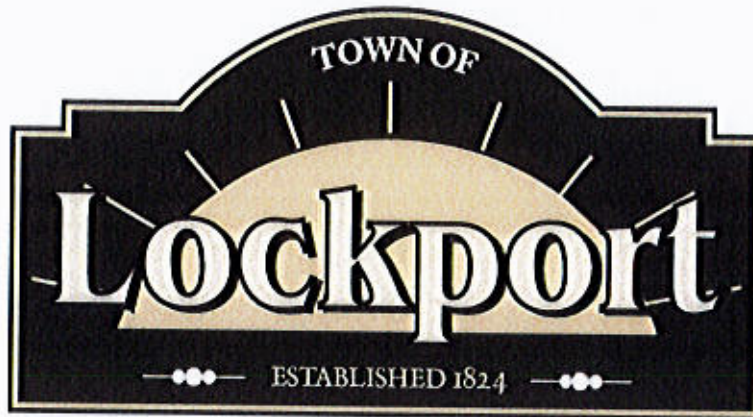


TOWN OF LOCKPORT



COMPREHENSIVE PLAN

October, 2014

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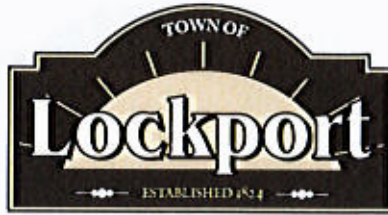
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SECTION 1.0 – EXECUTIVE SUMMARY

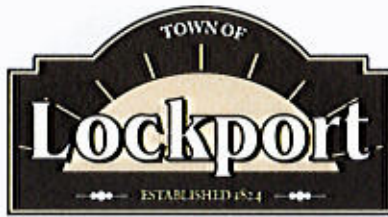
The Lockport Comprehensive Plan represents the culmination of work completed by the Town over the last decade. Since the last Comprehensive Plan completed in 1997, the Town and region have experienced important changes, and numerous studies, reports, and plans have been completed.

This Comprehensive Plan has utilized this previously completed work, and in some cases specifically incorporates that previous work into this plan. The plan provides an update to the existing conditions in the Town and illustrates trends that are occurring in Section 3.0: Inventory of Existing Conditions. Section 3.0 also includes mapping of the existing conditions and assets of the Town. Section 4.0: Goals and Objectives sets forth a current vision for the community through a listing of goals and objectives. The goals were based on existing plans and reports with input from Town representatives, residents and business representatives. They provide the framework for the recommendations of the plan, and can be utilized to help with future decisions. The Town's vision focuses on maintaining a quality of life through economic prosperity, providing effective government services, and providing for a balanced community by encouraging a range of different types of development; protecting rural/ agrarian resources; and promoting high quality development.

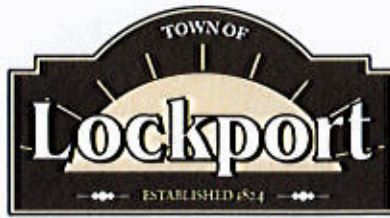
In Section 5.0: Community Assessment, the Plan breaks the Town in sectors (similar to previous plans) and planning areas to help identify similar characteristics and needs for each area. These sectors include a north area (rural and agrarian), a southeastern area (rural area under growth pressures), a central east area (mixture of rural and suburban), a central west area (industrialized area with some rural residential) and the Transit North Corridor area (the Town's primary commercial-economic area).

Based on assessment of these areas against the goals and objectives of the Town, and through input from the residents and their representatives, recommendations were developed to help the Town achieve its vision. These recommendations, provided in Section 6.0, include infrastructure improvements, targeting development areas, preserving environmental features, land use regulation and zoning changes and other actions/ tools that can be implemented by the Town and other governmental agencies.

Section 7.0 provides information, actions, and vision that can be utilized by the Town Board, other boards, committees and Town departments in making decisions concerning budgeting, projects being planned, and in responding to residents' concerns and needs.



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SECTION 2.0 – INTRODUCTION

The Town of Lockport's existing Comprehensive Plan (Master Plan) is approximately 16 years old. The Comprehensive Plan consisted of two documents: the Phase I Master Plan, completed in 1992; and Phase II and Phase III which were produced as one document in 1997. There has been significant change in the region both at the local and the regional level since then, thereby making these documents outdated and unable to reflect the current vision of the Town.

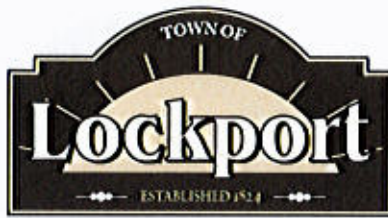
The update to the Town of Lockport Comprehensive Plan effort began in 2010, when the Town began to bring all of the recently completed planning studies together and evaluate their relationship to the existing Master Plan. The result of this analysis was the decision to complete a new Comprehensive Plan which would reflect the initiatives of the current local and regional plans, as well as build upon them to provide appropriate direction for the Town.

2.1 Local and Regional Plans and Studies

Several important local and regional planning documents affecting the Town have been completed within the last decade. On the local level, the Town has completed a number of planning studies that address infrastructure, zoning, economic development and other topics. These studies include a Trails, Pathways and Connectivity Assessment (2005); a sustained effort on improvements along Transit Road (2008), addressing safety, aesthetics and business support; and a large capital improvements plan to address infrastructure needs, to name a few. In addition, there have been several initiatives at the regional level that affect the Town. Erie and Niagara County cooperatively developed the Erie-Niagara Framework for Regional Growth (2006); Niagara County prepared the Niagara County Comprehensive Communities Plan; and the five-county Western New York region (Erie, Niagara, Chautauqua, Cattaraugus and Allegany Counties) developed A Strategy for Prosperity in Western New York (2011), (a Regional Economic Development Plan), and the Western New York Regional Sustainability Plan (2013).

Coordinating the Town of Lockport's Comprehensive Plan with the regional planning efforts is important. Recent plans such as the Regional Sustainability Plan, "A Strategy for Prosperity in Western New York" and the Erie Niagara Regional Framework have established new initiatives and priorities for the region, and the Town of Lockport's updated vision should be in accordance with these regional goals in order to allow the Town to be competitive with its neighbors for future government funding. It will also provide a level of consistency to local planning efforts in the region.

At the local level, the Town must focus its efforts on incorporating recent plans and studies such as the Transit North Corridor study, the Trails, Pathways and Connectivity Plan, and recent transportation and recreational planning into an overall comprehensive plan. An emphasis on Smart Growth initiatives that are in accordance with the New York State Smart



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Growth legislation is mandatory. In addition, the Town understands the need to encourage economic development opportunities in appropriate areas of the Town. Major projects are being proposed and considered in the Town that will have long term implications and new implementation actions introduced in the Plan to achieve and act upon these goals are an important focus for this new Plan.

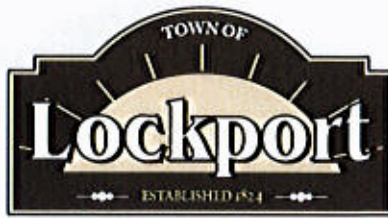
2.2 Regional Setting

The Town of Lockport is located in the south- center of Niagara County in Western New York. The Town surrounds the City of Lockport and is bordered to the north by the Town of Newfane and the Town of Hartland, on the west by Cambria and the Town of Pendleton, to the east by the Town of Royalton and to the south by the Towns of Amherst and Clarence. The Town was established in 1824, the same year the canal was completed up to the City of Lockport. The Town is part of the Buffalo-Amherst regional fabric and enjoys the proximity to and integration with regional commerce, employment and recreation centers. The Towns of Amherst and Clarence are growing communities with a combined population of over 150,000 people. Transit road is a major north/south route which connects Amherst and communities to the south to Niagara County and the Town and City of Lockport.

2.3 Comprehensive Planning

A Town Comprehensive Plan is defined under New York State Town Law Section 272-a as "..... the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city." "[It] is a means to promote the health, safety and general welfare of the people of the town and to give due consideration to the needs of the people of the region of which the town is a part."

The purpose of a comprehensive plan is to provide a "blueprint" for residents and property owners of the Town, decision-makers, as well as the elected and appointed officials. To remain effective, the Plan must be reviewed on a regular basis and updated periodically. The comprehensive plan will be a valuable source of information for the Town of Lockport Planning Board in fulfillment of its responsibilities of reviewing projects, and by providing planning guidance and assistance to Town officials.



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SECTION 3.0 – INVENTORY OF EXISTING CONDITIONS

This section inventories the existing conditions and resources of the Town of Lockport, including land use, land use regulations, other studies/ plans in existence, demographics and socio-economics, environmental resources, transportation, community facilities and cultural resources, and utilities. A thorough evaluation of the existing conditions and resources provides an understanding of "where the Town is" today, and trends on where it may be heading.

3.1 Existing Land Use

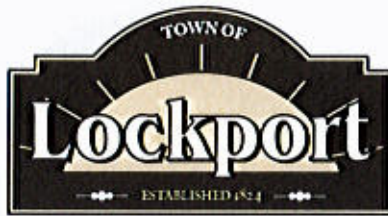
The Town of Lockport contains a healthy mix of agricultural, residential, recreational, commercial, and industrial land uses, as well as ample open space. (Map 3 – Existing Land Use).

A. Agriculture

The greatest inventory of agricultural lands is located in the northern and eastern portions of the Town. The productive soils, found primarily north of the escarpment, combined with the low population density in certain areas, are conducive to the continuation of agricultural operations, including the raising of livestock, field crops, and orchards. The primary agricultural land use is field crop operations, which are scattered throughout the Town. As Map 3 illustrates, there are also numerous parcels in both residential and agricultural use. These parcels are most prevalent in the southern portion of the Town, where they are mixed in with residential subdivisions and commercial developments. There are a few larger livestock and field crop farms located in the eastern portion of the Town, in addition to field crops. The western portion of the Town contains some limited amount of agricultural operations mixed in with industrial and mining operations and undeveloped open space. The favorable climate conditions prevalent between the Niagara Escarpment and Lake Ontario have resulted in the expansion of vineyard and winery operations to the west of Lockport, particularly in the Town of Cambria, but there are vineyard operations in the Town.

Agricultural Districts

The northern portion of the Town contains lands that lie within State-designated Agricultural Districts under the New York State Agriculture and Markets Law (see Map 4 – Agricultural Districts). District No. 4 consists of two larger areas in the north and northeast portions of the Town, while District No. 6 involves an area along the northwest boundary of the Town. A few parcels along Saunders Settlement Road in the western portion of the Town also are included in an



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Agricultural District. Approximately 12 percent of the Town lies within State Agriculture and Markets' Agricultural Districts.

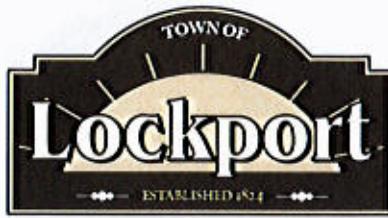
New York State's Agricultural Districts Law mandates that governmental agencies must avoid or minimize potential adverse impacts to farming operations when undertaking or acting upon any project within an Agricultural District that involves the acquisition of land or the use of public funds for construction purposes. There are a number of benefits for agricultural landowners located within an Agricultural District. One is that agricultural land is assessed on its value as farmland, not on its potential development value, which reduces the tax burden on agricultural lands. State law also provides that local laws may not unreasonably restrict farm operations within an Agricultural District and existing and proposed laws are subject to review by the State Department of Agriculture and Markets to ensure that they comply with the law and are not overly restrictive. Real estate agents are required to disclose to potential buyers that the property they are about to acquire is located in an Agricultural District or within 500 feet of any farm operation and/or farmland. In addition, any application for Special Use Permit, site plan approval, use variance, or subdivision on lands within an Agricultural District or within 500 feet of any farm operation and/or farmland must submit an Agricultural Data Statement to the reviewing authority.

