also included as Mop 32. The pattern of circulation shown is designed to provide odequate two-way access to each lot while discouraging through traffic on local streets. All new streets created through land subdivision should be fully improved in occordonce with modern civil ond traffic engineering stondards. Streets should be designed with curbs and sidewalks and with storm sewers wherever necessary. Pavement and other improvements should be of high quality so as to reduce future maintenance costs.

Pedestrian circulation should be improved by completing the sidewalk system. As parks and playgrounds are added, and new areas developed, park strips as shown on the Illustrative Development Plan, should be installed to insure convenient pedestrian ocess to these facilities and to the school grounds, and for safe walking. The pedestrian moll concept advocated for the Village Center, together with its connecting walks, should provide for safe and convenient pedestrian circulotion in this one area of the Village where there is likely to be much conflict between the two modes of movement.



Map 32

TRANSPORTATION PLAN

The network of transportotion facilities which serves the Town and Village of Wilson has a considerable impact on the economic ond sociol structure of the communities. Although the network consists of many different modes of transportation, the most significant of these with respect to planning is the highway system. The roods and streets provide access and service to the land, establish routes for utilities and, all too often, stonn drainage and determine the patterns of circulation within and through the area.

Planning proposals for the transportation network must take all of these complex relationships into account, especially the relationship between the patterns of circulation and the access to and use of the land. This suggests that the major emphasis of the transportation plan will be directed toward improvement of the system of roods and streets.

Roads and Streets

Planning for highway transportation is complicated by the foct that responsibility for routing and maintenance of the system in both the Town and Village is divided between three levels of govemment. The Town roads and Village streets are under the direct control of the Town and Village and thus can be altered relatively easily to meet the changing demands ot the community. However, the roads which are the responsibility of the County and State are not subject to the direct control of the local governments. Any proposed changes in these roods must be recommended to the proper authority by the local government .

The highway systems of the Town and Village are linked with the major transportation routes of the region and are thus affected by changes in the regional system. The Niagara Frontier Study which has been described in the Planning Survey has adopted generalized recommendations with respect to expressway construction in the region for the next twenty years. Although none of these proposed improvements approaches the Village or Town, their completion should reduce the travel time from the major population centers to the Wilson area.

During the second stage of the program, beginning in 1985, it is considered that an expressway connection to Lake Ontario will be necessary in the vicinity of the Village of Wilson. Additional studies will be required at that time to determine the exact location of this route. In the immediate future, it would therefore seem that all connections to the south will continue to be by open access highway.

TOWN TRANSPORTATION PLAN

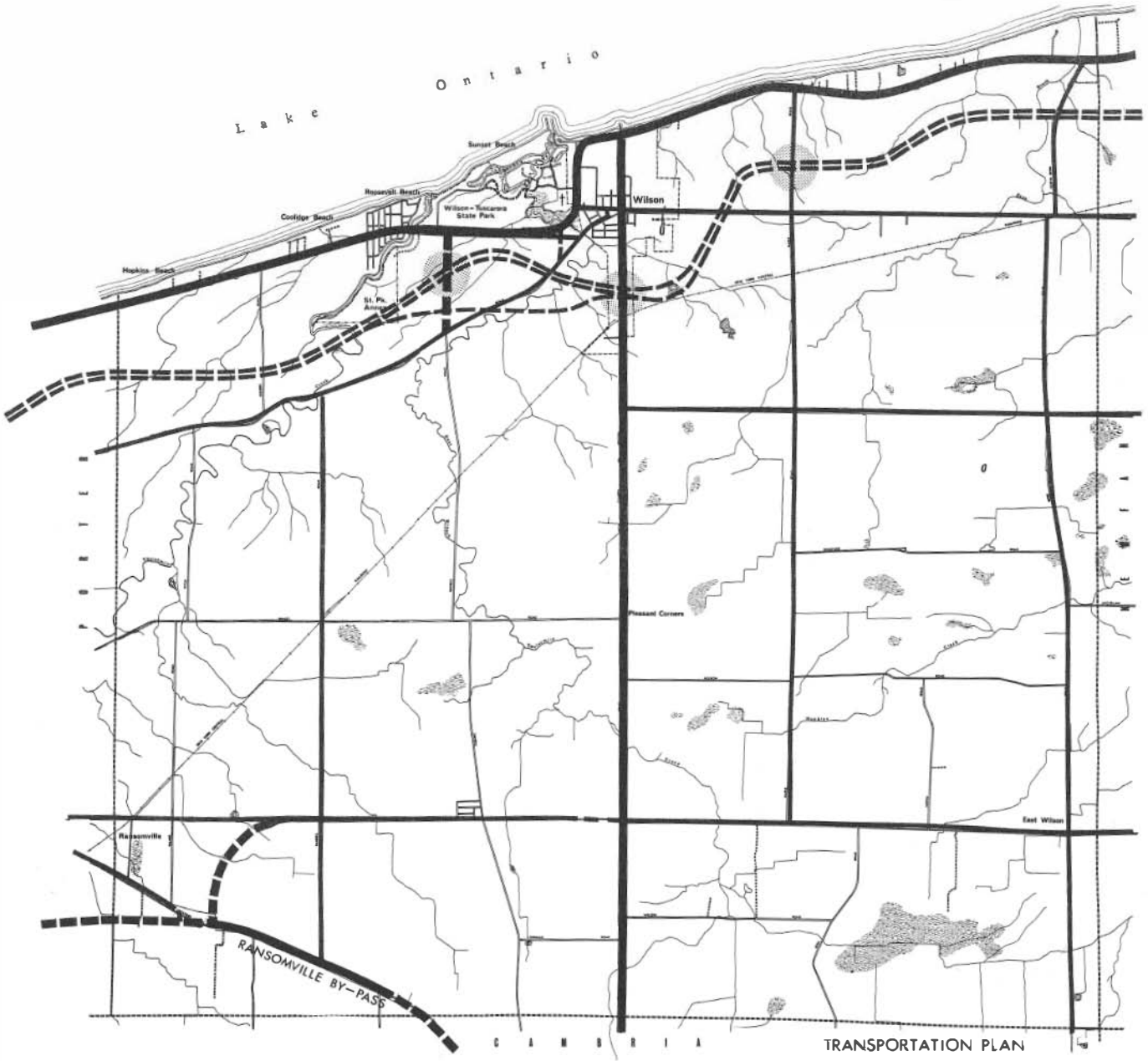
The Transportation Plan is shown on Map 33 with existing and proposed roods and streets classified os major, secondary, local-through or local.

The only parkway or expressway to be constructed in Wilson in the near future is the Robert Moses Parkway. This highway is designed to meet recreational rather than general traffic demands and use by commercial vehicles will be prohibited. In the absence of any specific plans from the Niagara Frontier Park Commission, a route through the Town and Village has been suggested which best meets local planning objectives and is believed to meet State requirements.

The recommended route passes through the northern portion of the Town and is designed to interfere as little as possible with forming activity by respecting existing form layouts. The suggested interchange with Route 425 in the southern extension of the Village will permit passenger traffic from the south to bypass the center of the Village. The interchanges suggested to the east and west of the Village will complete the bypass system so that all through possenger traffic can effectively skirt the Village. It would be desirable to open this entire bypass system to truck traffic in order to divert all through traffic from Route 18 as it passes through the Village.

A short connecting road between Youngstown Rood and Lake Road is also suggested in conjunction with the bypass system. This connection, located to the west of the Village, will permit traffic to move conveniently from one road to the other without the necessity of "backtrocking" through the Village. The location shown is only one of several possible alternatives. The need may be met in connection with design of the parkway and its interchange for the pork.

Several improvements have been suggested in the Ransomville area. A bypass of Route 93 around the south


Lake Ontario
Sunset Beach
Roosevelt Beach
Coolidge Beach
Hopkins Beach
Wilson-Tuscarora State Park
Wilson
Pleasant Corners
East Wilson
Ransomville
RANSOMVILLE BY-PASS
CAMBRIA
TRANSPORTATION PLAN
EXISTING
PROPOSED
PARKWAY
MAJOR THOROUGHFARE
SECONDARY THOROUGHFARE
INTERCHANGE
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
1966
NORTH

Map 33

side of the Hamlet has been developed by the Porter Planning Baord and recommended to the State Department of Public Works. One of the advantages of this proposal is that school buses from areas in Wilson will have more rapid access to the Ransomville School. It is suggested that County Route 18a, which is extended via New Road to Ransomville in the County Highways Plan, be turned south on a new alignment to meet this bypass.

The only other important improvement recommended for the Town is the elimination of the jog at New Rood and Chestnut Street. The jog at Beebe and Wilson-Burt Roads is of lesser consequence but should be eliminated if possible.

One of the main problems with Town roads relates to cross section rather than alignment. It is recommended that the Town have a drainage study prepared which would consider the required cross sectional area for ditches and the feasibility of diverting water from the roadside at frequent intervals. The Town should then adopt a long range program for the widening of rights-of-way and improvement of roadside ditches based on the recommendations of the study. A slope of one-to-four should be sought on all ditch banks for safety and ease of maintenance which would require a right-of-way of 80 feet or more. In addition, Town regulations relating to culvert design should be adopted to prevent the reduction of ditch capacity by the installation of inadequate culverts.

Pedestrian traffic is certain to become more of a problem in developing parts of the Town. Subdivision regulations should require sidewalks in all areas where lot width is less than one hundred feet or where there is, or is likely to be, pedestrian movement from homes to nearby churches, shopping, playgrounds or similar facilities. Installation of sidewalks should be considered in previously developed areas where a traffic hazard now may exist, such as along Route 93 east of Ransomville.

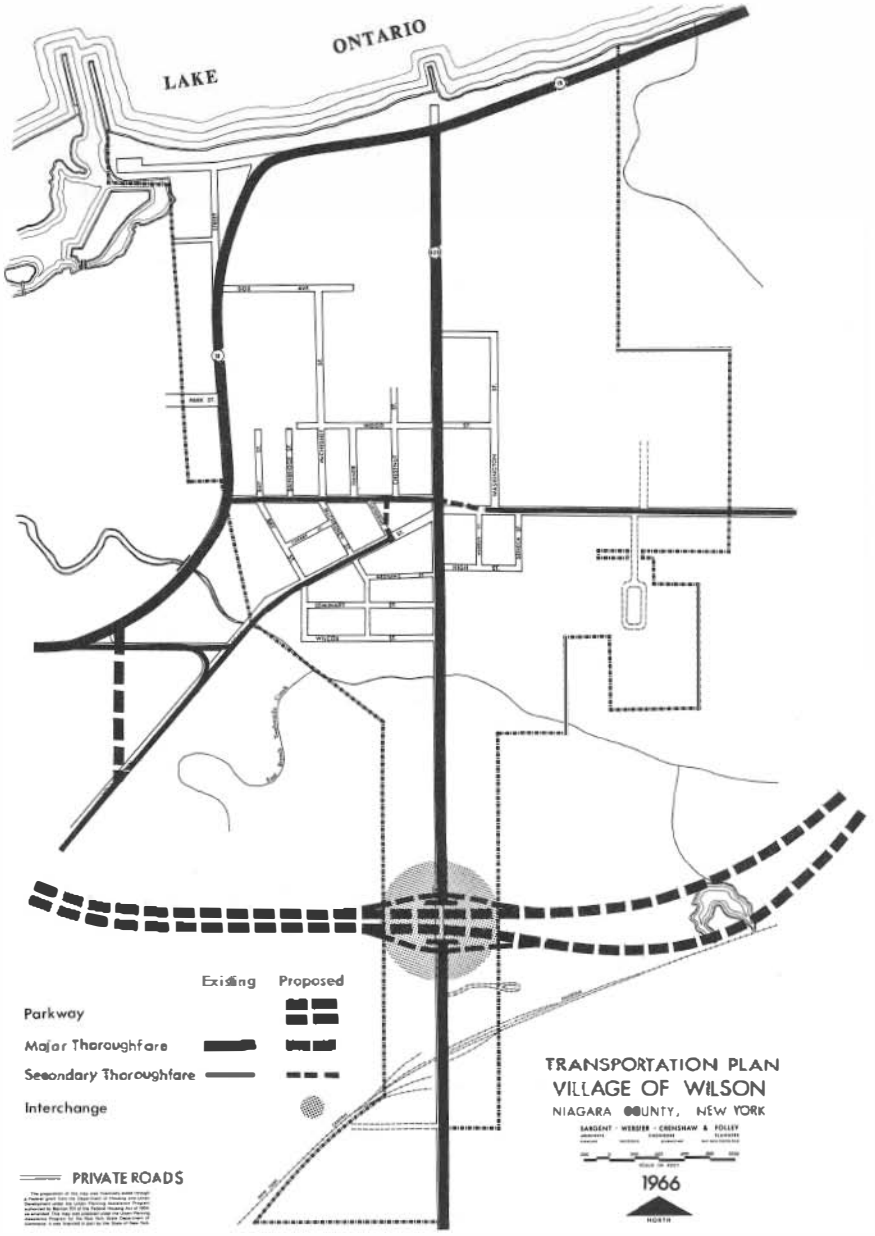
Future subdivision in the Town will most likely be such as to require the creation of new streets. These streets should be designed so as to discourage all through traffic elements. Efforts should be made to assure that all new streets are designed to modern civil and traffic engineering standards and that they are installed with a high quality of construction to reduce the need for future maintenance. Standards for highway improvements ore included in the recommended subdivision regulations.

VILLAGE STREET PLAN

It is recommended thot the Robert Moses Parkway poss through the southern extension of the Village and remain north of the railroad trocks (Mop 34). This location would permit the creation of a bypass system which could be used to eliminote most through passenger traffic from the Village streets. The Parkway will also serve as an effective divider between the residential section and the proposed industriol-highwoy commercial section.

The major improvement recommended for the Village is the elimination of the five-way intersection of Young, Lake and Pettit Streets in the center of the Village. The improved intersection is shown on the illustrotive Renewol Plon for the Centrol Commercial District. (Mop 45). It con be seen that traffic on Young Street would be diverted around the main block of the commercial area via Pettit Street to create a newly aligned, four-way intersection at Lake Street. This particular traffic pattern is such os to permit the eventual construction of a pedestrian shopping moll in the center of the commercial district.

A complete engineering study of the Village should be conducted to establish grades for streets, curbs and sidewalks and all future improvements should be installed in accordance with these grodes. Plans should be worked out with the State Department of Public Works to secure the lowering of Route 425 which in some sections is currently at a higher elevation than the tree lown and sidewalks. Standards for highway improvements are included in the recommended subdivision regulations.



Map 34

AIR TRANSPORTATION

The regional expressway plan, as currently being finalized by the Niagara Frantier Transportation Study, should shorten travel time from Wilson to the regional airparts. Any airport development in the area north of the escarpment would be largely for personal flying and depend on the initiative of entrepreneurs and the suitability of such use to the porticular area involved.

WATER TRANSPORTATION

Due to the limited accommodations of Wilson's Harbor, water transportation opportunities appear likely ta be limited to pleasure booting. Improvement of the harbor for this purpose should be continued.

The plan makes na positive provision for the construction of the All American Conal. But, using the limited infonnation available as to the possible location of such a conal, no development is proposed which would make the conal more difficult to build. Since the construction of such a canal will have a major impact on planning and development in the area, the Town and Village should press for early decision as to if, when and where the canal will be built and also for early action in completing plans and acquiring development rights.

RAILROAD

The industrial areas in the Town and Village are located so as to take advantage of the rail line as long as it remains in operation. In preparing the plan, consideration was given to the possibility of the discontinuance of rail service through the Town and the eventual use of the right-of-way for a highway. However, the right-of-way is not particularly favorable for a highway route since its intersections with existing roods are frequently awkward and because it troverses many farms which would be adversely affected by a limited access roadway.

COMMUNITY FACILITIES PLAN

To a large extent, people of the Town and Village share common community facilities to the benefit and greater economy of all. The Wilson schools, fire protection facilities, and the Town-Village Hall provide good examples of the benefits derived from shared facilities. In general, as the population of Town and Village increases, it will be necessary to add to and improve these facilities.

The plans for Town and Village Community Facilities are shown on Map 35.

PUBLIC BUILDINGS

Town and Village

The past cooperation of the Town and Village has given the community an attractive and efficient Town-Village Hall which is adequate for present and future needs. Additional parking area might be added at the rear of the building so as to discourage on-street parking. The parking area should be so developed as to be usable for court games in connection with the playground when not required for parking.

Town Public Buildings

It is recommended that the frame structures in the Town Yard which house the Town highway maintenance equipment and offices be replaced by a modern structure. In planning for the replacement of the buildings, attention should be given to the possible need for expansion of the

facilities in the future and to the history of extreme flooding on the branch at Twelve Mile Creek which passes through the yard area. If the flooding problem can not be adequately controlled, a new site across the road should be acquired for this facility. In addition, screen planting should be started around the yard as a beautification measure.

Village Public Buildings

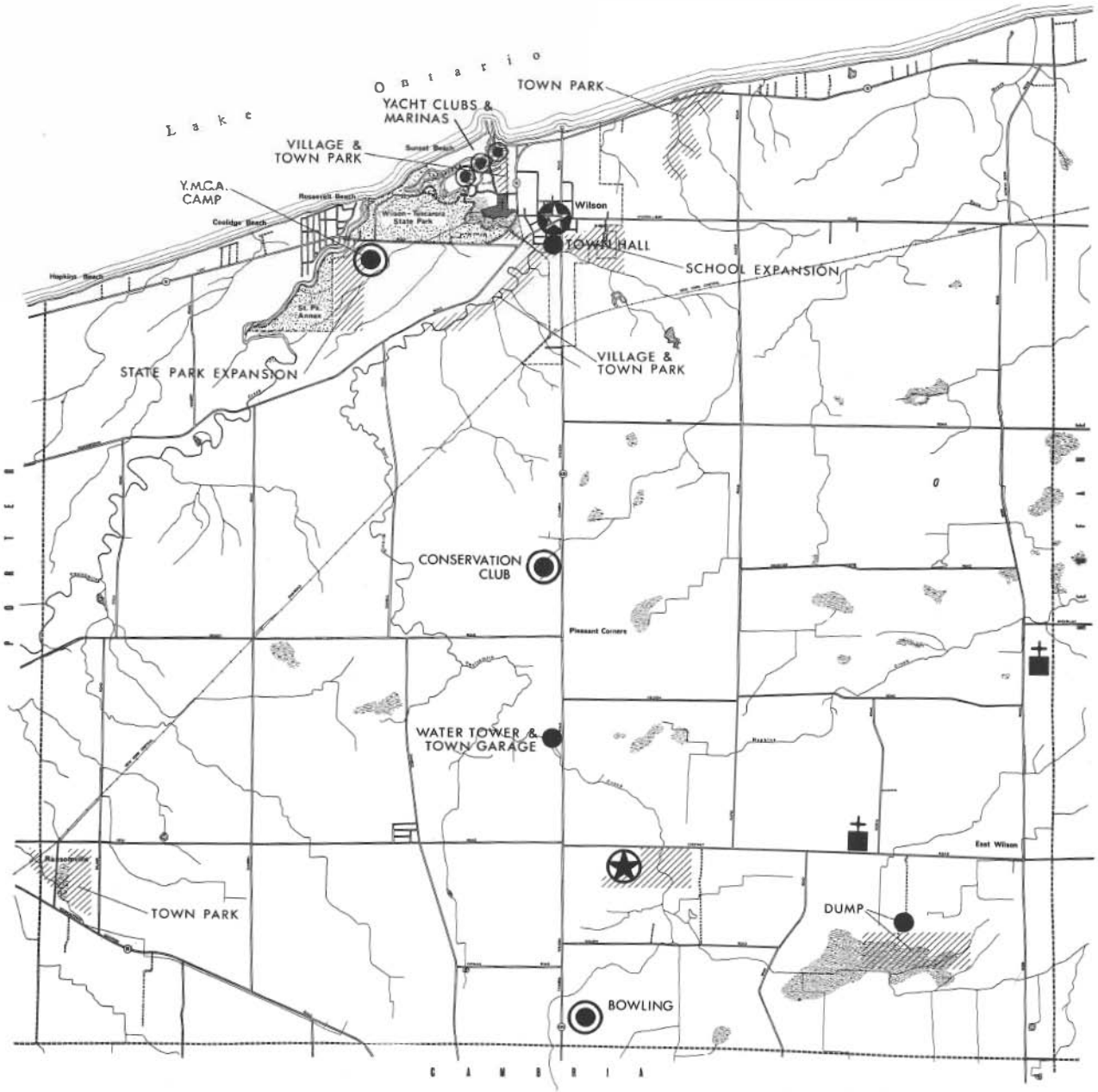
Village highway and utility maintenance facilities are located in adequate buildings at the Town Water Department yards. No major changes are considered necessary in the near future unless the water plant is to be retained and enlarged. Some beautification treatment in this area is recommended however, and a landscape plan should be prepared.

The Wilson Free Public Library which is supparted by both Town and Village should be rehoused as soon as feasible in a modern, fire resistant structure, large enough to house its growing book collection and activities and on a site large enough to accommodate a considerable expansion and parking. Perhaps 20,000 square feet will be necessary. It should most desirably be located within the triangle formed by the Village-Town Hall, the Fire Hall, and the five points intersection, where it would be close to the schools, the Village-Town hall, the churches and shopping facilities. In this location it would be most convenient to the people of the community and enjoy the most use. Unfortunately there are no vacant sites available in this area at the present time that are large enough for a permanent site. The library also is not currently sufficiently active enough, or well enough supparted, to quality for State and Federal aid which is available for construction and operation. It is therefore, suggested that port of the proposed renewal activity be involved with obtaining good site for the library. A location is recommended in the site renewal plan the block between Mechanic and Seminary Streets, with a pleasant walk connection to the shopping center provided. The site shown includes nearly 40,000 square feet and would be adequate for the adding of a "golden age" center or other activity at a later date. Such a site could probably be purchased, as cleared land, from the renewal agency at not more than $10,000. It is also possible that in delay the community may find greater possibilities of obtaining construction aid. The library building should go forword as soon as an adequate site is available. A location on Young Street itself is preferred by the Village Planning Board and such location, if an adequate site can be provided, could encourage use.

SCHOOLS

As the community grows, it will be necessary to expand the school facilities serving the Town and Village. The existing schools are well located in relation to the areas where future growth should be concentrated because of feasibility of installing or extending sewer facilities. There should be no reason for additional school sites if most growth is directed to these areas. Future growth, if it exceeds projected levels, may require expansion of both the present sites. Enlargement of the Ransomville site desirably should include the acquisition of all ar part of the wood lot which adjoins the present site. This woodland could be developed for nature study purposes.

The community is in need of an indoor swimming pool to be used for swimming and life saving instructions as well as for recreational purposes. This facility could be installed most economically and used most effectively in the school complex in the Village.


Lake Ontario
TOWN PARK
YACHT CLUBS & MARINAS
VILLAGE & TOWN PARK
Y.M.C.A. CAMP
Wilson
TOWN HALL
SCHOOL EXPANSION
VILLAGE & TOWN PARK
STATE PARK EXPANSION
CONSERVATION CLUB
WATER TOWER & TOWN GARAGE
TOWN PARK
DUMP
BOWLING
PROPOSED
FIRE HOUSE
CHURCH
CEMETERIES
PARKS
QUASI-PUBLIC AND COMMERCIAL RECREATION
PUBLIC
COMMUNITY FACILITIES
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
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Map 35

PARKS

Town and Village

The lack of adequate publicly owned access to the waters of the Lake and Bay has been mentioned in the survey section of this report. A major and urgently recommended part of this plan related to the development of a Village-Town Harbor Park. This park should be within easy walking distance of the Village to facilitate use by both children and/or the elderly. After study of a number of alternatives, a 10 acre area to the west of the Village has been recommended for acquisition and development. Federal and State funds are expected to be available for the subsidy of purchase and development under existing programs, at perhaps 60 to 70 per cent of the cost. Location of this park is shown on Map 43.