Right-to-Farm Law

Niagara County has an adopted Right-to-Farm Law that protects and encourages agricultural interests within the County, including the Town of Lockport. The County's Right-to-Farm Law protects farm practice in areas of the County not protected by Agricultural Districts and provides a system for settling neighbor disputes. The law also requires local planning boards to require developers, as a condition for approval of subdivisions, to provide every deeded property buyer a notice of the existence of the district and the possibility of agricultural practices taking place in the area. Further, the County's Right-to-Farm Law encourages local governments to revise their zoning classifications, as appropriate, to be in conformance with the Law.

B. Residential

The Town has experienced growth in the form of single-family, residential subdivisions over the last few decades (see Map 5 – Subdivisions). The majority of these subdivisions have been developed in the vicinity of the Lincoln Avenue corridor to the east and along the Beattie Avenue/ Old Beattie Road corridor to the south. A large manufactured home development exists in an area generally bound by Transit Road, State Route 93, Old Beattie Road, and Rapids Road (shown in orange as "Multiple Residential" on Map 3 – Land Use). Multi-Family Residential is primarily located on Dysinger Road, with some smaller areas located off of Transit road and other locations.



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There are also a number of subdivisions that have been approved, and some recorded, but that have not yet been constructed. Residential frontage lots have developed along many of the major roadways throughout the Town, leaving interior areas for agricultural use or as natural woodlands or fields.

C. Commercial

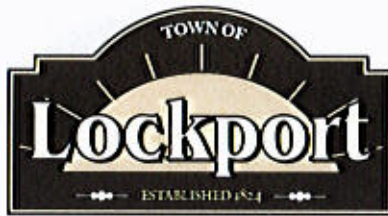
Highway commercial and retail uses dominate the Transit Road corridor, south of the City of Lockport. Most commercial uses within the Town are located on or near the Transit Road corridor. Included along this corridor are regional destinations and neighborhood retail and service establishments, several automobile dealerships, offices, restaurants, and entertainment facilities (including the Transit Drive-In). The density of commercial uses is greatest between the City line and the Route 93 (Robinson/Dysinger Road) intersection. South of Rapids Road, commercial uses are more sporadic and intermixed with residential and agricultural uses. Additional nodes of commercial activity can be found near the intersection of State Route 93 and Beattie Avenue/ Old Beattie Road, State Route 93 and Lincoln Avenue, State Route 93 and Akron Road, Tonawanda Creek Road and Plank Road in the Rapids hamlet, Chestnut Ridge Road (State Route 31) and Rochester Road, and Lake Avenue and Ridge Road (State Route 104) in the Wrights Corners hamlet. Commercial development is shown in red on Map 3 – Existing Land Use.

D. Industrial

The largest concentration of industrial uses in the Town is in western portion of the Town in the vicinity of the Saunders Settlement Road (State Route 31). West of the City of Lockport and south of State Route 31, industrial operations include a landfill, a rock quarry, a cement plant and a trucking/ warehouse establishment. The Town of Lockport Industrial Park is located in this area, north of Route 31 and south of Upper Mountain Road. Individual industrial uses are located throughout the Town, particularly east of the City of Lockport along the rail line and along Chestnut Ridge Road. Industrial uses are depicted in purple on Map 3 – Existing Land Use.

E. Changes in Land Use since the 1997 Lockport Master Plan

Since the last land use inventory was completed in 1997, subdivision development has occurred in the vicinity of the Old Beattie Road/ Rapids Road intersection. Redevelopment of older retail plazas has occurred along sections of Transit Road, closer to the City of Lockport, with some new commercial development occurring further south along Transit Road. The Town of Lockport Industrial Park has continued to fill in, primarily with the development of the YAHOO! data center and Excel Global Logistics, among others.



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3.2 Land Use Regulations

A. Zoning

The Town of Lockport Zoning Law (Chapter 200 of the Town Code) regulates the type, location, and intensity of land use within the Town with the intent to uphold the public health, safety, and welfare, guide growth and development of the Town in accordance with the Comprehensive Plan, preserve the value of land, and protect environmentally and culturally sensitive resources.

The Zoning Law includes nine zoning use districts, with one zoning overlay district and some additional regulations governing specific forms of development. The nine zoning districts are depicted on Map 6 – Existing Zoning. The Town's Zoning Law also includes provisions for Site Plan Review, Special Use Permits, Parking, Swimming Pools, Ponds, Adult Uses, Signs, and the Re-use of Existing Structures. The Planning Board is authorized to approve site plan and Special Use Permit applications. Numerous Zoning Code revisions have been made since the 2003 Comprehensive Plan was adopted.

The zoning use districts and regulations include:

AG – Agricultural

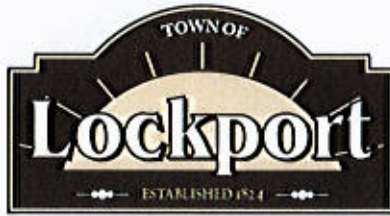
The Agricultural District is intended to permit and protect farming and agricultural operations, which are an essential part of the rural economy and character of certain portions of the Town. Agricultural Zoning Districts are shown in brown on Map 6 – Existing Zoning. Areas zoned AG include the northwest boundary with the Town of Cambria, north of the escarpment along Purdy Road and in the northeast corner of the Town. A large AG district is located in the southeastern portion of the Town along Shaffer Road and a smaller area zoned AG is located along a portion of the Erie Canal southwest of the City of Lockport.

AR – Agricultural Residential

The Agricultural Residential District is intended to allow for the development of rural areas on a limited basis so as to preserve the rural character and encourage a mix of residential uses that are compatible with agricultural uses. Depicted in green on the Zoning map, Agricultural Residential Districts are primarily located around the perimeter of the Town in the southern, eastern, northern, northwestern, and southwestern portions of the Town.

R-1 – Single Family Residential

The Single Family Residential District is intended to permit single family dwellings and neighborhoods. Shown as light yellow on Map 6, Single Family Residential Districts are generally located south of the City of Lockport along Beattie Road and Old Beattie Road, east of the City along Lincoln Avenue and along State Route 31,



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west of the City along Upper Mountain Road, northwest of the City along Stone Road, and in the Wrights Corners area near the intersection of State Route 78 and Ridge Road.

R-2 – Multi-Family Residential

The Multi-Family Residential District is intended to provide for apartment and other multi-family developments and, where compatible, light neighborhood commercial uses when integrated into the multi-family development. There are limited areas with this zoning designation, shown in dark yellow on Map 5. Areas zoned for Multi-Family Residential are located along Dysinger Road, east of Transit Road and along Strauss Road west of Transit Road, as well as properties on Niagara Street, Ruhlmann Road, Tonawanda Creek Road, Davison Road, and Old Beattie Road.

MHP – Manufactured Home Park

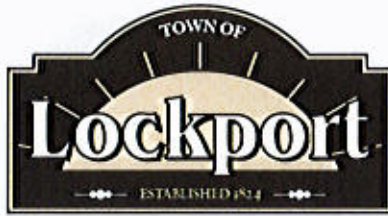
The Manufactured Home Park District is intended to provide for the planned development of manufactured homes that provide many of the same amenities found in residential neighborhoods. A large Manufactured Home Park District is located east of Transit Road and south of Dysinger Road. There are two other smaller Manufactured Home Park Districts located in the southern part of the Town near the intersection of Rapids Road and Minnick Road.

B-1 – Local Business

The intent of the Local Business District is to permit smaller business uses that serve nearby neighborhoods and that are held to higher aesthetic standards. Local Business Districts are scattered throughout the Town, with concentrations of the district located along Transit Road, Robinson Road, Dysinger Road, Lincoln Avenue, Akron Road, and near the intersection of State Route 31 and Chestnut Ridge Road.

B-2 – General Business

The intent of the General Business District is to allow for a wide range of commercial development in the Town and to encourage areas for local and regional retail development. Standards have been put in place to ensure that development within the General Business District is of a high quality, is aesthetically pleasant, and encourages economic activity in the Town. General Business Districts are generally located along Transit Road south of the City of Lockport, along Dysinger Road and in the Wrights Corners area near the intersection of State Route 78 and Ridge Road.



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IN – Industrial

The Industrial District is intended to permit general industrial development in the Town while protecting and enhancing the overall character and livability of the Town. The only area of the Town zoned for Industrial is west of the City of Lockport, south of Upper Mountain Road, and along Saunders Settlement Road.

PUD – Planned Unit Development

The Planned Unit Development District is intended to provide greater flexibility and opportunity for the development of mixed uses while preserving environmentally sensitive resources. A Planned Unit Development District is located south of Lincoln Avenue between Davison Road and Bowmiller Road. The Planned Unit Development district can be applied in multiple districts, with the development plan approved by the Town Board.

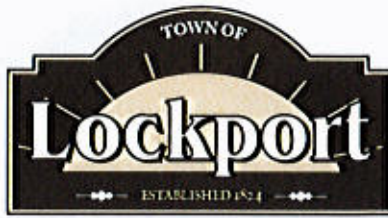
In addition to the zoning use districts described above, the Zoning Code for the Town of Lockport includes additional provisions regulating land use in the Town:

CCO -- Commercial Corridor Overlay District

The Commercial Corridor Overlay (CCOD) is a zoning overlay district that provides additional controls that apply in addition to the base zoning of the parcel. Any parcel that falls within the CCOD must comply with its base zoning and with the design regulations of the CCOD. The intent of the Commercial Corridor Overlay District is to provide for high quality, well planned, and well maintained commercial corridors throughout the Town through enhanced aesthetics and landscaping, innovation in design, and providing opportunities for both vehicular and pedestrian travel. The CCOD applies to all land fronting and within 500 feet of Transit Road, south of the City of Lockport, and State Route 93 between the Lockport Bypass and Raymond Road.

Cluster Development Plans

The purpose of the Cluster Development Plan regulations is to enable and encourage flexibility of design and development in a manner that enhances and preserves the natural and scenic qualities of open lands and/or their use for community purposes. This includes the preservation of unique or significant features of a site, including, but not limited to, important vegetation (e.g., large stands of woodlands), wildlife habitat, unusual land formations or areas of steep slopes (e.g., Niagara Escarpment). The protection of important views or aesthetic/scenic characteristics is a component of these regulations. In some instances, the cluster development concept may be utilized to create an important recreational or scenic component for the community. It is not the intent of these regulations to create insignificant open space.



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Wireless Telecommunication Facilities and Telecommunications Towers

With the growing need for personal wireless service facilities, as defined in Section 704 of the Telecommunications Act of 1996, and based on an increase in applications to locate telecommunications facilities in Lockport, the Town determined that regulations were necessary to direct the location, construction, and maintenance of these facilities. Furthermore, finding that telecommunications facilities inherently detract from the nature and character of the community, these regulations were designed to minimize the number of such towers, to protect residential areas and other land uses from potential adverse impacts, to minimize adverse visual impacts, and to encourage shared use and collocation of existing and new wireless telecommunications facilities and communications towers as a primary option rather than construction of new facilities, to protect the health, safety, and general welfare of the public.