The major emphasis in developing the park should be to capitalize on the advantages of the harbor water front for an attractive and interesting park before the land becomes more intensively developed. This area could also provide a public dock to which the residents of Sunset Beach Colony could have assured access although there may be no need to develop extensive dock or marina facilities as long as private access facilities are adequate. A simple "Town Landing" dock should be provided, however.

The development of such a park should make nearby Town and Village property more attractive and valuable to the residents. The resultant increases in property values are likely to compensate for the expense incurred in the purchase of the currently low valued land.

It is also recommended that Town and Village buy the low land along the East Branch of Twelve Mile Creek from the point of parkway crossing to the point it enters Tuscarora Bay State Park. Included in this purchase should be land along the tributary which crosses Lake Street just south of Wilcox Street. In addition, to providing open space for recreation purposes and tying the various parks and the school ground together, the park will permit the better maintenance of the drainage ways. The land involved is assessed for very little and has little use for development or agriculture. Removal of the junk yard from Lake Street could desirably be accomplished as part of this project.

Town

In addition to the above Village-Town efforts, it is recommended that the Town acquire a Town, or a joint Town-School District Forest, in the southwest area of the Town. Such land should be developed and improved for its long range educational and recreational value, primarily with volunteer help from organizations and individuals. A definite site has not been suggested pending investigation of the availability and quality of various wooded tracts.

It is also suggested that the recreation area of the South Wilson Fire Company be enlarged to include a small amount of forest land and land adjoining the East Branch where a small pond might be created. It is further recommended that a landscaping and development plan for this area be prepared so that its full potential attractiveness and usefulness could be realized.

In the Ransomville area, there is need to acquire stream flow and pondage areas to prevent down stream flooding as development continues. It is recommended that land as shown approximately on Map 40, be acquired to serve jointly for drainage and recreation purposes. Development could proceed at a later date. Again such park should have benefits to the nearby properties which would more than compensate for the initial expense.

Village

As the Village graws and vacant land for childrens' play becomes scarce,it will be desirable to have small play areas for children in each of the major quadrants of the Town and in the southern extension. (Three of these areas are currently available. Acquisition through purchase of an area of two or three acres is recommended in the Northwest quadrant of the Town at an early date.) Small playgrounds should be added through subdivision control in the southern extension at a time growth occurs in that area.

The development of a central village "square" with special provisions for older people, but including a sheltered ice skating rink, is recommended as part of the redevelopment plan for the central Village. Many people currently use the Village pier at the end of Lake Street, and the Jetty at the harbor mouth near the sewage disposal plant for fishing and enjoying the view over the lake. Beautification of these two areas should be undertaken following plans prepared by a landscape architect. Parking areas at both locations should be improved and provided with curbs or bumper stops, planting and walks improved, and benches added. Title VII of the National Housing and Urban Development Act of 1965 provides for financial participation by the Federal Government in such projects in an amount up to 50 per cent of the totol cost. Information as to this program may be obtained from the New York Regional Office of the Department of Housing and Urban Development.

FIRE COMPANIES

Vigorous action by the two fire companies in the Town and Village has resulted in the construction of modern buildings to house their equipment. These structures are also used as recreational facilities to the benefit of the residents of the Town and Village. No immediate expansion of these facilities appears necessary but continuation of the companies' cooperation with the Town and Village governments in providing supplemental recreational facilities is recommended. The recreation shelter - skating rink recommended in the Village center might well be supported by the Wilson Company.

CHURCHES

Bath Town and Village should encourage churches to provide adequate parking space wherever feasible. The plan for the central village recommends development of public parking areas to serve the common needs of the various uses in the area.

UTILITIES AND DRAINAGE PLAN

UTILITIES & STORM DRAINAGE

The transformation of rural areas from open forms to urban and suburban developments has resulted in an increased demand for utilities in these areas. Extensive development has also increased the amount of attention which must be given to the problems of storm drainage caused by regrading and the construction of roofs, roads, driveways, etc. As areas become fully urbanized, the provision of the necessary utilities and drainage facilities becomes a matter of considerable investment requiring skilled engineering.

In the past, the more complex problems of urbanization were limited to the villages. However, spread of development areas of the towns is making the provision of utility and drainage facilities a matter of town concern as well.

WATER

Town Water

The Town water system needs to be extended as soon as possible to complete loop service to the north end of the Town by the construction of approximately 9,000 feet of line along the Youngstown Road. This,together with the proposed connection with the Newfane System, would eliminate the dependency of the northern tier of the Town on the single feeder line along Route 425. Except for this loop and an extension of a main to Sunset Beach Colony which should have a permanent water connection, the Town should move cautiously with any further

extensions of its water lines to avoid the encouragement of strip development.

The availability of water and fire protection and the taxes imposed upon the land to support these services is likely to increase the pressures for development of housing in strips along the roadsides. Such development creates many problems, one of which is the difficulty of providing adequate sewage disposal facilities.

The Town should also stand ready to assist with providing County water to the Village.

Village Water

An early decision appears to be required by the Village concerning the future of the Village water plant. The question confronting the Village is whether to invest in the modernization of the existing plant or to close it down gradually or immediately and take water directly from the County. Since the Town water system now completely surrounds the Village thus limiting further expansion of the Village system, since it is difficult to predict future water requirements of the Village with accuracy (especially with respect to industrial demands) and since there is apparently little cost differential, it would appear desirable for the Village to phase out its own plant on the most advantageous terms possible and purchase water from the County through the Town. Such action will be dependent upon reaching satisfactory arrangements on pricing and upon securing the loop feeder system discussed above in connection with the Town system.

Some improvements in the distribution system will be necessary to assure adequate water pressure throughout the Village and a systematic and accelerated check for leakage should be instituted.

SEWER

Village Sewer

The Village sewer system would appear adequate to serve the anticipated growth of the Village in addition to any Town growth in the vicinity of the Village, especially if vigilance is exercised in keeping storm water out of the sanitary sewers. Land at the treatment plant is perhaps somewhat inadequate for long range purposes, however, and the Village should seek to extend the present site by a systematic dumping of clean fill. Land currently held by the Water Department should be retained in the event it should be desirable to relocate the treatment plant on that site at some future time.

Town Sewer

Only a few areas of the Town are now served by public sewers connecting to the Village system under contract. All other areas must use on-lot disposal systems based on septic tanks. Only the lowest densities of development can be adequately served by a septic tank system. Intensive development requires the use of an extensive sewer system.

Extension of sewers to all closely developed areas which are presently dependent upon septic tanks should be carried out as soon as such extension is economically feasible. In areas where it appears that reliance must be on septic tanks for a considerable period of time, it is recommended that stringent measures be introduced to:

1. Require fully adequate standards of installation of new system.
2. Keep storm water from the systems.
3. Require regular physical inspection and cleaning of the systems.
4. Require the licensing and bonding of persons engaged in installing or cleaning the systems.
5. Educate the residents concerning the proper operation and maintenance of the systems.

It is recommended that all new development either be sewered or be constructed at such low intensity as to minimize the possibility of public harm caused by the improper functianing of on-lot sewage treatment systems.

Specific recommendations as to the installation of sewers are the following:

- Ransomville Area: Cooperation between the Towns of Wilson and Porter is essential in securing the early installation of sewers in the area. Provision should be mode for the future extension of the system to adjoining areas.

- Sunset Beach Colony: The Town should promote and assist in the extension of the Village sewer system to the Sunset Beach Colony at the earliest possible date. This action is considered necessary for the protection of property values, public health and the waters around the island. The availability of Federal and State aid for the installation of the trunk line crossing the channel should bring the cost of this improvement to a level which can be supported by the residents of the colony.

- Lake front area west of the Village: Extension of sewer service from the Village plant to serve the area around Tuscarora Bay should be accomplished as soon as financial feosable. The Town should continue to seek cooperation from the Niagara Frontier State Pork Commission for a joint survey of the feosability of a system which would serve both the Pork and the surrounding lands.

  A suggested layout of sewers is shown on Mop 36 as a basis for further study.

- Roosevelt Beach: No further building should be permitted in Roosevelt Beach until sewer lines ore installed. The area should be sewered as soon as feasible, probably by connection to the Village plant.

  Special attention needs to be given to the condition of waters in and around Tuscarora Boy and the mouth of the West Branch of Twelve Mile Creek. In addition to the on-shore problems there are potential problems from the increasing number of larger craft which enter the harbors. Sonitary restrictions should be devised for such craft and convenient sanitary facilities required on land at all docking facilities.

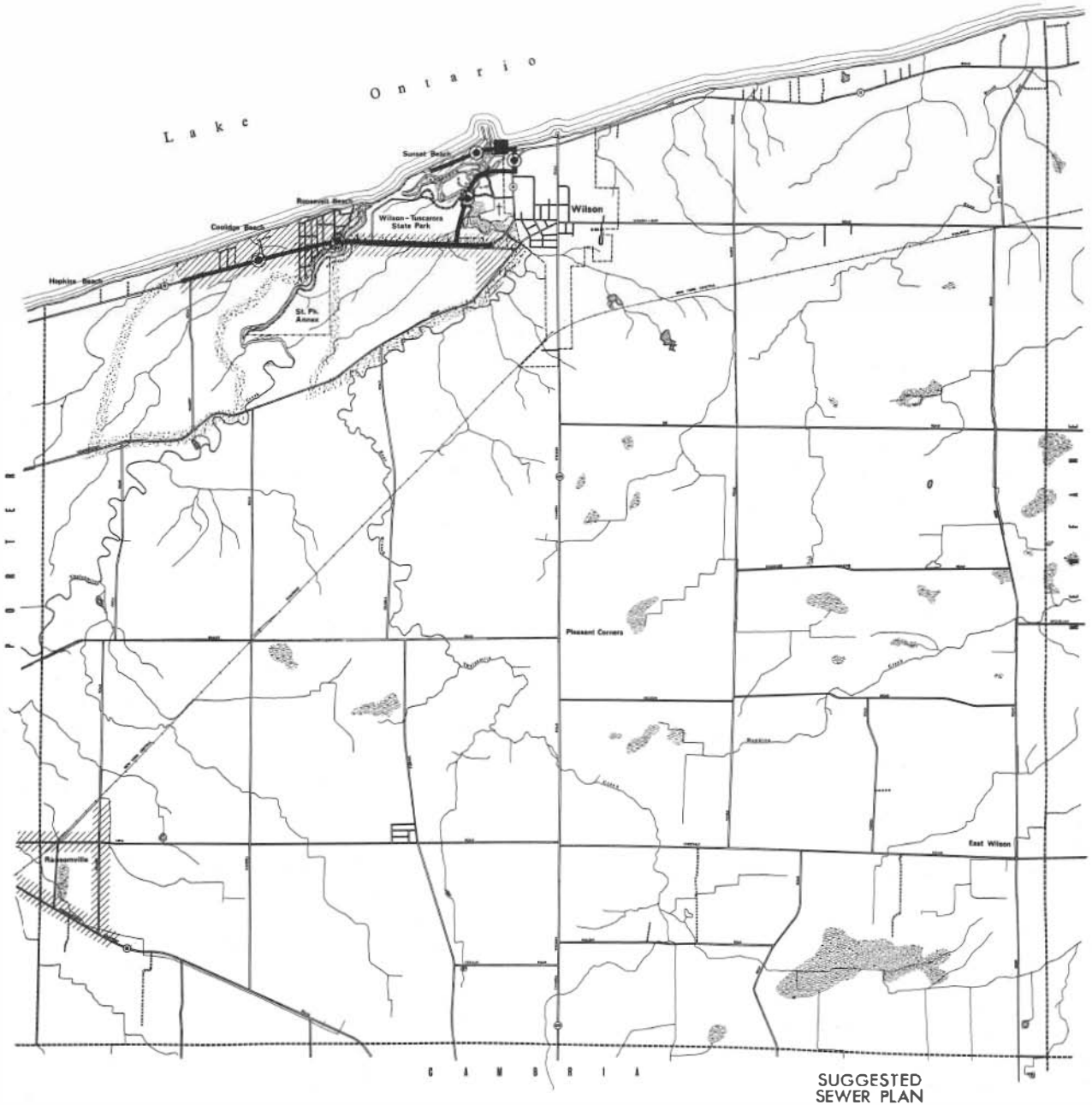
STORM DRAINAGE

Storm drainage must be considered in relotion to the facilities required, the possible hazords of flooding, recreation potentials and water conservation for dry weather flow. In an agricultural area, the use of the water for irrigation must also receive consideration.

Town Droinage

In open areas of the Town, run off from precipitation must be accommodated by open channel drainage because of cost considerotioris. In the southern part of the Town, these channels are generally poorly developed and floods of a minor nature regularly occur. Development in the Town itself or upstream in the Towns of Porter, Combria and Lewiston may well intensify these flood hazards. Such development would also increase the rate of run off which in turn would tend to have the undesirable effect of decreasing stream flow between storms.

The Town should discourage the development ot areas which are subject to flooding through the use of zoning and subdivision regulotion. The map included herein showing areas subject to flooding should be improved through checking against aerial photographs taken at times of future severe flooding, and expanded where necessary. This should be made a responsibility of the Town Highway Superintendent and funds authorized for this purpose if necessary. Also, as opportunity permits,drainage easements should be obtained along all drainage channels in developing areas to facilitate the maintenance of these channels.



SUGGESTED SEWER PLAN

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

1965

NORTH

- SEWAGE TREATMENT PLANT
- PUMPING STATION
- PRIMARY SEWER LINES
- SERVICE AREA
- AREA SERVED BY SECONDARY LINES

This preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

Map 36

A thorough engineering study of storm drainage should be made involving flow estimates and capacity requirements far channels and structures. This would be onlya part of a comprehensive droinage study cavering the entire watersheds of the majar streams. This infarmatian would then be used as a guide for all future improvements in the Town.

Such a study should be concerned with dry weather flow, irrigation, clean waters, and recreotion os well os flood control. Such a study is especially needed for the East Branch of Twelve Mile Creek becouse of the importance of the flow in this creek to the recreation potentiol of Tuscarora Bay. The flow in the West Branch may be just as important, and the possibility of diverting the West Branch, so that it once again flows into Tuscarora Bay, should be investigated. There would seem to be some possibility of damming one or both creeks a short distance upstream from the Bay for reservoirs which could be used to assure dry weather flow into Tuscarora Bay and which would have recreation value in themselves.

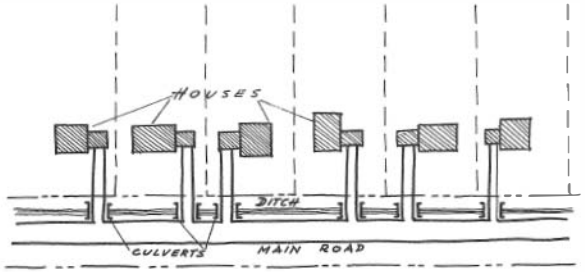
Development in the upstream areas of Parter, Lewiston and Cambria should be a motter of continued concern to the Town and measures should be token to carry out cooperative planning with these towns on a watershed basis. The County Soil Conservation Officer is able to advise on such efforts.

In many parts of the Town, the roadside ditches ore of such a size as to constitute major parts of the drainage system. The Town should endeavor, whenever economically feasable, to divert such drainage from the roadside. Where this is not feasible, roads should be widened to accommodate both the road and the drainage channel, developed to full required cross section and sloping gently from the road.

The following standards are recommended for all drainage planning:

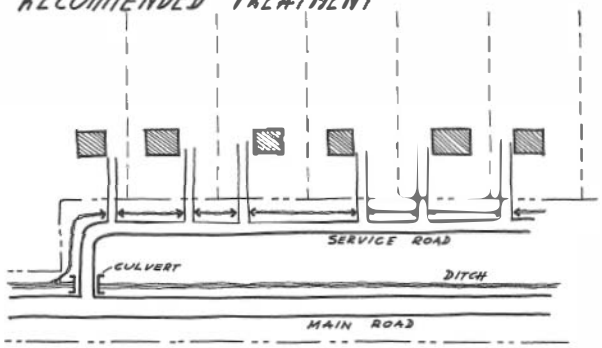
1. Drainage calculations shall be made on the basis of no absorption of rainfall by the ground.
2. Storm sewers sholl be designed for a five year storm and other drainage structures for a ten year system.
3. The minimum design for all chonnels sholl be for a twenty-five years storm.
4. Wherever channel maintenance will be required, and where the channel is not already sufficiently incised into the plain, the chonnel shall be shaped with gently sloping bonks, preferably a one-on-four slope and vegetation carefully controlled in the entire channel.
5. In subdivision design and other work, the number of chonnel crossings sholl be kept to a minimum, as shown on Mop 37.

PREVALENT TREATMENT WITH LARGE ROADSIDE DITCHES



- MAJOR CULVERT REQUIRED FOR EACH HOUSE, EACH ONE A MAINTENANCE PROBLEM
- MANY EXITS ON ROAD

RECOMMENDED TREATMENT



- ONE CULVERT SERVES MANY HOUSES, EASIER MAINTENANCE
- FEW EXITS ON ROAD

Adequate standards for the design, installation, and maintenance of both public and private bridges and culverts should be developed and enforced. An ordinance governing the installation of private culverts should be immediately prepared and adapted.

Village Drainage

In contrast to the Town, the density of development of the Village requires that even the most minor drainage be handled in a storm drain system. The current system is rudimentary and is divided into State and Town components. Some storm sewers are presently in use and a number of existing channels will require piping as the land is developed further.

An engineering study for a complete storm drainage system showing grades, capacities and cost and priority of installations should be authorized at once. All future installations should be in accordance with such plans.

The channels of the East Branch of Twelve Mile Creek which skirt the Village are fortunately well developed and free from residential or other construction. These areas should be preserved in an open state. Subdivision regulations should prohibit subdivision of such land for residential use. Their eventual acquisition for park purposes is recommended.

The Village should share the concern of the Town for the adequate regulation of the flow of water into Tuscarora Boy. Both quantitative and qualitative regulation is necessary to protect the recreational value of the Creek and Boy.

OTHER UTILITIES

Gas

Extension of gas lines to the Village and its surrounding area would be helpful in the future development of housing and industry. Action to promote this extension is recommended.

Electricity

Electric service to the Town and Village is fully adequate and can be extended readily to meet any future needs. Efforts should be made to secure the placing of lines under-ground in the Village, in the Ransomville area and in other closely developed areas through subdivision control requirement.

Telephone

An important objective of both Town and Village should be to secure improved telephone districting which would eliminate the confusion and expense of the present system. One rate covering the metropolitan region seems the best solution.

PLANS FOR SPECIAL AREAS

- Ronsomville Area
- Roosevelt Beach Area
- Tuscarora Bay and Sunset Beach Area
- Village Center

SPECIAL AREA REPORTS

The above areas of the Town hove urbanization problems which hove mode necessary the preparation of the following detailed plans.

RANSOMVILLE AREA

A small area in the southwest part of the Town of Wilson has been affected by urban type development spreading from the unincorporated hamlet of Ransomville in the Town of Porter. The entire Ransomville area has been studied in concert with the Porter Planning Board and this plan, for the part of the area in Wilson, has been prepared so as to complement the plan for the Porter section.

EXISTING CONDITIONS

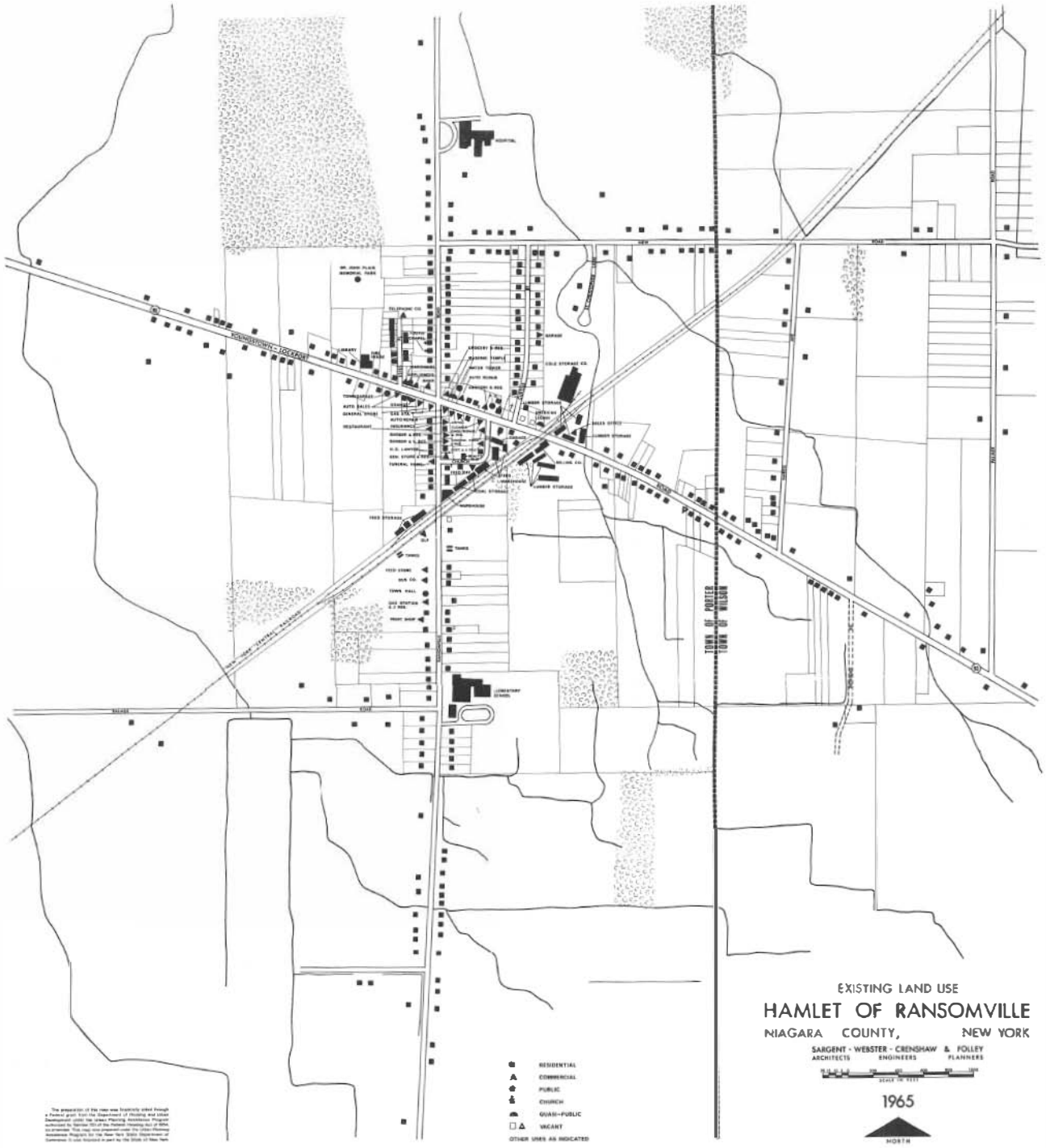
The area of the Town under consideration is centered on the Youngstown-Lockport Road and extends from the Town Line eastward past Palmer Road (Map 38). In 1965, this area of approximately 150 acres contained an estimated 65 dwelling units which represented one fifth of the total units in Ransomville.