B. Land Subdivision Regulations

The Town of Lockport Subdivision of Land Law (Chapter 165 of the Town Code) regulates the subdivision and development of land for residential, commercial, and industrial purposes in order to protect the public health, safety, and welfare, promote orderly and harmonious growth, provide for proper drainage and utility services, provide for proper access, provide for the proper arrangement of buildings, and preserve environmentally sensitive areas. The Planning Board is authorized to approve preliminary and final subdivision plats and approve the development of previously approved plats.

C. Architectural and Design Review, Site Plan

Chapter 53 of the Town Code regulates Architectural and Design Review in the community. This law is intended to:

- Establish appropriate design criteria, while taking into consideration individual needs and special circumstances, for new and modified buildings to assure orderly and aesthetically pleasing development in the Town of Lockport.
- Establish the ability for the residents and visitors of the town to frequent and locate in well designed and architecturally pleasing buildings.
- Promote the health, prosperity, safety, pleasure, and general welfare of the community, foster civic pride, and enhance the overall character and reputation of the town.
- Differentiate the town from communities where development is uncoordinated, consists of poorly designed and prototyped buildings with little aesthetic appeal, and which have experienced undesirable and unattractive development.



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The Planning Board performs an Architectural and Design Review for all new or renovated commercial buildings proposed in the Town and is responsible for determining whether proposed commercial buildings meet the intent of the Architectural and Design Review Law.

D. Other Laws

The Lockport Town Code contains additional chapters that set forth provisions for Building Construction and Fire Prevention (Chapter 58), Drainage (Chapter 85), Flood Damage Prevention (Chapter 95), Noise (Chapter 123), Property Maintenance (Chapter 132), Public Improvements (Chapter 137), Sewers (Chapter 150), Solid Waste (Chapter 156), Streets and Sidewalks (Chapter 161), and Water (Chapter 193).

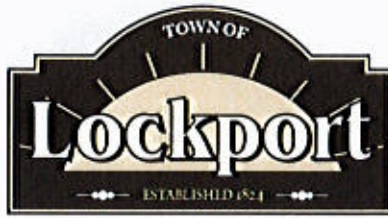
3.3 Other Studies/ Plans

A. Strategy for Prosperity in Western New York, 2011

The Western New York Regional Economic Development Council has prepared its strategic economic development plan, *Strategy for Prosperity in Western New York*. This document covers the five counties of Western New York (Erie, Niagara, Chautauqua, Cattaraugus and Allegany.) Its primary focus is economic development, concentrating on creating "a more dynamic and sustainable economy for our region and all its citizens." As an economic development document, it does not specifically address land use, although it strongly promotes "smart growth" on the logic that reinvestment in areas already served with infrastructure helps revitalize existing corridors and centers, clean up brownfield sites and protect environmentally sensitive areas. Eight industry sectors are targeted, including tourism, agriculture and energy. In terms of prioritizing implementation actions, the Strategy states that projects should be inclusive, promote smart growth principles, be oriented toward young adults, build upon the region's strengths, have a regional impact and improve the region's image. Criteria for projects should assess whether they help create or retain jobs for the region; that they maximize the 'return on investment' (i.e. the money invested helps leverage other investment); and that they are ready for implementation.

B. Erie-Niagara Framework for Regional Growth, 2006

The Erie-Niagara Framework for Regional Growth is a region-wide vision for conservation, development, and public investment. This document is the two County Regional Plan that was accepted by Niagara County and adopted by Erie County (Niagara County has a Comprehensive Plan, but Erie County does not). The document provides direction for decisions regarding the location and pace of development, investments in economic development, the extension of sewer and water service, improvements to parks and major public facilities, and investments in transportation infrastructure. The Framework provides policy and strategy statements



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organized by policy area, including Developed Areas, Developing Areas, and Rural Areas.

The Town and City of Lockport play a key role in the Erie-Niagara Framework for Regional Growth Plan, with the following significant characteristics noted in the Plan:

- The City of Lockport and significant areas in the Town to the north, east and west of the City and much of the area along the Transit Road corridor are considered developed or developing areas with regards to growth policies.
- The City of Lockport is a Regional Center and "West Lockport" is a growth corridor.
- Wrights Corners is considered a Rural Center.
- The document identifies Significant Heritage Assets in the Town as the Niagara Escarpment, the Erie Canal National Heritage Corridor, and the Niagara Wine Trail to name a few.

C. Niagara Communities Comprehensive Plan, 2009

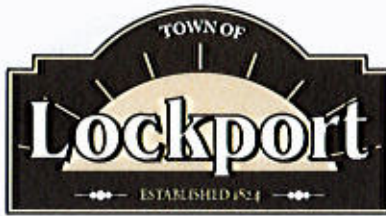
The Niagara Communities Comprehensive Plan offers a countywide perspective and emphasizes a multi-municipal approach to planning and informed decision making. There are five main goals identified under the plan:

- Encouraging desirable and appropriate growth and development;
- Strengthening the local economy;
- Improving the delivery of services;
- Prioritizing and coordinating capital improvements; and,
- Improving the quality of life for County residents.

The plan provides a vision for the Central Communities Sub-region, which includes the Towns of Cambria, Lockport, and Pendleton, and the City of Lockport. The plan indicates that development and redevelopment should be focused on the areas around the City of Lockport and south of the City along Transit Road. The plan also identifies the Rapids and Wrights Corners hamlet areas as growth centers. Rural areas in the southeast and northwest portions of the Town should be protected to preserve their rural and agricultural character. The Erie Canal and Niagara Escarpment are identified as key recreational corridors.

D. Niagara County Agricultural and Farmland Protection Plan, 2012

This plan was adopted in 2000 and recognizes the importance of the agricultural economy of the County and aims to enhance the viability of agriculture. One of the key findings of the plan was "that economically strengthening agricultural enterprises,



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increasing the level of public awareness about farming, and gaining supportive local public policies provides the most effective and affordable means to achieve the goals of both state and local agriculture and farmland protection." It further concluded that "land use controls to preserve farmland will not provide an effective mechanism to maintain a farmland base nor force an industry to exist that is not economically viable." A number of recommendations and strategies are outlined in the plan, including:

- Review of Town comprehensive plans by the Agriculture and Farmland Protection Board prior to their formal adoption;
- Encourage creative developments utilizing Planned Unit Developments (PUD) and cluster development;
- Establish mechanisms for the Transfer and/or Purchase of Development Rights;
- Encourage infill development where existing infrastructure is in place;
- Pass right-to-farm laws in all towns;
- Increase the quantity and quality of wildlife habitat; and,
- Utilize a land evaluation-site analysis (LESA) using GIS technology

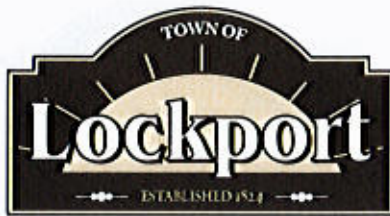
E. Revisioning Brownfields: A Regional Strategic Approach, 2007

This plan provides a framework for the redevelopment of brownfields throughout Niagara County, establishes a prioritized approach for regional investment, and identifies roles and responsibilities for local and regional leaders. There are three identified brownfields in the Town of Lockport, as depicted on Map 7 – Environmental Features. Recently, the brownfield west of the City on IDA Parkway has been remediated and is being redeveloped for manufacturing use.

F. 2035 Long Range Transportation Plan for the Buffalo – Niagara Region

This plan extends the 2030 Long Range Transportation Plan's planning horizon to 2035, keeping the region in compliance with federal legislation. The plan update sets the foundation and priorities for the distribution of federal transportation funds in the region and provides a vision for the region's future growth and development, identifies regional transportation needs, and provides guidance and direction for infrastructure investments in the region.

The projects identified in the 2035 Long Range Transportation Plan that may impact the Town of Lockport include: NFTA region wide Express Bus Service



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- Area wide signalization upgrade
- ITS implementation
- Intersection improvements
- Economic development projects
- Safety projects
- Bicycle and pedestrian projects

G. Transportation Improvement Program, 2011-2015

The Transportation Improvement Program (TIP) is the capital programming component of the Long Range Transportation Plan consisting of all federally funded roadway, transit, and major transportation projects being considered within the region through 2015. The TIP also includes those regionally significant transportation projects being advanced by state and local entities with non-federal funding.

Projects identified in the TIP that are located within the Town of Lockport include:

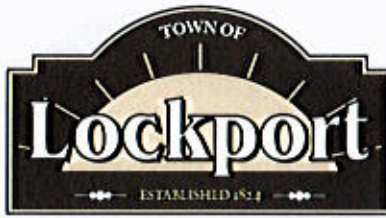
- Lincoln Avenue Corridor Improvements
- Old Niagara/ Lake Avenue Intersection Improvements
- Niagara County Bridge Maintenance, including Rapids Road over Mud Creek
- Amherst-Lockport Canalway Trail

H. Preservation and Management Plan for the Erie Canal National Heritage Corridor, 2008

This plan provides a framework to help enable communities along the Erie Canal to harness the potential benefits provided by the historic canal. The plan suggests that development along the canal be mindful of its historic significance, preserve natural and manmade features, and encourages uses capitalizing on the canal as an amenity. Trail systems following the banks of the canal should be encouraged to provide recreational and educational opportunities.

I. Niagara County Comprehensive Emergency Management Plan, 2007

This plan was developed to enhance Niagara County's ability to manage emergency situations, with the focus on rapidly and adequately responding in order to minimize injury and speed recovery. It consists of three components: disaster prevention and mitigation, disaster response, and disaster recovery. The CEMP defines roles and responsibilities in prevention, response, and recovery, including a detailed chain of command during an emergency. This plan places an emphasis on the role of local jurisdictions as first-line responders, but identifies the key role that County departments play in the process. The CEMP points out the importance of land use



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controls and development regulations in hazard-prone areas (e.g., floodplain development) in hazard avoidance and minimization.

J. Transit North Corridor Study, 2008-2012

The Transit North Corridor Study is a joint effort between the Town of Lockport, Town of Pendleton, and City of Lockport, dedicated to the future of the Transit North Corridor. The Transit North Corridor stretches along Transit Road (State Route 78) from the Niagara County line at Tonawanda Creek to the Erie Canal in the City of Lockport. To ensure a well represented project, the three communities formed a 21-member committee, known as the Transit Road Corridor Focus Group (TRCFG) with representatives from each of the communities, Niagara County, Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), New York State Department of Transportation (NYSDOT), and business stakeholders. The committee developed a brand for the corridor as the Transit North – Historic Canalway Corridor, and set forth the following vision:

The Transit Road Corridor will be revitalized through the use of common themes, clearly marked elements, aesthetic standards, economic development, and cohesive land use patterns to develop a gateway that creates a sense of arrival and a place worth remembering.

The committee took numerous steps to advance the study, including:

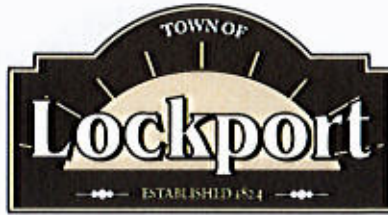
- A survey of existing conditions including natural environment, built environment, transportation network, and zoning and land use;
- Extensive community outreach including two community meetings, visual preference survey, Transit North website, and marketing campaign; and,
- An action plan for ongoing implementation of the study.

The TRCFG developed the following set of goals and objectives to create a sense of place and an economically vital environment.

Objective 1: Aesthetic Standards/Common Themes

Utilization of design styles (with common elements) is desired to define the area and serve as the unifying appeal, fostering a sense of place. Use of existing and creation of new physical features (living and man-made materials) is desired to convey a feeling of comfort and create desirable curb appeal throughout the area.

GOAL: Establish Design Standards.

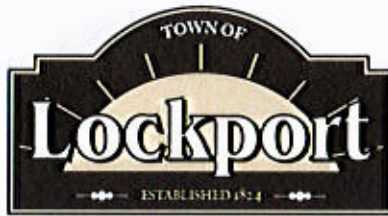


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The Town of Lockport has since completed the "Design Guidelines" for the North Corridor study in 2008. The requirements specified in the Guidelines include:

- Creating an appealing entrance, design the place to be "unique"
- Designing landscape with alternatives to hard surfaced driveways, use of interesting and diverse materials
- Incorporating ground based signs into green areas, or integrated into the façade or building architecture; multipurpose signage where possible
- Site building orientation with parking in the rear or on the side; integrate design with the building closer to the street line
- Using a varied architectural style on the buildings that are linear in design and inviting to the public; variation of styles
- Using also a varied façade to provide a point of view; mixing traditional and contemporary materials; varying heights and details such as windows, etc.
- Lighting, whether detached or attached, will be soffit lighting or down lighting and compatible with the architectural style; use of multiple lighting sources for illumination



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Objective 2: Cohesive Land Use/Access/Mobility

Transit Road is a significant regional roadway. Creating the ability to easily get to a destination within the corridor is crucial. This includes implementing access management, traffic calming, way finding features, and signage plans.

GOAL: Cooperation between roadway jurisdictional agencies and TRCFG for the betterment of the traffic within the corridor area.

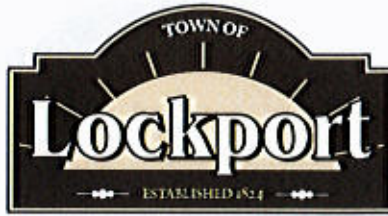
Encourage multi-modal uses and manage automotive traffic to create a more appealing corridor.

Objective 3: Economic Development

The monetary benefits the corridor offers for the member municipalities is unlimited. However, it is located in and directly related to the number of visitors and type of business located in an area. Development of an economic base that creates a destination place is crucial.

GOAL: Develop a marketing plan focusing on:

- Marketing the areas commercial potential
- Creating a brand to sell



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Existing Commercial Businesses along the Transit North Corridor

Objective 4: Consensus of Stakeholders

The development of a common ideological between all stakeholders is needed to support the project as a whole. A multi-jurisdictional project must incorporate varied views to produce the best results for the project.

GOAL: Coordinate master/comprehensive planning between member communities.

Objective 5: Public Involvement

The public opinion of the project is critical and can impact even the best planned projects. A project that the public sees as benefiting them directly is beneficial to the project, public involvement can be the key to a successful project.



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GOAL: Host public meetings encouraging involvement.
Maintain open communication with the public.



Town of Lockport, NY Public Meeting, 2014

K. Water System and Model and Capital Improvement Plan, 2004

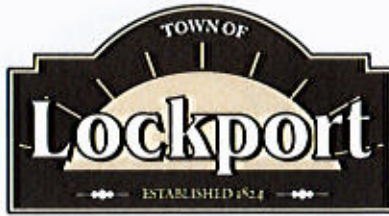
Completed by R&D Engineering in January 2004, this study developed a system wide hydraulic model and capital improvement plan to identify problematic areas within the Town and recommended improvements to address these problems and account for future growth within the community.

L. Donner Creek Watershed Analysis, 2008

The Donner Creek Watershed Analysis was completed by Wendel Duchscherer in 2008. From 2003 to 2006, residents along Donner Creek experienced some flooding events. Meetings were held with the NYSDEC regarding potential mitigation measures to alleviate the flooding impact. A study was conducted to determine the cleaning requirements and mitigation measures of the flooding problems of the creek.

This study evaluated:

- Possible modifications to the existing Town detention ponds.
- Possible additional detention ponds.
- The capacity of existing culverts, box culverts, bridges, and the existing cross sections of the stream.



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- Development of a system wide hydraulic model and capital improvement plan to identify problematic areas within the watershed and evaluate possible actions to address these problems.

M. Town of Lockport Asset Management Plan, 2006

The Town of Lockport Asset Management Plan was completed by Wendel Duchscherer in 2006. In January 2006, the Town of Lockport Town Board identified the need to develop an Asset Management Strategic Infrastructure Plan. This Asset Management Plan is a consolidation of all the information that is currently available in regards to Town of Lockport's infrastructure assets. This document has a short term focus (twenty years) within a longer term period (100 years) covering the full life cycle of the assets. It addressed the following:

- Inventory and assessment of asset performance and demands;
- Means of improving reliability of asset performance;
- Forecasts for operational budgets based on asset performance and reliability needs;
- Business risks and trends; and,
- Capital options for meeting service levels.

N. Trails, Pathways, and Connectivity Plan, 2005

The Town's Trails, Pathway and Connectivity Plan was developed to improve conditions for bicyclists and pedestrians in the Town. It identifies how trails, pathways, and connectivity are important issues in the community and outlines how such features can help the Town achieve the following:

- Create a sense of community
- Provide recreational opportunities
- Improve walkability and accessibility in the community
- Provide connections between important features
- Create healthy lifestyles

The plan identifies concepts to connect various activity centers such as public/community facilities, parks and recreational facilities, residential areas, commercial areas, and hamlets and identifies routes and/or trails or other improvements that should be implemented to provide the desired connectivity.

The plan also identifies a possible roadway extension of Day Road across the southern portion of the Town to Robinson Road, with improved connectivity to the Rapids hamlet and improved traffic flow.



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3.4 Demographics and Socio-Economics

Demographic trends can provide insights into the community's existing conditions, trends and needs. The demographic and socio-economic background included here outlines population, housing, income, and economic data for the Town of Lockport. Data are drawn from the 1997 Town of Lockport Master Plan, the 1990I, 2000, and 2010 U.S. Census, the 2009-2011 American Community Survey, the Niagara Communities Comprehensive Plan (2009), and Greater Buffalo-Niagara Regional Transportation Council's (GBNRTC) 2035 Long Range Transportation Plan for the Erie and Niagara Counties Region.

A. Population

The population of the Town of Lockport in 2010 was 20,529, according to the U.S. Census Bureau. This number represents about a 4.5 percent increase over the 2000 population and is considerably lower than the estimates provided in the 1997 Master Plan, which predicted the Town would have a population of 33,070 by 2010.

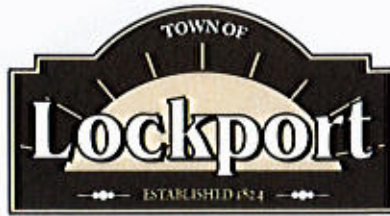
The 2010 Census indicates that there were 8,293 households within the Town, an increase of approximately 10 percent since 2000. The average household size is estimated at 2.40 persons, down from the 2.52 average household size in 2000. Declining household size has resulted in a household formation rate that exceeds population growth, and as the following figure indicates.

Figure 3.1: Town of Lockport Demographics

Year	Population	Households	Household Size
1990	16,569	5,948	2.79
2000	19,653	7,537	2.52
2010	20,529	8,293	2.40
Percent Change			
1990 to 2000	18.6%	26.7%	
2000 to 2010	4.5%	10.0%	

* U.S. Census Bureau, 1990, 2000, 2010

According to US Census data for 2010, two-thirds of households in the Town of Lockport are categorized as family households. Family households are defined as a householder with one or more other people who are related by birth or marriage or adoption.



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By this definition, households with only one person are not categorized as a "family." Non-family households also include unrelated persons living together, including couples who are not married, roommates and similar living situations.

The 2010 Census data indicate that the most common household type in the Town is one-person households, or a householder living alone. Nearly 34 percent of all households in the Town consist of a single person. The majority of these one-person households are not seniors: 65 percent of one person households are persons under the age of 65.

Approximately 31 percent of households in the Town of Lockport are married couple families with no children under the age of 18 living at home. These households include both young couples who do not have any children and older couples whose children are grown and no longer living with their parents. Families with children make up 29 percent of households. These families include both married couples and single parent households. The following figure provides the breakdown by household type for the Town of Lockport, according to 2010 Census figures.

Figure 3.2: Household Type

	<i>Number</i>	<i>Percent</i>
Total Households	8,293	100.0%
Family Households	5,482	66.1%
Families with Children	2,374	28.6%
<i>Married Couples with Children</i>	1,649	19.9%
<i>Single Mothers with Children</i>	544	6.6%
<i>Single Fathers with Children</i>	181	2.2%
Married Couple Family (no children at home)	2,600	31.4%
Other Family Households (no children)	508	6.1%
Non-Family Households	2,811	33.9%
Single Person Household	2,297	27.7%
<i>Age 65 or Older</i>	804	9.7%
<i>Under Age 65</i>	1,493	18.0%
Other Non-Family Household	514	6.2%

* U.S. Census Bureau, 2010



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According to the 2010 U.S. Census, the median age of the population is 40.2 years. In comparison, the median age of the Town of Lockport in 2000 was 37.0 years. Approximately 22.6 percent of the population consisted of minors under the age of 18, while 13.1 percent of the population was age 65 or older.

Figure 3.3: Town of Lockport Age Distribution

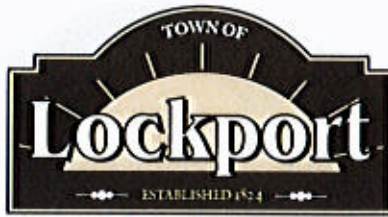
	Number	Percent
Under 5 years	1,233	6.0%
5 to 19 years	3,896	19.0%
20 to 34 years	3,745	18.2%
35 to 49 years	4,392	21.4%
50 to 64 years	4,566	22.2%
65 to 79 years	2,018	9.8%
80 and older	679	3.3%
Median Age	40.2 years	

* U.S. Census Bureau, 2010

B. Housing

According to the 2010 U.S. Census, there were 8,680 total housing units in the Town of Lockport, and 387 vacant units, representing an overall vacancy rate of 4.5 percent. This is a relatively low vacancy rate, and it largely consists of properties in transition, such as homes for sale and vacant rental properties. There are a small number of units (48 homes) that are seasonal or vacation homes. Of occupied units, the majority (76.8 percent) of homes are owner-occupied, while 23.2 percent are occupied by renters.