Like most of the Ransomville area, the Wilson section is extremely flat with many grades being less than one quarter of one percent. The poorly developed streams and the fine soils, which are frequently underlain with clay, combine to impede both horizontal and vertical drainage. Streams are accordingly subject to regular flooding and storm water frequently lays on the ground or in ditches until it evaporates.

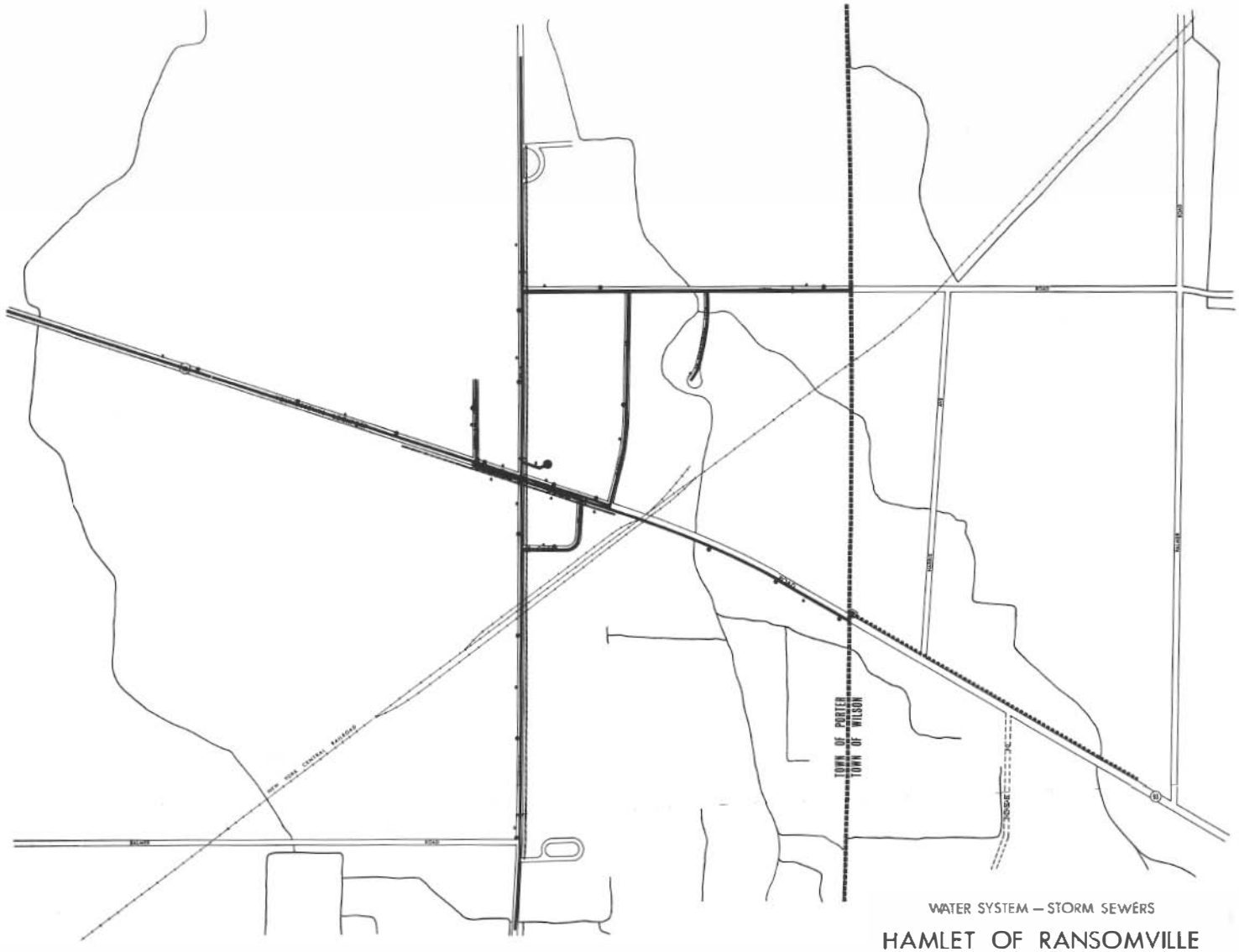
These soils also present problems from the standpoint of septic tank operation. Problems of soil stability are likely to make more costly, but not prohibit, the installation of underground utilities. However, most of the soils are satisfactory for individual homesites and development can progress satisfactorily, providing the drainage and sewerage problems are solved.

Water lines, and existing storm sewers as installed by the State, are shown on Map 39.

Development is presently occurring on a gradual basis, usually on 100 foot lots along existing roads. Development in the area imparts increased grade to much of the land which increases and peaks runoff of storm water. Such conditions appear certain to increase the hazards of flooding downstream where the tributaries flowing from Wilson pass through the developed areas in Porter.


EXISTING LAND USE
HAMLET OF RANSOMVILLE
NIAGARA COUNTY, NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS
1965
NORTH
RESIDENTIAL
COMMERCIAL
PUBLIC
CHURCH
QUASI-PUBLIC
VACANT
OTHER USES AS INDICATED
TOWN OF PORTER
TOWN OF WILSON

Map 38



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Map 39

PROPOSALS

Further intensive development of the hamlet of Ransomville should be discouroged until on odequote sewer system is installed. The Town of Wilson should cooperate with the Town of Porter and the people of Ronsomville area in the formation of a sewer district to serve the entire orea.

Development in the Wilson section of the orea should be limited to residential and related uses. Such development should be at a density of three to five dwellings per acre following the installation of the sewer system. Core must be token thot this development will not creote flood problems in the orea or downstream. It is recommended that broad easements, preferably one hundred feet or more in width, be maintained olong the streams and thot center block pork oreas be secured by the Town for a combined pork-water storage usage.

The Town of Porter has recommended that State Route 93 be carried to the south so os to bypass Ransomville. This re-routing would remove unnecessary through traffic from the hamlet as well as improve school bus access to the Ransomville School. The proposed location would also make a good boundary for the southern extension of intensive development in the area.

One other foctor which might affect the Ransomville area is the location of the proposed All American Conal. One of the routes which is under consideration lies just east of the Wilson-Porter border. To prevent unnecessary interference with this route, intensive development might be discouraged from extending too far eastward into Wilson while the routing is under study.

An illustrative development plan, showing a desirable layout of streets, lots, storm drainage and pork areas is shown in Mop 40.

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Map 40

ROOSEVELT BEACH AREA

The Roosevelt Beach development was initiated in the early part of this century when a tract of some 96 acres, lying astride Lake Rood on the westbonk of the West Branch, was sub-divided into small lots and sold off for vocation cottages. Aside from the plotting of streets, and their rough grading, the developer mode no contribution in the way of improvements. Although Town water has recently been installed and most of the plotted streets have been given some treatment by the Town, sewers and organized storm drainage are still locking.

Summer cottages were constructed in the area. Mony of these have been improved over the yeors ond are now substantial structures. A significant number of the units are in poor structural condition. Almost all are on pier foundations ond many lock complete plumbing facilities. A large number of the houses have been converted into year round residences. It is apparent that this tendency is continuing and has been given impetus by the recent installation of water.

The generally low level of maintenonce and the mixed character of the buildings has served to inhibit new investment in the area. There are also serious problems with inadequate street widths, storm drainage and sewerage which must be solved. Indeed, further building in the area, which is presently less than half developed, would probably be prohibited by a strict interpretation of either zoning or public health requirements.

The present situation does not appear to be correcting itself over time. Thus, some form of Town intervention is necessary to correct the errors of past development and to assure the adequocy of any future development. The plan for the area will depend on o detailed knowledge of its physical characteristics, the pattern of post development and the potentialities for future development.

PHYSICAL CHARACTERISTICS

Roosevelt Beach subdivision, reduced by recent erosion, now comprises some 85 acres, of which some 16 are devoted to street rights-of-way. The land, except for the sharp bluff at the Lake shore and along the creek, is nearly level, sloping generally towards the lake at a grade of less than one percent. The bluff has been unstable and erosion has resulted in the loss of one entire tier of lots on the eorthern cliff. The soils in the area are not well suited for septic tonk operation, have poor drainage characteristics, erode rather badly when exposed to washing, and are likely to present some problems of drainage and stability upon installation of utilities and streets.

PATTERN OF DEVELOPMENT

With the exception of areas along the West Branch Bay, lots and streets were laid out on a rectangular grid pattern. Most of the rights-of-way are only thirty feet wide with the remainder set at twenty or forty feet. Even the widest of these does not provide adequate room for two woy traffic, parking, and storm drainage. The road way, in most instances, is restricted to some fifteen feet. The ditch drainage is not well developed and in some areas is nonexistant.

The original subdivision had approximately 4.3 miles of street of which .2 miles have been lost to the lake and .3 miles are unused. Most of the 3.8 miles of used street was given a top dressing of stone in 1965. The basic inadequacy of rood improvements and storm drainage provision make it probable that maintenance of the streets will be a matter of cantinuing and considerable expense. However, this impermanent quality of the roadways may be considered on advantage if the decision should be made to redevelop the area.

Aside from o few lots along the beach and creek, most of the land was divided into parcels only 20 feet in width

and 100 ft. in depth. Although some of the lots were bought in multiples and combined to form a single lot, a large number are still only 20 to 30 feet in width and more than half are fifty feet or less in width. Until the recent extension of public water, most of these lots relied on wells but now many are tied into the Town water system. Most sewage is processed by on lot systems which are quite inadequate under the existing conditions.

In 1965, there were 164 residential structures and one commercial building on the 496 consolidated holdings. A few of the houses were on full foundations, with central heating and with full both, but most of them, according to assessment data, lock two or all three of these standard requirements. Few of the houses have adequate yards and many of them are in a poor state of repair, although a number show signs of recent renovation or mointenonce. Mop 41 shows existing land use.

The average size of a land holding is only 2-1/3lots, or 4,600 square feet, which is less than a third of the 18,000 square feet required by the zoning ordinance for a lot in areas without public sewers or water, and is also considerably less than the 7,500 square feet required in Residence Class C districts with public water and sewer.

Most of the housing, according to assessment records, dates from prior to 1945. Little has been built in recent years.

The average assessed value of developed parcels in 1963 was only $3,200 indicating a relatively small investment in improvements. The normal 2,000 square foot unimproved lot is assessed at only $100. The resultant tax is hardly enaugh to pay for the cost of billing and is not a sufficient burden upon the landowner to encourage consolidotion into usable parcels.

THE FUTURE OF ROOSEVELT BEACH

For mony years, Roosevelt Beach has lain virtually untouched by changes in the community. The recent extension of water into the development and the improvement of roads seems to be producing new stirrings. Further growth of the area, however, is likely to bring the problems of inadequate provision for storm drainage and sewerage into sharp focus. Conversion of many of the structures into year round housing will similarly accentuate existing inadequacies. Such conversion is likely to be sought more frequently due to the new water system and improved roods.

Tc a large extent, what happens to the areas will be determined by public action. The Town could try to encourage or discourage development. For the Town to encourage development before the sewerage and storm water problems are solved would be simply to ask for trouble. On the other hand, to permit the area to proceed as it is now, may also bring severe problems.

Action alternatives open to the Town are the following:

Urban Renewal: The area probably would qualify as on urban renewal area and for Federal and State urban renewal aid. Under such a program, an urban renewal program could be carried out that would:

1. Permit removal of the worst housing structures.
2. Require improvement to other structures to a set minimum and provide financing oids to property owners.
3. Permit reassembly ond replotting of undeveloped or cleared land.
4. Permit replotting of the street system.
5. Facilitate the instollotion of adequate storm droinoge, sewerage and roods.

The financing arrangements for such progroms are such, it should be pointed out, that the cost of the street, storm drainage, sewer and other improvements would probably cover the Town's share of the project cost.