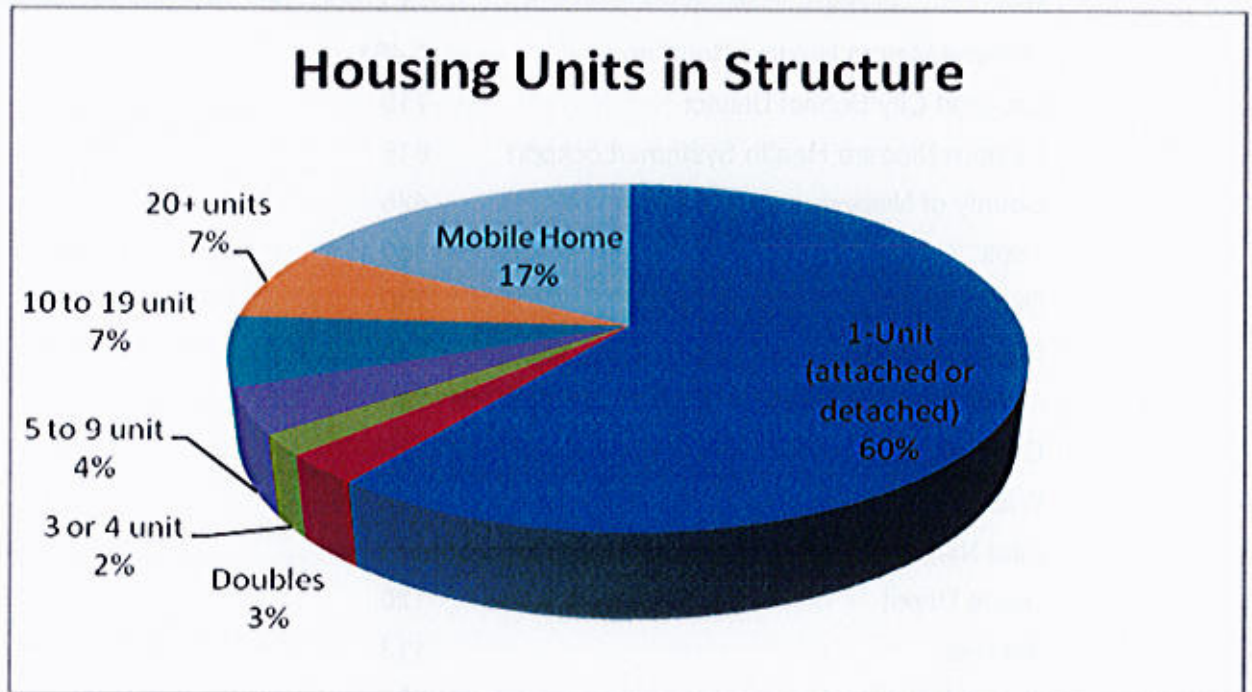
Statistics on unit type are no longer collected in the decennial Census, but the Census Bureau's American Community Survey (ACS) includes estimates on this information. The ACS calculates statistics based on sophisticated sampling and modeling. The results are considered reliable, but since the sampling occurs over a multi-year time frame, the results are shown as a multi-year figure. Based on the 2009-2011 ACS 3-year estimates, the majority of houses in the Town were built between 1970 and 1999. Homes built in these decades make up 57.9 percent of the Town's housing stock. The 1980's was the most prominent decade for homebuilding in Lockport, with an estimated 23.7 percent of the housing stock built between 1980 and 1989. Housing growth continues at a slower pace, with an estimated 1,034 units built since 1999, representing 12.1 percent of the housing stock.

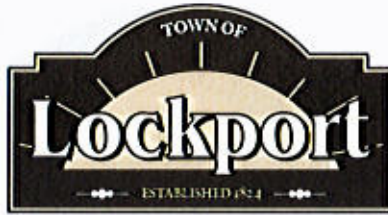


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The majority of homes are single-family homes. The 2000-2011 ACS estimates that 60.3 percent of all homes are one-unit houses, with mobile homes making up an additional 17.2 percent of units. More than three-quarters of dwellings are in one family units. Apartments with 10 units or more make up another 14 percent of unit types in the Town. All other housing types (duplexes, triples, etc.) make up the remaining 9 percent of units.

Figure 3.4: Town of Lockport Housing Type





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C. Economic

According to the 2009-2011 ACS 3-year estimates, approximately 63 percent of the Town's population over the age of 16 is employed. The major employers in the Town are the General Motors Holding Company, the Lockport City School District, First Niagara Bank, Walmart, Tops Markets, Home Depot., the County of Niagara, the City of Lockport and the Yahoo Data Center. (Please see Figure X. below)

Figure 3.5: Town of Lockport Major Employers

Employer	Employed in 2013-14
General Motors Holding Company	1,461
Lockport City School District	718
Eastern Niagara Health Systems/Lockport	616
County of Niagara	425
Tops	350
Delphi Thermal Technical Center	260
City of Lockport	235
Candlelight Cabinetry	200
Odd Fellows	189
Walmart	168
First Niagara	129
Home Depot	120
Briodys	113
Yahoo Data Center	98

Source: Town of Lockport, Economic Development, 2013-2014



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Figure 3.6: Town of Lockport Employment

Occupation:	Employed in 2009-11	%
Agriculture	48	0.5%
Construction	630	6.9%
Manufacturing	882	9.6%
Wholesale Trade	281	3.1%
Retail Trade	1,245	13.5%
Transportation, Warehousing & Utilities	605	6.6%
Information	245	2.7%
Finance, Insurance & Real Estate	758	8.2%
Professional, Management & Administrative	996	10.8%
Educational, Health & Social Service	1,873	20.4%
Arts, Entertainment & Recreation	665	7.2%
Public Administration	614	6.7%
Other Services	351	3.8%

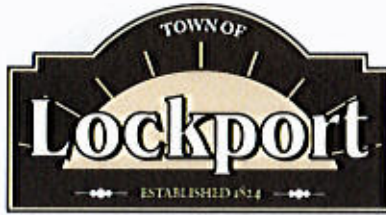
Source: US Census, American Community Survey, 2009-2011

D. Income

According to the 2009-2011 ACS 3-year estimates, median household income in 2009-2011 was \$54,145 and per capita income was \$27,108. Approximately 17 percent of households in the Town of Lockport have an income between \$50,000 and \$75,000, and approximately 13 percent earned between \$35,000 and \$49,999. About 15 percent earn between \$75,000 and \$99,999, with a similar percentage earning between \$100,000 and \$149,999. Just under 6 percent of households in the Town earn more than \$150,000, while approximately 10 percent earn less than \$25,000. Fourteen percent earn between \$15,000 and 24,999, and 9 percent earn between \$25,000 and \$34,999.

E. Commuting to Work

Consistent with trends across the region, data from the ACS indicate that 90 percent of Lockport residents drive alone to work. About 7 percent carpool and 0.6 percent take some form of public transportation (bus or taxi cab). Less than 1 percent (0.7) of residents walk to work and 1.8 percent work at home. The average travel time to work is 23.7 minutes.



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F. 2035 Forecast

The GBNRTC has developed population, household, and employment forecasts as part of the 2035 Long Range Transportation Plan for all municipalities in both Erie and Niagara Counties in order to project future transportation impacts and needs of the region. The forecasts indicate that by 2030, the Town of Lockport is projected to have a population of 26,573 residing in 10,568 households. It is forecasted that 12,695 people will be employed by businesses within the Town by 2030. Because they are intended to project future need, they tend to overstate achievable growth. Forecasts for Niagara County prepared by the Program on Applied Demographics at Cornell University suggest that population for the county as a whole will continue to decline over the next decades.

3.5 Environmental Resources

A. Topography

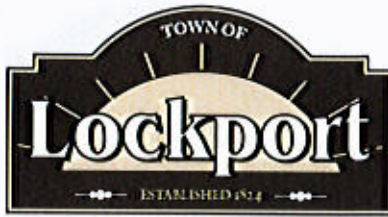
Topographically, the Town of Lockport is generally divided north/ south by the Niagara Escarpment, which runs west-east across the Town and separates the lower Ontario Lake Plain from the upper Huron Lake Plain (see Map 7 – Environmental Features and Map 8 – Topography and Farmland Soil Classification). The area south of the escarpment is characterized as relatively flat and generally slopes toward the south. A small area west of the City of Lockport and north of Hinman Road slopes north towards the escarpment. The area north of the escarpment is generally flat and slopes towards the north. The drop off for the Niagara Escarpment ranges between 100-150 feet.

B. Soils

The Town is composed of two general geological regions, north and south of the Niagara Escarpment. Soils in these areas were formed primarily from glacial deposits and sediments from the post-glacial lakes. The escarpment is composed of Lockport dolomite limestone. Terminal moraines are notable in the area between the Canal and the escarpment containing extensive deposits of sand, silt, and gravel.

Areas north of the Niagara Escarpment are dominated by limestone rock layers with outcroppings evident in some areas. Areas south of the escarpment are characterized by flat, poorly drained soils and deep, impervious and water bearing clays. There are three soil associations that dominate the Town:

- Odessa-Lakemont-Ovid – This is the largest soil group in the Town and presents the least restriction to development. Prevalent in the east part of the Town and north Transit Road areas, this soil association is comprised of lake-laid clays/ silts with fine, textured reddish subsoils. It possesses low agricultural value and must be drained for development purposes due to its low slope and poor percolation. Shallow bedrock can restrict these soils for septic systems.



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- Hilton-Ovid-Ontario – These are soils composed of glacial till with medium-textured subsoils that are 3.5 to 6.0 feet above bedrock. They possess moderate to good value for farming. Generally found in the southeast and northwest areas of the Town, this group can provide good building foundation support but needs sanitary sewers for residential development.
- Canandaigua-Raynham-Rhinebeck – This is the most restrictive of the three soil associations. Found along Tonawanda Creek and sporadic sites along the Canal, it is mostly lake-laid sands with medium-textured subsoils. There is a low farm value in this group and both sanitary sewer and drainage improvements are required for non-farm development.

C. Surface Waters

The Town of Lockport is broken into several primary watersheds, which ultimately drain to either the Upper Niagara River or Lake Ontario. Map 9 – Drainage illustrates the extent and location of these watersheds.

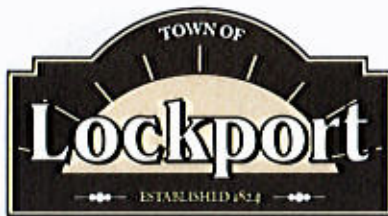
Major drainageways in the Town include:

- Tonawanda Creek (South Lockport)
- Mud Creek (Southeast Lockport)
- Donner Creek (Central Lockport)
- Eighteen-Mile Creek (Northern Lockport)
- Bull Creek (Western Lockport)

The Town of Lockport is bordered on the south by Tonawanda Creek. Mud Creek also flows through the southern portion of the Town, draining into Tonawanda Creek just to the west in the Town of Pendleton. Tonawanda Creek eventually drains into the Upper Niagara River. Eighteen-Mile Creek originates in the City of Lockport and flows north, draining into Lake Ontario. The East Branch of Eighteen-Mile Creek originates to the east of Lockport, flows through the northern portion of the Town and drains into Eighteen-Mile Creek. The headwaters of Bull Creek originate in the western portion of the Town and flows towards Tonawanda Creek. Donner Creek originates in the City of Lockport and drains south towards Tonawanda Creek. The Erie Canal is used for water navigational purposes and provides little watershed drainage for the Town.