LAKE ONTARIO
RIVER
TUSCARORA
ROAD
NIAGARA STREET
LAKE
OAK PLACE
LESTER STREET
MARVILLE STREET
ONTARIO STREET
LAKEVIEW PLACE
PARK PLACE
ORCHARD PLACE
FOOTE PLACE
DRIVE
EXISTING LAND USE
ROOSEVELT BEACH
TOWN OF WILSON
NIAGARA COUNTY NEW YORK
SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS
1965
NORTH

Map 41

It would require considerable investigation, however, to determine how a project of this kind would relate to town law relative to the establishment and operation of sewer and drainage districts. If this course of action were feasible and found favoroble by resident occupants of the area, it would undoubtedly be the preferable course of Town action.

District Improvements: A second approach would be to try to set up the area under special districts to caver drainage and sewer. In this way, the worst problems blocking development could be solved. Little could be done about most of the inadequate structures. Unsafe and collapsed structures could be removed through application of Sec. 130, paragroph 16 of the Town Low and the junk situation could be approached through retroactive zoning. It would be difficult however to require correction of the basically inadequate construction of mony of the houses. Given this kind of approach, it would still, at the conclusion of the improvements program, be very questionable whether a request to build on 20 or 30 foot wide lots could be denied. Streets would continue to be inadequate in width, and development would still leave much to be desired.

The "Do Nothing" Approach: The "do nothing" course requires the least immediate effort on the part of the Town but is probably the least tenable in the long run. Extension of the Parkway ond the opening of the State pork, along with the availability of paved roads and Town water, will undoubtedly create pressures for more building in the area, and the trend toward year round use of the houses will continue. The Town can hardly let development intensify, however, without solution of the sewerage and storm drainage problems. The former is especially true since sewage effluent from the area will drain towards the beach at the State Park. The Town should use its building code power to prohibit winterization and year round use of the structures which are inadequate.

The only really satisfactory long range approach to the Roosevelt Beach area obviously involves urban renewal. Difficult as this approach may be for a smaller community,it is probably the only way that existing buildings can be brought up to standards, that the unused land can be brought into use, and that utilities and storm drainage which are needed can be installed at reasonable cost.

It will be important that a renewal scheme be devised which will permit mast residents of the area to continue ownership of their homes and to upgrade them to code standards, and which will also encourage new investment in the area so as to make improvements economical. The residents of the area should be encouraged to participate in the planning.

A theoretical urban renewal program, utilizing the State and Federal aid available for such projects, has been worked out by the Planning Boords' consultants in order to determine the costs and benefits of such on operation. It is believed on the basis of this study that a plan, such as shown in the Illustrative Renewal Plan, could be carried out with reasonable short range costs to the Town and with considerable long range benefits. Dilapidated and substandard housing would be replaced or renovated, health and safety hazards eliminated, inadequate streets replaced by fully adequate, improved streets and the length of streets cut in half, droinage problems taken care of, and a good future for the area assured. Carried out in stages, the program could permit the relocation of many resident families and of the better dwellings onto fully adequate lots in the project areas. It is recommended that the Town seek available federal funds from the Department of Housing and Urban Development to make more complete renewal studies. Funds advanced for such study are a charge against on ensuing project and do not have to be repaid if a project is not initiated. (See Mop 42)


LAKE ONTARIO
COMMUNITY BEACH & PARK
PLAY GROUND
COMMUNITY PARK
TUSCARORA
RIVER
COMMUNITY PARK
POSSIBLE RENEWAL PLAN
ROOSEVELT BEACH
NIAGARA COUNTY NEW YORK
SARGENT - WEBSTER - CRENSHAW & FOLLEY
SCALE IN FEET
1966
NORTH

Map 42

TUSCARORA BAY AND SUNSET BEACH AREA

Tuscarora Boy (Mop 43) has previously been mentioned as one of the principal assets of the Town and Village. One of the few good small boot harbors on the Lake, it provides safe harborage, launching and docking facilities for hundreds of boots and has potentialities for serving hundreds more. For sailor and land lover alike, it provides a nearly irresistable view af nautical activity, a view which is capitalized on by two restaurants. Boot liveries, marinas and yacht clubs provide for soiling activities and offer local employment. The outer shore of the Boy provides sites for nearly a hundred vocation homes, the inner shore has room for perhaps fifty year-round houses in a beautiful setting.

The Boy was formed by Twelve Mile Creek, whose two branches originally come together therein. Shore erosion early in this century cut through the narrow strip of land dividing the West Branch from the Lake, permitting that Bronch to enter directly into the Lake. A bar developed between the two bays, permanently (except for possible work of man) separating them and providing the "island" with a tenuous connection to the mainland.

The Army Corps of Engineers have long maintained jetties protecting the entrance to Tuscarora Boy and occasionally dredge port of the Harbor and entrance. The unprotected entrance to the extensive waters of the West Branch Boy is continually silting and is kept open only by frequent Town action.

The waters of the Tuscororo Boy are now fed only by the East Branch, a creek which has on extensive watershed but typically "runs dry" in late summer. The somewhat larger West Branch also tends to dry up in dry summers. (Some spring activity may occur in both boys, but this is not known for certain).

Circulation through both Bays thus tends to be minimal at the time of greatest use. Both wateis receive some pollution fram on-lot sewage systems in the area. Although the extent of pollution has not been determined, it is locally believed to be severe. Algae growth is tending to increase in backwater areas.

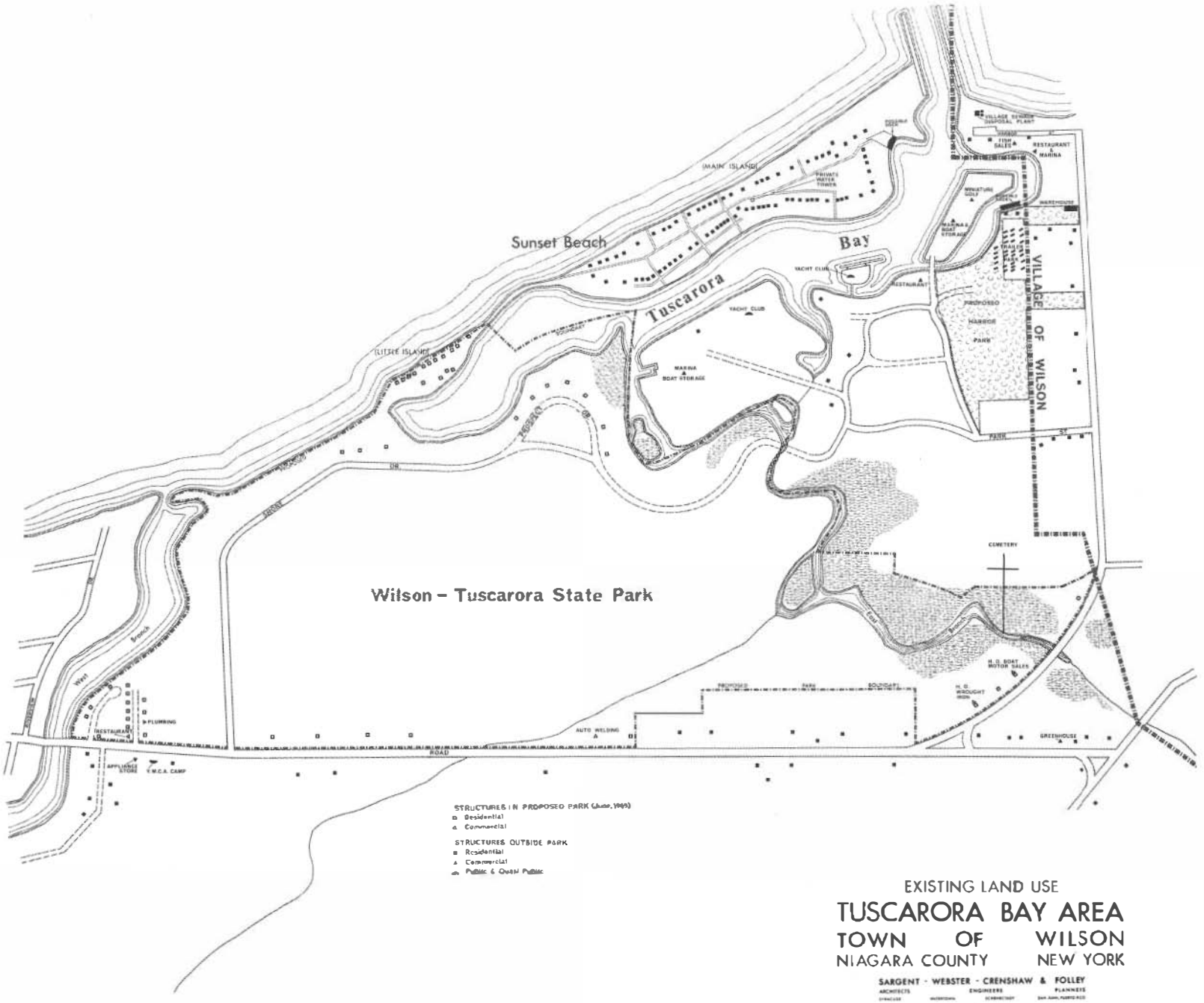
Since the two sides of Tuscarora Boy have separate characteristics, they are covered separately as Boy Shore and Sunset Beach.

Bay Shore

The Boy Shore stretches from the Western tip of Tuscarora Boy to the east jetty. Much of it has been, or is to be, included in the boundaries of Wilson-Tuscarora Pork. Only a very small port of the eastern end of the Boy is in the Village. In the 1930's the bulk of the Boy Shore was covered by a well designed subdivision colled Tuscororo Pork but only a few houses and a club house were built before the depression halted activities. In 1964, the Town extended water into part of the subdivision, as shown on Mop 12. In 1965, the Niagara Frontier State Pork Commission began purchase of most of Tuscarora Pork and some adjacent areas, for the Wilson-Tuscarora Boy State Pork. It currently owns much of the property and is preparing plons for the pork.

Physical Characteristics

The Boy Shore is composed of the following three types of physical areas: remnents of the original plain, the rather steep slopes to the Boy, and the low and marsh lands in and around the Bay. The high land is generally well drained and adequate for development if sewered. The small amount of slope land is subject to erosion and should generally be kept out of development. The low land along the Boy is, in part, so near water level as to present problems of development with on lot sewage disposal. In places, the marsh land along the creeks and Bay shore has been dredged to create some of the low land. The area east of the East Branch is nicely wooded.



EXISTING LAND USE

TUSCARORA BAY AREA

TOWN OF WILSON

NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY

ARCHITECTS ENGINEERS PLANNERS

SCALE IN FEET

1965

NORTH

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Map 43

The West and East ends of the Boy ore isolated from the channel flow and tend to develop algae growth. Insufficient information is available, however, on the water and biological characteristics of the Boy.

Land Use

As may be seen from the Boy Area Mop, all of the Boy Shore area lying west of the East Branch has been designated for inclusion in the State park. Of this, a large amount has been purchased. In the area lying east of this branch, there is one remaining section of the original Tuscarora Park development capable of accommodating about 50 homes although only four have been erected. There is one larger porcel of about 15 acres containing a yacht club and morino, the old Tuscarora club which is being remodeled as a restaurant, a small yacht club on on island of less than one quorter acre, a second marino on on island of about two and one half acres, a trailer pork on one acre, and a small boat dock and launching area. The cemetery and the currently unutilized bock land of the lots running west from Harbor Street complete the land inventory. It is recommended in Town and Village plans that a Harbor Pork of approximately 10 acres be developed immediately inside the Town boundary as shown on the Bay Area mop 43.

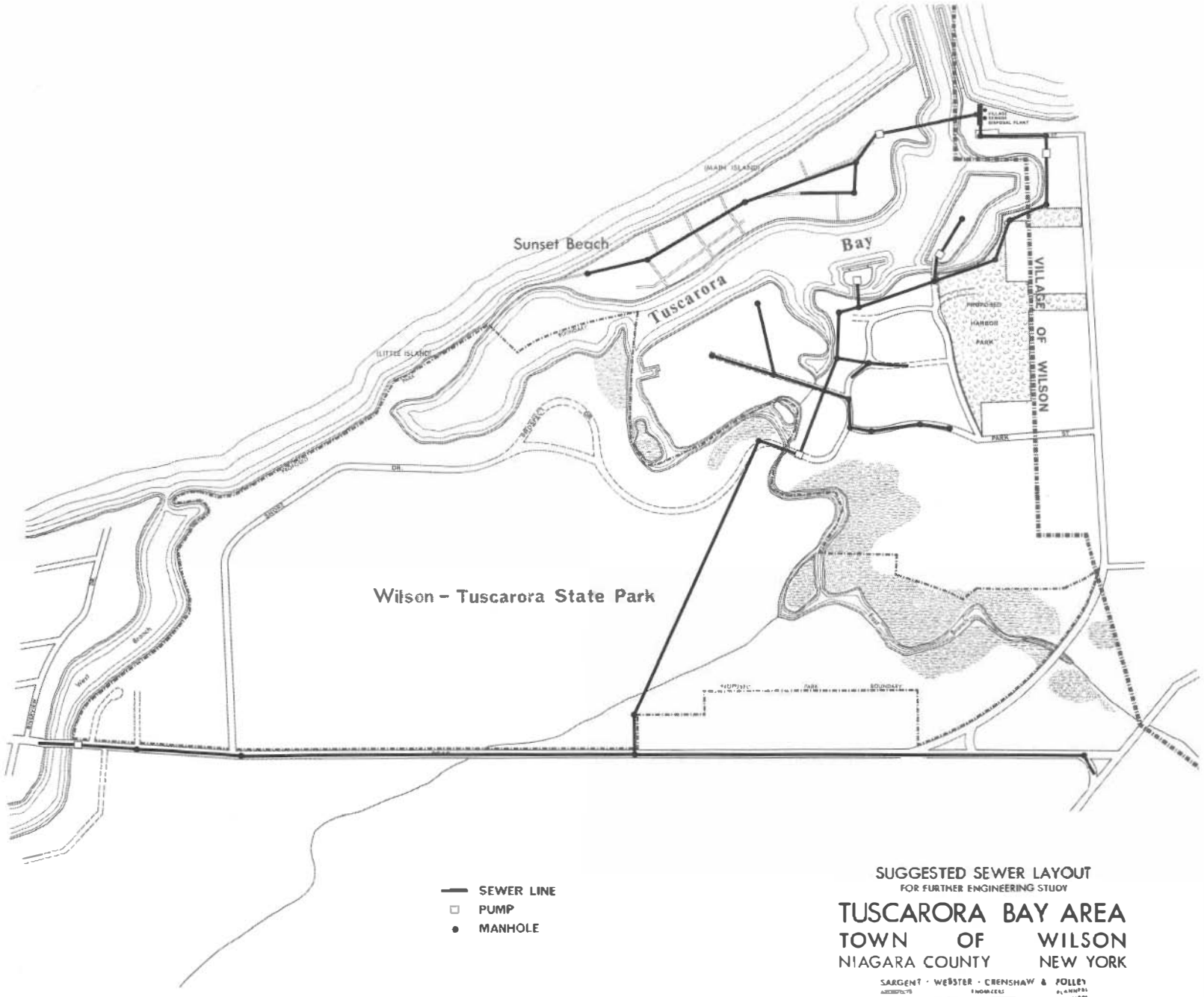
- Utilities: Town water has been extended into the area as shown on the Town Water Map, serving all major uses in the area. There is no public sewer in the area, however, except for the Village lines in Ontario and Harbor Streets. All uses, with the exception of those along the above streets and the trailer court, are served by on-lot systems of uncertain quality. Public sewer would obviously be desirable. Preliminary studies related to sewering the area indicate the need for a system somewhat as indicated on Mop 44 in order to provide service for all uses around the Boy and prevent pollution of the water from such uses. Preliminary cost estimates for such system indicate high costs unless State participation is secured. It has been suggested to the Niagara Frontier Pork Commission that they investigate the possibility of participating in such a system, an arrangement which would be difficult to work out but which might offer great advantage to both the Town and the Pork.

- Access: Access to the Pork is being planned by the Park Commission. Like the new State parks in Porter, it will undoubtedly be served by a direct connection to the Parkway as well as by connections to State Highway 18. An additional connection to the Youngstown-Wilson Road has been suggested to the Pork Commission as desirable in improving circulation to the park.

  The eastern section of the Boy Area has connections only to Harbor Street, a factor which has the unfortunate and undesiroble effect of leading traffic to the harbor commercial uses through on area which has promise of developing into a very attractive residential enclave.

  The roads are not all paved and one rood has not been opened.

- Signs: The commercial uses and yacht clubs in Tuscarora Pork have direct access only to the interior residential streets and require directional signs at the intersection of Pork Street and Harbor Street as well as within the subdivision. The current signs are not, os a group, as attractive as they should be.



SUGGESTED SEWER LAYOUT
FOR FURTHER ENGINEERING STUDY

TUSCARORA BAY AREA

TOWN OF WILSON
NIAGARA COUNTY NEW YORK

SARGENT · WEBSTER · CRENSHAW & FOLLEY
ENGINEERS

1965

NORTH

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Map 44

Recommendations

Relative to the Tuscarora Boy area, in addition to those improvements previously recommended, the Town should:

1. Further investigate the possibility of sewering the area, with the cooperation of the Park Commission if possible, and extend sewers into the area, as soon as feasible. Following sewer installation, all maritime uses should be required to have public sanitary facilities near every dock.

2. Urge appropriate State agencies to make a thorough study of both boys and their waters to determine if further steps are necessary to improve the quality of the water, reduce the need for dredging, and to provide access to the West Branch harbor.

3. Promote inter-town study of both branches of Twelve Mile Creek.

4. Reach a decision on the proposed Harbor Pork, rapidly.

5. Design access to Harbor Park, if built, so as to discouroge through traffic within the park interfering with the safety of park use.

6. Work out with the vorious interests arrangements for erecting a common sign at Pork and Harbor Streets identifying uses in the area,and for well designed directional signs in the interior.

7. Following sewer and water extension, improve streets within the development, special assessing the cost wherever feasible.

8. Determine the ownership status of all land within the area and whether it is properly represented on the tox rolls.

9. Urge the State to include in the Park boundaries the marsh lands on the east side of the East Branch.

Sunset Beach Colony

Sunset Beach Colony was developed in 1920 as a summer colony on the peninsula of land which separates Tuscarora Bay from Lake Ontario. The peninsula is divided into two sections or "islands" by a narrow beach strip. The western section or "Little Island" is approachoble from the mainland by heavy duty vehicles but the eastern section or "Main Island" is approachable only by boot or on foot across the beach strip. The development is an early example of "cluster subdivision" in which certain land is held in common for use by all of the residents of the colony.

PHYSICAL CHARACTERISTICS

The Little Island has suffered heavily from wind and water erosion. It is the less developed of the two islands, containing only 14 cottages in 1965. This island has been included in the proposed site for the Tuscarora Bay State Park and will therefore not be discussed further.

The Main Island resembles a butte, rising approximately twenty feet above the water level. It is completely surrounded by water except for the beach strip on the western side which connects it with the Little Island. Erosion problems are less than on the Little Island and most of the damage is presently confined to the western portion of the bluff. Return of the Lake to higher levels would doubtless require stabilization action to prevent further erosion.

Erosion will continue to be a problem,the severity of which will vary with the recurrent high woter periods of the Lake. Discussion should be initiated with the State relative to means by which the entire peninsula can be protected.

HOUSING

In 1965 there were 76 dwelling units and a community building on the Moin Island. The housing was all single family and most of the units were in good repoir with only a few being in a dilapidoted condition. The structures are designed for summer use only and conversion to year-round use is impractical because the development is almost inaccessable during the winter months. Lot sizes range upwards from 3,000 square feet with most lots being over 4,000 square feet.

UTILITIES

Water supply was originally provided by a central well and storage tonk. However, this system has been replaced by a temporary two inch pipe connection to the Town water system. Although the Colony maintains a small water storage tonk and a hydrant system, the supply would not be adequate to combot a major fire.

The most pressing utility problem relates to the present facilities for sewage disposal which consist solely of on-lot disposal systems. The tightness of the soils, the small size of the lots, and the age and primitive quality of many of the systems combine to create a situation which is quite noticeable to the senses and undoubtedly contributes to the pollution of the surrounding waters.

The installation of an adequate sewage treatment system is necessary for the protection of public health and proerty values. Preliminary investigation indicates that with federal or state assistance for the installation of a trunk line across the harbor mouth to the Village plant, the cost of the system would be approximately $1,000 per dwelling unit. This cost is high but not prohibitively so if financed over a sufficiently long period of time.

ACCESS

As mentioned above, access to the Main Island is limited. Although movement to the shore is primarily from the eastern end of the Island to the area around the Village, there are no publicly owned docking facilities at these points to accommodate this movement. Private docking facilities are presently adequate to handle this traffic but there is no assurance that this will continue to be the case. The existing public access points are inadequate for the removal of trash or for the landing of fire fighting equipment.

A community dock should be constructed at the eastern end of the island and land purchased and developed as necessary for a dock on the mainland near the Village. The construction of the mainland dock should be accomplished in connection with the development of the recommended Harbor Pork. To ovoid the necessity for transportation of fire fighting equipment from the mainland, a portable pump and hose cart should be maintained on the island.

The Town should also investigate the possibility of gaining title to land at the eastern end of the colony to prevent the development of any uses which would not conform to the character of the colony.

VILLAGE CENTER

The Village of Wilson is fortunate in that the commercial, governmental, religious and cultural centers are clustered in a relatively small area so that the activity generated by each tends to support the others. The removal of any of these activities from the center of the Village would serve to weaken those which remained.

The poor physical condition and appearance of this area has previously been discussed as part of the neighborhood analysis.

One of the chief goals for the improvement of this area should therefore be to hold the activities together and prevent scattering while the area is being rebuilt and modernized. During the redevelopment process, new uses should be added which will further reinforce the activity patterns already in existence. Examples of such new uses would be multi-family housing and facilities for the care of the aged located on the periphery of the commercial district.

It is most probable that these objectives can be realized only through the urban renewal process executed under the guidance of a renewal plan designed in small steps to avoid over-extensive action at any one time which would drastically disrupt patterns of daily life within the center. Both Federal and State aid are available to help the community finance the renewal process if major redevelopment is planned for the area. The present state of deterioration and pattern of land ownership ore such as to leave little hope for a general improvement of the situation through the normal process of growth and change. Indeed, complete reliance on the operation of "market forces" might well make future redevelopment more difficult and expensive.