D. Wetlands

There are two types of wetlands prevalent throughout the Town: New York State regulated and Federal regulated (see Map 7 – Environmental Features). State wetlands are those under jurisdiction of the New York State Department of Environment and Conservation (NYSDEC) and are identified by the existence of certain species of vegetation that grow well in wet soils. The Freshwater Wetlands Act



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protects all wetlands of 12.4 acres (5 hectares) or larger. The State also regulates the land area within 100 feet of protected wetlands. Wetlands, smaller than this, may be protected if they are considered to be of local importance. State wetlands are ranked in four classes ranging from Class I, which is a wetland of greatest importance and contains the highest restriction, to Class IV. Regardless of the wetland class, a permit is required to conduct any regulated activity within a wetland area or the 100 foot adjacent area that surrounds a State wetland.

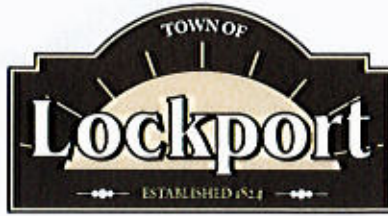
State wetlands are generally scattered throughout the southeastern portion of the Town within the Tonawanda Creek drainage shed, or located in the vicinity of Eighteen-Mile Creek. There is a large state wetland bisected by Day Road, north of East High Street.

Federal wetlands are regulated under the jurisdiction of the U.S. Army Corps of Engineers through Section 404 of the Clean Water Act, irrespective of their size, and Section 10 of the Rivers and Harbors Act of 1899. Many wetlands that are state wetlands are also federal wetlands; however, many smaller wetlands that do not meet the state's minimum size requirement are only under federal jurisdiction. Under the law, a permit is required for any structure or work that takes place in, under, or over a navigable waterway or wetlands adjacent to navigable waters (such as dock construction, dredging, and shoreline protection). In addition, any activity that involves a discharge of dredged material or fill material into navigable waters or associated wetlands requires a permit, as well as activities that would drain or flood wetlands or significantly disturb the soil (such as land clearing, ditching, stream channelization, and excavating).

Federal wetlands are also generally scattered throughout the southeastern portion of the Town within the Tonawanda Creek drainage shed, or located in the vicinity of Eighteen-Mile Creek.

E. Floodplains

There are two types of floodplains that exist within the Town: 100-year floodplains and 500-year floodplains (see Map 7 – Environmental Features). The 100-year floodplain is the area surrounding a water feature that is inundated with water during a 100-year flood event, or a flood that has a 1 percent chance of occurring each year. The 500-year floodplain is the area surrounding a water course that is inundated with water during a 500-year flood event. The 100-year floodplain is divided into the floodway and the floodway fringe. The floodway is the portion of the floodplain which includes the stream's channel and any adjacent areas that must be kept free of encroachments that might block flood flows or restrict storage of flood waters. The flood fringe is the area covered by flood waters but that does not carry strong currents of flood waters.



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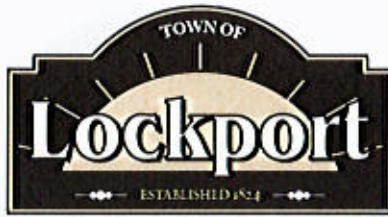
The Federal Emergency Management Agency (FEMA) and the NYSDEC have recently issued revised floodplain maps for the Town of Lockport. These revisions have added some floodplain areas within the Town. Floodplains are predominately located along Tonawanda Creek, Donner Creek, and the Eastern Branch of Eighteen-Mile Creek.

F. Brownfields

There are three identified brownfields in the Town of Lockport, as depicted on Map 7 – Environmental Features. Two are located west of the City in the industrial portion of the Town. The third is located south of the Erie Canal in the eastern edge of Town. These brownfields were catalogued in Niagara County's inventory of brownfields, and their status varies. The brownfield west of the City on IDA Parkway has been remediated and is being redeveloped for manufacturing use.

G. The Niagara Escarpment

The Niagara Escarpment in the Town of Lockport is illustrated on Map 7 – “Environmental” of the Comprehensive Plan. The recently completed “Niagara Escarpment Legacy Project” describes the escarpment as follows, “The Niagara Escarpment in Niagara County is part of an international escarpment that stretches 750 miles from central New York, west across the Niagara River and Niagara Falls, northwest through Ontario, up the Bruce Peninsula and onto Manitoulin Island, into Michigan’s Upper Peninsula, leveling out eventually in Wisconsin. The escarpment is the steep north face of a bedrock ridge whose sedimentary rock layers were formed from sediments deposited more than 400 million years ago when North America was closer to the equator and the escarpment region was covered by a shallow sea. The ridge we see today is the result of tectonic uplift, multiple glaciations, and millions of years of erosion. The climatic and geological features that define the ecology, history, and economy of this region, including the formation of the Niagara Gorge and Niagara Falls, have been influenced by the escarpment. The escarpment traps warmer air along the southern shore of Lake Ontario, creating unique microclimates that are ideal for fruit tree farms and vineyards, and the steep terrain, rock-strewn slopes, and deeply incised creek valleys of the escarpment itself create habitat types and plant and animal communities that include mature forests, savannahs, grassland habitats, vernal pools, talus caves, cool, moist glades, and transitional shrub habitats. The geology, fossil diversity, and ecology of the Niagara Escarpment have drawn the attention of the United Nations, which recognized the Canadian portion as a Biosphere reserve in 1990.



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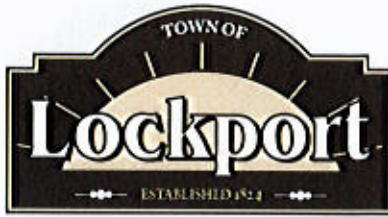


3.6 Transportation

A. Highway

The transportation system in the Town of Lockport is comprised of a mix of State, County, and Town-owned roadways that provide access through the Town, as well as the City of Lockport (See Map 10 – Transportation). Transit Road, Robinson/Dysinger Road and Route 31 (known by various names), provide primary north-south and east-west travel connections.

Transit Road (State Route 78) is the major north-south corridor that extends through the center of the Town and into the City of Lockport. Transit Road is classified as a five-lane principal arterial by the NYS Department of Transportation. It has posted speed limits ranging from 55 miles per hour (mph) on the southern portion to 45 mph closer to the City. State Route 78 re-emerges north of the City of Lockport as Lake Avenue, a two-lane principal arterial with a posted speed limit of 55 mph to the Town line.



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State Route 93 is a major east-west corridor through the Town with two distinct segments. The State Route 93 corridor enters the Town on the west, from the Town of Cambria, at Upper Mountain Road. Beyond the intersection with State Route 31 (Saunders Settlement Road), it becomes the Lockport By-Pass. Lockport By-Pass terminates at Robinson Road, where State Route 93 proceeds to the east, following Robinson Road. Beyond Beattie Road, Robinson Road becomes Dysinger Road and continues east into the Town of Royalton. State Route 93 is a principal arterial. The segment of State Route 93 between Transit Road and Beattie Road has recently been reconfigured to include a directional bike lane on each shoulder. A sidewalk has been constructed on the south side of State Route 93, extending from Beattie Road to about halfway to Transit Road.

Saunders Settlement Road (State Route 31) enters Lockport at the town line with the Town of Cambria. It extends through the City of Lockport and east into the Town of Royalton. This highway corridor is classified as a principal arterial. State Route 77 (Chestnut Ridge Road) branches off of State Route 31 and runs southeast into the Town of Royalton.

Ridge Road (State Route 104) forms the northern boundary for a portion of the Town of Lockport. Within the Town of Lockport, this highway is a two-lane minor arterial. Campbell Boulevard/ Lockport Junction Road/ Lockport Town Line Road (State Route 270) forms the western boundary for the majority of the Town. The corridor is a 2-lane minor arterial.

Other major corridors throughout the Town include Akron Road, Beattie Avenue, Old Beattie Road, Day Road, East High Street, Lincoln Avenue, Lower Mountain Road, Rapids Road, Slayton Settlement Road, and Stone Road.



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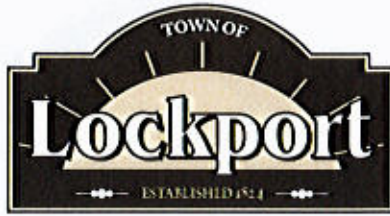
Figure 3.7: Average Annual Daily Traffic Counts

Corridor	Location	AADT (year)
Transit Road (SR 78)	Lockport Town line, north to Robinson Road (SR 93)	28,950 (2010)
Transit Road (SR 78)	SR 93 to Lockport City line	27,700 (2005)
Lake Avenue (SR 78)	Lockport City line to Ridge Road (Lockport Town line)	10,300 (2009)
Upper Mountain Road (SR 93)	SR 270 to Lockport City line	4,000 (2006)
Upper Mountain Road (SR 93)	Lockport Town line to SR 31	12,700 (2006)
Lockport Bypass (SR 93)	SR31 to Robinson Road	7,600 (2008)
Robinson Road (SR 93)	Lockport By-pass to Transit Road	14,050 (2009)
Robinson Road (SR 93)	Transit Road to Beattie Road	15,500 (2009)
Dysinger Road (SR 93)	Beattie Road to Lockport Town line	6,525 (2010)
Saunders Settlement Road (SR 31)	Lockport Town line to Lockport Bypass	6,575 (2009)
Saunders Settlement Road (SR 31)	Lockport By-pass to Lockport City line	9,400 (2010)
Rochester Road (SR 31)	Lockport City line to SR 77 (Chestnut Ridge Road)	10,225 (2009)
Rochester Road (SR 31)	Chestnut Ridge Road (SR 77) to Gasport Road (Town of Royalton)	5,650 (2009)

Corridor	Location	AADT (year)
Chestnut Ridge Road (SR 77)	SR 31 to Gasport Rd (Town of Hartland)	2,200 (2005)
Ridge Road (SR 104)	SR 93 to Coomer Road	5,300 (2008)
Ridge Road (SR 104)	Coomer Road to SR 78	5,075 (2009)
Lockport Junction Road (SR 270)	SR 31 to SR 104	4,500 (2006)
Akron Road	Lockport City line to Lockport Town line	1,300 (2009)
Old Beattie Avenue	Rapids Road to Dysinger Road	5,400 (2008)
Beattie Avenue	Dysinger Road to Lockport City line	7,450 (2008)
Bowmiller Road	Dysinger Road to Akron Road	4,150 (2009)
Day Road	E High Street to SR 31	4,500 (2009)
Day Road	N Canal Road to Slayton Settlement Road	1,875 (2010)
East High Street	Lockport City line to Ernest/ Day Road	2,000 (2009)
Lincoln Avenue	Akron Road to Ernest Road	7,800 (2009)
Lower Mountain Road	east of Lockport Town Line Rd (SR 270)	1,300
Rapids Road	Transit Road (SR 78) to Raymond Road	3,600 (2010)

B. Lockport Area Transportation Study, 2011

At the request of the Town of Lockport, GBNRTC undertook this study to evaluate demographic and land use changes in the southeastern portion of the Town that have taken place and are expected to take place in the future and how these changes may impact the transportation system. This study identified feasible infrastructure and/or operational improvements that may be needed, the timeframe of improvements, the means to fund improvements, and the stakeholders responsible for implementing improvements.



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A study team comprised of stakeholders from the Town of Lockport, City of Lockport, GBNRTC, and NYSDOT have been meeting since 2011, and will continue to meet throughout the development and implementation of transportation improvements. Outcomes of the study are discussed in later sections.