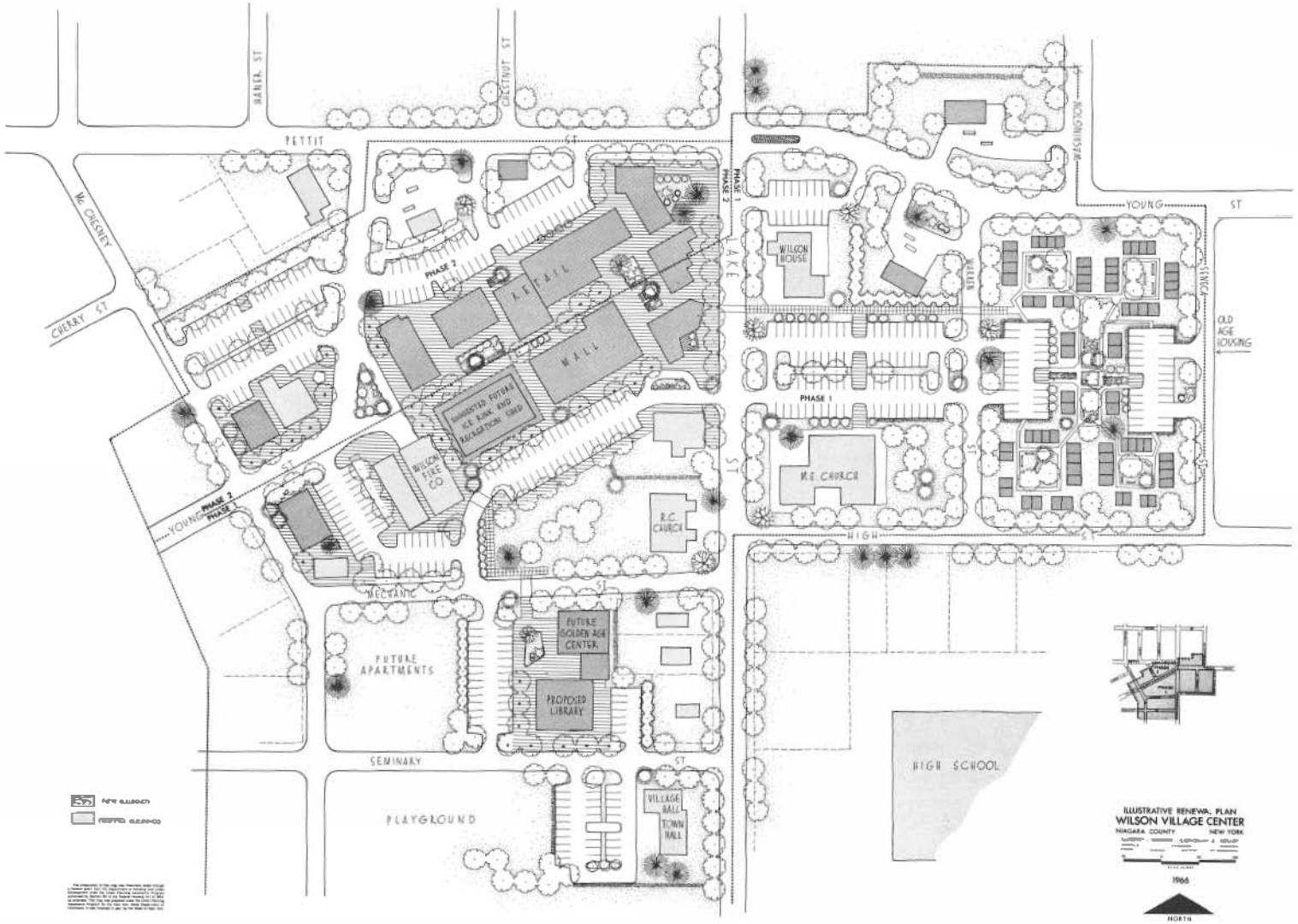
Inasmuch as a considerable amount of detailed planning will have to be carried out before renewal can be executed this report can only recommend certain guidelines for renewal and suggest possible end results of the process. These suggestions con then be used by the community to guide deliberation of the renewal process and specific renewal plans.

PROPOSALS

The basic objective of the renewal plan should be the creation of a pleasant, attractive and modern center for community activity which includes facilities for shopping, recreation, governmental services and religious activities. Realization of this objective will involve the replacement of deteriorated or outmoded commercial structures and the removal of residential uses from the commercial district. It is suggested that the center be rebuilt around a system of walkways and informal pedestrian courts which will provide a pleasant setting for village activities.

Renewal should be extended over a sufficiently long period of time to allow merchants to phase aut their operations in the existing buildings and relocate in the new structures. Special attention should be given to the relocation of the families and individuals presently occupying residential quarters in the older buildings. As mentioned in the neighborhood analysis, many of these residents have housing needs which are not typical of the community as a whole. Therefore, it is suggested that the construction of village-type apartments be encouraged in the area west of Harbor Street. This type of development could also be used to replace the deteriorating structures to the immediate south and east of the commercial center.

It is suggested that the renewal process be phased over a ten yeor period with at least two separate projects. This system would allow for the orderly relocation of businesses and residences with a minimum amount of disruption. One possible plan for the phasing of the projects is shown an Map 45 .


PETTIT
MAHER ST
CHESTNUT ST
WASHINGTON
YOUNG
ST
MC CAGNEY
CHERRY ST
PHASE 1
PHASE 2
PHASE 3
WILSON HOUSE
OLD AGE HOUSING
M.E. CHURCH
R.C. CHURCH
WILSON FIRE CO
SUGGESTED FUTURE ICE RINK AND RECREATION AREA
MALL
PHASE 1
HIGH
MECHANIC
FUTURE APARTMENTS
FUTURE GOLDEN AGE CENTER
PROPOSED LIBRARY
VILLAGE HALL
TOWN HALL
SEMINARY
PLAYGROUND
HIGH SCHOOL
ILLUSTRATIVE RENEWAL PLAN
WILSON VILLAGE CENTER
NIAGARA COUNTY
NEW YORK
1966
NORTH

Map 45

The awkward and potentially dangerous five-way intersection in the heart of the Village should be reduced to a properly aligned four-way crossing. The correction of this intersection along with the removal of through traffic from the commercial center will facilitate pedestrian traffic in the area. Improvements in the provision of off-street parking are also recommended.

The library facilities should remain in the Village Center. The new building might be located so as to permit the addition of a library garden or be more closely integrated into the commercial block.

To aid in the centering of activity on the commercial district, the addition of community recreational facilities is recommended. It is suggested that an open sided recreation shelter be constructed adjacent to the fire hall. This multi-purpose shelter would have year-round use and serve as a focal point for the area. The installation of freezer coils would permit ice skating in the winter and the central location would suggest its use for dances, fairs, etc., in the summer. Used for shuffleboard, it would also help to serve the recreational needs of the elderly residents of the surrounding area. Such a shelter could be a major factor in maintaining the vitality of the area.

Preliminary renewal studies were made by the Planning Boards consultants relative to the costs and benefits of renewal. These studies indicated the municipal investment would not be unreasonable with relationship to the benefits and that new investment attracted would probably largely repay the Village's one eighth share of the cost. It is suggested the Village consider seeking a federal advance for further investigation of renewal potentialities. Such funds are available as an advance on the first project and do not have to be repaid if a project is not initiated.

Lake Ontario

Sunset Beach

Roosevelt Beach

Coolidge Beach

Wilson-Tuscarora State Park

Village of Wilson

Hopkins Beach

FUTURE RESIDENTIAL

FUTURE RESIDENTIAL

ST. R... AREA

NEW YORK CENTRAL

P O R T E R

N I A G A R A

Pleasant Corners

TOWN GARAGE

Ransomville

E. WILSON FIRE STATION

East Wilson

TOWN LAND FILL

C A M B R I A

RESIDENTIAL

FUTURE RESIDENTIAL

PUBLIC — STATE PARKS & PARKWAYS

EXISTING

PROPOSED

TOWN PARKS — SCHOOLS

SERVICE AREA

COMMERCIAL

NEIGHBORHOOD

HIGHWAY

HARBOR

INDUSTRIAL

QUASI — PUBLIC

AGRICULTURE & RURAL RESIDENTIAL

The preparation of this map was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Federal Housing Act of 1954 as amended. The map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

COMPREHENSIVE PLAN
TOWN OF WILSON
NIAGARA COUNTY NEW YORK

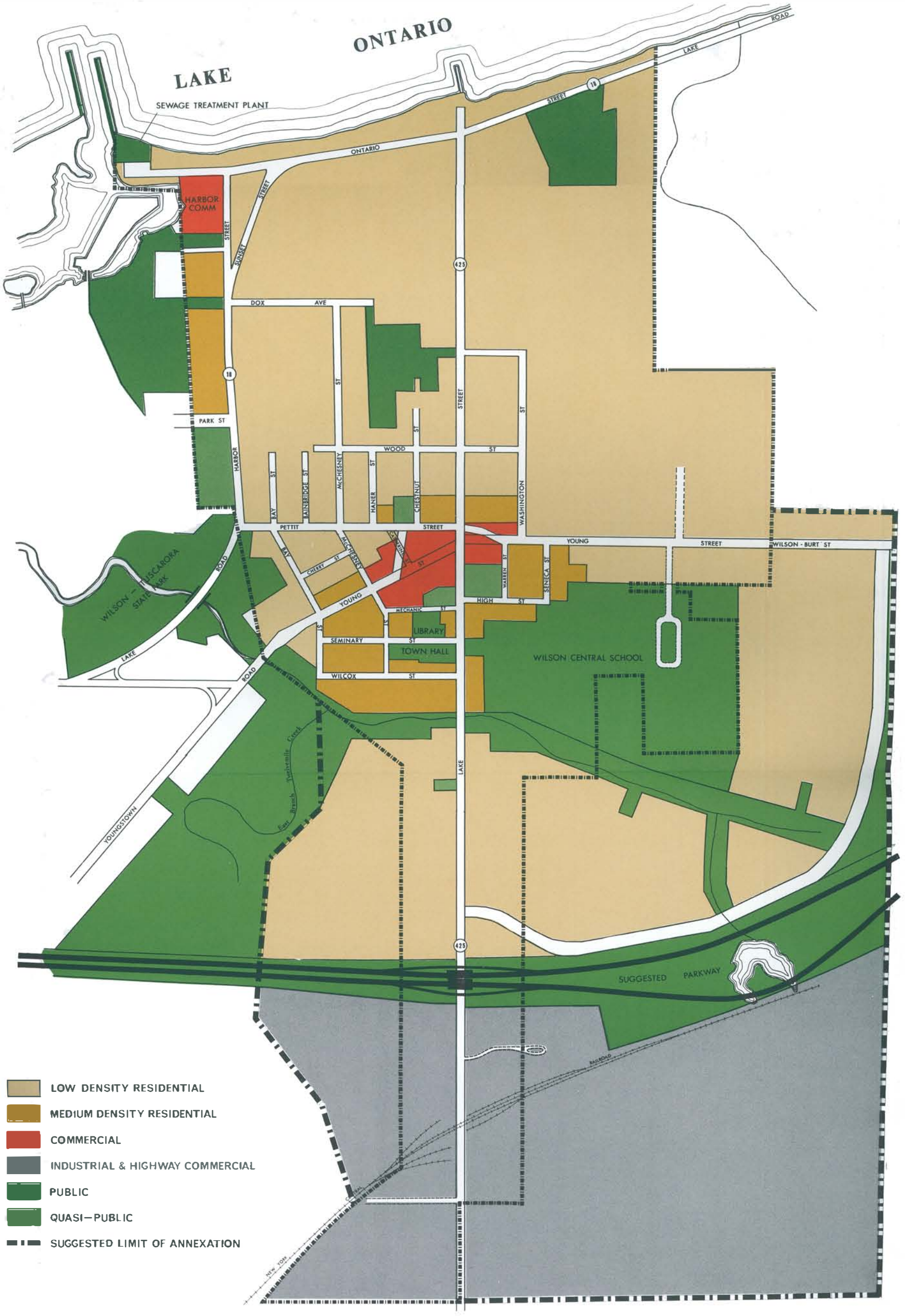
SARGENT · WEBSTER · CRENSHAW & FOLLEY
ARCHITECTS — ENGINEERS — PLANNERS
SYRACUSE — WATERTOWN — SCHENECTADY — SAN JUAN, PUERTO RICO

SCALE IN FEET

1966

NORTH

Map 46



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COMPREHENSIVE PLAN

VILLAGE OF WILSON

NIAGARA COUNTY, NEW YORK

SARGENT ARCHITECTS SYRACUSE · WEBSTER - CRENSHAW & FOLLEY ENGINEERS WATERTOWN SCHENECTADY · PLANNERS SAN JUAN, PUERTO RICO

200 0 200 400 600 800 1000

SCALE IN FEET

1966

NORTH