C. Sidewalks

There are sidewalks along some roadways in the Town. The Town has recently received a Safe Routes to Schools grant in conjunction with the Lockport City School District to improve sidewalks near four schools in the Town and City. The Town recently installed sidewalks along a portion of State Route 93 east of Transit Road.

D. Railroad

CSX Transportation operates the major railroad corridor that stretches from the International Bridge in Niagara Falls to the Lockport Station in the City of Lockport. The railroad corridor continues east of the Station, operated by the Falls Road Railroad, which is a Class III Short Line that provides access to Brockport, including shipments to and from the ethanol plant in Medina. CSX also operates service along the Somerset Railroad, which runs from the Lockport Station north to the former AES facility in the Town of Somerset.

E. Public Transportation

The Niagara Frontier Transportation Authority (NFTA) provides Metro bus service to the City of Lockport from both Niagara Falls and Buffalo. This includes daily service, as well as express and shuttle service. Bus Route 55 operates along State Route 31 providing weekday service between the Portage Road Transit Center in Niagara Falls and the City of Lockport. There is no service on this line to Lockport on the weekends and holidays. Bus Route 44 provides weekday service between Lockport and the City of Buffalo, with stops at Millersport Highway and Transit Road and in the City of Lockport. There is no weekend or holiday service provided on this route either. Express bus service is provided on Route 64, which operates on weekdays between the City of Lockport and downtown Buffalo. Niagara County Rural Transportation also operates a shuttle, which provides weekday service along Transit Road between the intersection of Transit and Robinson Roads and downtown Lockport.

Niagara County operates the Rural Niagara Transportation service, which provides public transport for County residents. Four fixed routes are available, providing services between Wilson and Lockport, Lockport and Middleport, North Tonawanda and Niagara Falls, and Youngstown, Ransomville and Lewiston. Route 3A services the Town of Lockport, with stops at Wrights Corners, the Lockport Mall, and Transit and Robinson/Dysinger Roads. Route 2A services the City of Lockport.



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F. Airport

The North Buffalo Suburban Airport is a public-use airport located on Transit Road in the Town of Pendleton, adjacent to the Town. National airline service is provided at the Niagara International Airport in Niagara Falls and the Buffalo Niagara International Airport in the Town of Cheektowaga (in Erie County).

G. Water Transport

The Erie Canal runs from southwest to northeast through the Town of Lockport, and is part of the New York State Canal System. The Canal System is under authority of the New York State Canal Corporation, which is currently a part of the New York State Thruway Authority. The Canal has a varying width of about 120 feet and a draft depth of approximately 12 feet. Although once used as an important shipping channel, the Canal is now primarily used for recreational boating and as a tourism destination.

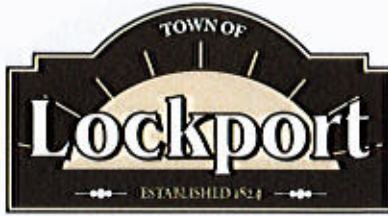
3.7 Community Facilities and Cultural Resources

A. Government

The Town of Lockport is a Town of the First Class. Its operations are governed by the New York State Constitution, New York State Town Law, General Municipal Law and other State laws, as well as the Town Code of the Town of Lockport. The Town is governed by a five-member Town Board. The Town Board is responsible for all legislation, adoption of Town budgets, personnel matters, zoning issues and the adoption of the Town Comprehensive Plan. The Town Hall is located at 6560 Dysinger Road (State Route 93), near the intersection with Old Beattie Road. The Town Court and Town Highway Department are both located adjacent to the Town Hall. The Town maintains a web-based GIS system on its website that allows for public viewing a variety of mapped information and use of mapping applications.

B. Schools

The Town of Lockport is serviced by five school districts (see Map 11 – School Districts), including the Lockport City School District, Newfane Central School District, Royalton-Hartland Central School District, Starpoint Central School District, and Akron Central School District. George Southard Elementary School on Locust Street is the only public school located within the Town. DeSales Catholic School is located on Chestnut Ridge Road.



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Figure 3.8: School District Enrollment (2007-2008)

School District	Number
Lockport City School District	5,289
Newfane Central School District	1,991
Royalton-Hartland Central School District	1,577
Starpoint Central School District	2,823
Akron Central School District	1,613

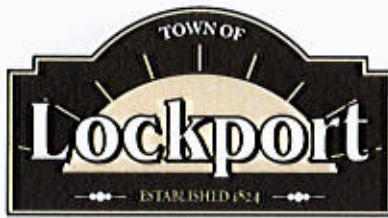
C. Parks, Recreation, and Trails

The Town of Lockport has several recreational facilities. John Austin Park is an approximately 100 acre park on Slayton Settlement Road (see Map 12 – Community Facilities). Dedicated in 2001, the park offers miles of trails throughout the wooded areas, waterfalls, and fields, including the Town of Lockport Nature Trail.



John Austin Nature Park, Slayton Settlement Road, Lockport, NY

Day Road Park offers walking trails, three soccer fields, a pavilion and a playground accessible to children with disabilities. A County-owned model airplane field exists just to the north of Day Road Park. The Lockport Little League operates a baseball/softball facility on Lincoln Avenue. The Lytle Nature Preserve located south of Cold Springs Road and running along the Erie Canal is open for long term planning.



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In addition, the Town owns land on Rapids Road that it may use for passive recreation in the future.

There are several golf courses within the Town. Oak Run Golf Course is an 18-hole facility open to the public located on Lake Avenue. Willowbrook Golf Course is a 27-hole facility located on Lake Avenue across from Oak Run that is also privately owned but open to the public. The Niagara County Golf Course is an 18-hole municipal course located on Davidson Road that is owned by Niagara County. The Lockport Town & Country Club located on State Route 31 is a private facility that includes an 18-hole golf course, a club house and a pool. Gothic Hills Golf Course on Niagara Street Extension is a privately-owned Par-3 facility.

The YMCA operates a facility on East Avenue in the City of Lockport. There is a new 68,000 square foot facility proposed for a 31-acre site on Snyder Drive.

State Route 31 is marked as NYS Bike Route 5 and traverses the Town from west to east, generally following the Erie Canal. Other roads throughout the Town marked as on-road bicycle routes include portions of Townline Road (State Route 270), Upper Mountain Road (State Route 93), Transit Road and Lake Avenue (State Route 78), Chestnut Ridge Road (State Route 77), Beattie Avenue and Old Beattie Road, Rapids Road, Tonawanda Creek Road, Ridge Road (State Route 104), and Bear Ridge Road. In addition, bicyclists often bike on secondary roads in the Town.

The former Erie Canal Tow Path has been converted to a multi-use trail along most of the canal's length. Known as the Erie Canalway National Heritage Corridor, opportunities for walking, hiking, bicycling, and cross-country skiing are popular along the multi-use Tow Path. In addition, the Canal is used heavily, especially as a destination for recreational boating. Several of the parks and private subdivisions throughout the Town contain internal multi-use trails. There is a snowmobile trail that transects the southern portion of the Town from east to west.



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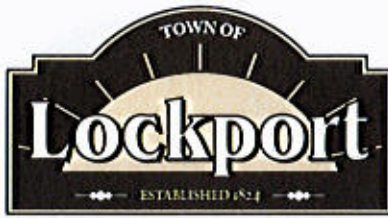


Erie Canal in the City of Lockport

The Niagara Escarpment Wine Trail follows portions of Ridge Road (State Route 104) as it meanders throughout Niagara County. Spring Lake Winery on State Route 33 is located within the Town.

D. Fire, Police & Emergency Services

The Niagara County Sheriff and the New York State Police provide police coverage for the Town. The Niagara County Sheriff's Department headquarters and the Niagara County Jail are located on Niagara Road in the north part of Town. The New York State Police station is located adjacent to the Town Hall (see Map 12 – Community Facilities).



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The Town of Lockport is serviced by five fire companies:

- Gasport Fire Company
- Rapids Fire Company
- South Lockport Fire Company
- Terrys' Corners Fire Company
- Wrights Corners Fire Company

The Niagara County Public Safety Training Facility is located on Niagara Street Extension in the Town and houses the Emergency Management Center and Fire Coordinator. The Niagara County Jail is adjacent to the Public Safety Training Facility.

E. Refuse Pickup/ Recycling

Residential garbage pickup in the Town is done through contracted waste management services. The Niagara County landfill that once serviced the Town was closed in 2013.

F. Other Community Facilities

The Town of Lockport Historical Society is located in the old Town-owned Pomeroy One-Room School on Lower Mountain Road. Another historic one-room schoolhouse is located on Chestnut Ridge Road. The Niagara County Fairgrounds, located on Lake Avenue, hosts the Niagara County Fair every summer as well as other events throughout the year. Map 12 identifies other community facilities, cemeteries, and religious institutions throughout the Town of Lockport.



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3.8 Utilities

A. Sanitary Sewer System

The Town of Lockport sewer system collects wastewater through an extensive system of sewers, pump stations, and force mains (see Map 13 – Sewer Infrastructure). Wastewater is treated at two treatment facilities owned by the Niagara County Sewer District (NCSD) and the City of Lockport. The sanitary sewer collection system consists of gravity sewer lines, force-mains, manholes, and pump stations. The Town is broken into three sanitary sewer districts as follows:

- (Water and) Sewer District No. 1: Carlisle Gardens
- Sewer District No. 2: Lincoln Village
- Sewer District No. 3: Remainder of Town

The Carlisle Gardens and Lincoln Village areas were the first areas of the Town to be developed. As such, they are currently the smallest districts with the oldest infrastructure. Rates are equal in the districts with reserves for expected capital improvements.

The Town of Lockport service area consists of approximately 106 miles of gravity sewers and force mains, ranging in size from 2 to 18 inches in diameter. In addition, the Town owns and maintains 38 major pump stations. The sewer system primarily discharges into the Niagara County Sewer District Interceptor at various locations throughout the Town.

There are also discharge points into the City of Lockport wastewater system. The predominate areas being treated by the City of Lockport are the East High Street, Stone Road, Carlisle Gardens, and Lincoln Village areas.

There are un-sewered areas of the Town where homes are served by individual septic systems. These areas are primarily north of the City of Lockport, southwest of the City (Hinman, Murphy Road area), in the far eastern area of the Town and in the southeastern part of the Town. The sanitary sewer system was extended in the past to service the residential development that was occurring within the Town.

The Town of Lockport Sewer and Water Department is responsible for operation and maintenance and repair of the entire sanitary sewer system and service laterals for individual houses up to the right-of-way (vent).



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B. Water System

The Niagara County Water District (NCWD) provides water to the Town of Lockport water system through large diameter transmission mains and master meters. Treatment, storage, and pumping of the water are completed by the NCWD at various locations throughout the district. The Town of Lockport's distribution system is fed by these transmission mains to the distribution system owned and operated by the Town's three water districts:

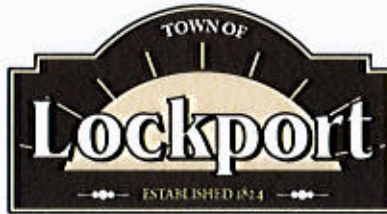
- Water (and Sewer) District No. 1: Carlisle Gardens
- Water District No. 2: Lincoln Village
- Water District No. 3: Remainder of Town

The Town of Lockport Water Department is responsible for operation and maintenance of the entire water distribution system and water services for individual houses up to the right-of-way at the curb box. Included in this distribution system are fire hydrants, valves, and service connections.

The Town of Lockport service area consists of approximately 140 miles of waterlines, and approximately 5,400 service connections ranging in size from 6 to 24 inches in diameter (see Map 14 – Water Infrastructure). In addition, the Town owns and maintains 14 interconnections and master meters between neighboring towns and the NCWD and 10 PRV's. The Town Department of Facilities is also responsible for operation and maintenance of all fire hydrants and inline valves in the system.

C. Stormwater Management System

The Town of Lockport stormwater system collects runoff through a system of culverts, pipes, and ditches that are located on both public and private property. There are currently no stormwater treatment or pump stations within the Town. Local stormwater requirements and NYSDEC requirements require that new developments detain stormwater on site so that the stormwater is not added to the drainage system at a quicker rate than that of the previously disturbed site. Operation and maintenance of the stormwater detention ponds are responsibility of the property owner. The Town of Lockport currently has a maintenance program in which it cleans and maintains its primary ditches and roadside culverts on a rotating maintenance schedule.



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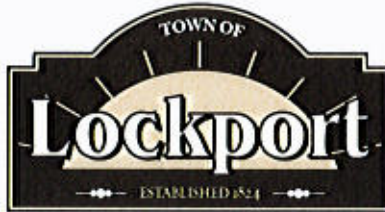
SECTION 4.0 – GOALS AND OBJECTIVES

The goals and objectives of the Town of Lockport's Comprehensive Plan establish the Town's vision for its future. These goals and objectives were developed by first taking the Goals and Objectives of the Town's prior Comprehensive Plans and updating them based on Regional Plans and initiatives. These Goals were further vetted through public surveys, public workshops, presentations and other forms of public outreach. As such, they were grounded in the history of the Town, relevant to regional objectives, and ultimately represent the public's preferences for the future development of the Town. In a practical sense, these goals and objectives are intended to provide guidance for local decision-making, helping the Town direct development in appropriate ways and support other actions that capitalize on the Town's assets and/or solve anticipated problems. In a broader sense, they make a powerful statement about the bright future the Town envisions.

Section 4.1 Public Input

The Town of Lockport's public input process included two public information meetings to allow residents to get a chance to comment on the initial draft of the Plan and ask questions. The first meeting occurred on May 14, 2014. This meeting included an open house portion where residents could view the components of the Plan using visual aids, and respond to the Goal and Objectives set forth in the Draft Comprehensive Plan. A public website (www.elockport.com) and email (lockportplan@wendelcompanies.com) for residents were established to allow residents to continue to comment or ask questions as the drafting process continues. The second public meeting was held on June 19, 2014. A Public Hearing was held on the revised draft of the Plan (revisions were noted so residents could comment on changes) on 9/17/14 and further comments were received. In addition, an online survey using Survey Monkey was created to gather general information from residents regarding the Town's existing infrastructure, services and overall access to information in the Town. This survey was also mailed out to residents with the Town newsletter. A general summary of the survey results are as follows:

- Over 500 responses were received.
- Respondents like the low crime and affordable housing found in the Town.
- Concerns include Street/Road repair and maintenance, and new development.
- Connectivity and walkability are important.



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- The Town newsletter is an important communication tool.
- Residents want no Town tax, balanced budgets and low debt.
- In general, residents believe the Town is headed in the right direction and our satisfied with Town services.

Please see attached survey and meeting notes in the appendix of the Plan for more information on the results of this public input.

4.2 Goals and Objectives

The following are the goals and objectives for the Town of Lockport.

4.2. a. Goal 1. - Maintain a High Quality of Life

Residents of Lockport value the existing character of the Town. There is a desire to preserve and build upon the Town's assets while minimizing disruptions to its character. Specific objectives that contribute to the quality of life in the Town of Lockport include:

- ❖ Continue to promote the rural atmosphere of the Town while providing the convenience of available suburban services.
- ❖ Maintain a high quality of education services.
- ❖ Support high quality fire and police protection promoting a sense of security.
- ❖ Evaluate proposals as to whether they help the Town maintain a clean environment.
- ❖ Invest in strong neighborhoods.
- ❖ Provide recreational opportunities, including a trail system that connects features in the Town.



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Lockport Nature Trail, Settlement Road

- ❖ Promote the “walkability” of the community, by investing in trails and sidewalks that increase the ability to get to recreation, shops, services, employment opportunities and other public facilities.
- ❖ Provide an efficient, responsive government.
- ❖ Promote development that provides convenient centers for goods and services.
- ❖ Invest in a revitalized and improved Transit North corridor.
- ❖ Continue to foster intergovernmental coordination with the City of Lockport and other local/ surrounding communities, as well as with regional partners.

It is a goal of the Town of Lockport to protect the elements that contribute to a high quality of life in the Town.

4.2. b. Goal 2 - Promote Economic Prosperity

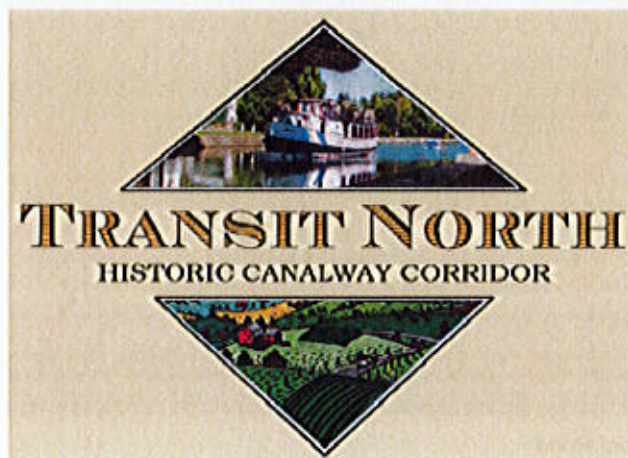
A strong local economy helps maintain jobs for residents, customers for local businesses and a stable tax base for government and the people they serve. Residents value opportunities to live and work in the community. A stable economy also helps support a strong housing base and promotes the affordability of retail goods and commercial services.

Objectives that contribute to long-term economic prosperity for the community include:



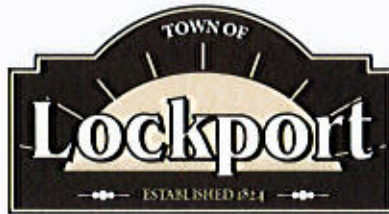
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- ❖ Promote the revitalization of the Transit North corridor as a center of economic development for the Town, and as a Gateway to the City of Lockport, the Canalway, Niagara County and the Region.



Official Town of Lockport, NY Transit North Gateway Logo, 2007

- ❖ Continue to encourage balanced growth so the community has a good mix of jobs and economic development opportunities in addition to excellent housing.
- ❖ Invest strategically in infrastructure to keep housing, business and community development costs affordable.
- ❖ Provide efficient governmental services and strategically use governmental spending to promote community prosperity and quality of life.
- ❖ Closely coordinate utility and highway development with private sector investment and development to promote cost efficiency.
- ❖ Encourage a healthy tax base to support appropriate governmental services consistent with residential needs.
- ❖ Provide stable governmental policies that enable residents to plan and protect their investments for the future.
- ❖ Continue to promote and expand economic opportunities in the "Economic Growth Corridor" that includes the Lockport Industrial Park.
- ❖ Encourage economic growth through the availability of broadband technology.



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It is a goal of the Town of Lockport to promote a healthy, vital local economy with a mix of job and business opportunities for its residents.

4.2. c. Goal 3. - Provide Effective Government Services

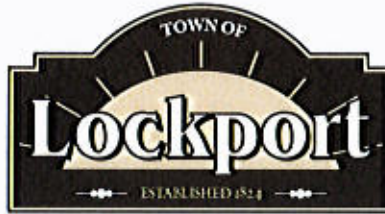
The Town of Lockport is recognized as providing a high quality of municipal services, and always seeks to improve service delivery to residents. But these demands must be weighed against the Town's ability to afford new services and the cost effectiveness of service expansions. Objectives relating to continued excellence in public services include:

- ❖ Maintain the existing excellent quality of schools, libraries and community facilities in the town.
- ❖ Continue to provide high standards of services such as snow removal, street maintenance, garbage collection, etc.
- ❖ Improve traffic conditions through effective land planning and instituting access/circulation management along major roads.
- ❖ Expand town recreational facilities consistent with available resources, development densities and local support for facilities such as bike/hiking trails, picnic areas, ball fields, and other recreational activities.



NYS Bikeway 517, Transit Road, Lockport, NY

- ❖ Explore options for greater coordination with adjoining communities in regard to shared services and other opportunities for greater efficiency.



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- ❖ Strategically plan extensions of the Town's infrastructure system and ensure that existing infrastructure is properly maintained.

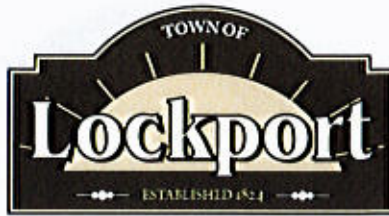
It is a goal of the Town of Lockport to maintain high quality public services and facilities, correcting deficiencies in existing services and making appropriate extensions in an environmentally and economically sound manner.

4.2. d. Goal 4. - Plan for Community Balance

The Town is most likely to achieve its goals for a high quality of life and economic prosperity by encouraging a balanced development of a range of community functions. In this way, it can provide for the full range of activities for town residents (housing, retail, employment, culture, institutions and public services). This focus on diversity will enhance the local identity, support the sense of community that exists in Lockport and promote resident cohesiveness. Objectives to promote this goal include:

- ❖ Provide a greater diversity of housing, with a range of styles, price ranges and densities.
- ❖ Allow conveniently located commercial services to develop adjacent to residential areas to serve local needs and as well as a wider market area.
- ❖ Support economic development activities to attract employment and business services to the town.
- ❖ Protect agricultural and rural land uses from encroaching development.
- ❖ Establish a well-planned network of roads and trails that links and integrates community activities and encourages broader community ties.
- ❖ Develop zoning and land use regulations that focus new growth in locations with the capacity to accommodate it, and that promote a high quality of development.

It is a goal of the Town of Lockport to promote controlled, balanced growth, encouraging development where services are available and preservation of open space and agricultural lands.



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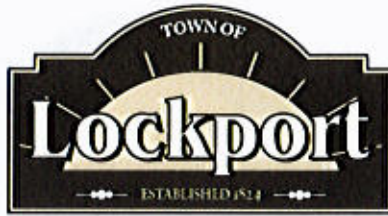
SECTION 5.0 – COMMUNITY ASSESSMENT/ FINDINGS

The following section presents the general Observations and Findings made concerning the Town of Lockport. The first methodology utilized to accomplish this was the recording of the observations made by Town officials, the public and others involved in the project. In some cases, these were perceptions of the Town, and in other cases they were based on experiences and personal observations. The second methodology included thoroughly analyzing the information developed in Section 3 by assessing it against the Goals and Objectives of the Town. This type of analysis is sometimes called a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis, which allows recommendations and actions to be more easily developed. Setting actions that take advantage of and capitalize on the strengths of the Town and opportunities that exist. Actions are also developed to address the weaknesses in the Town and preparing it for future threats/ obstacles to the Town achieving its goals and objectives.

Observations and Assessments were made on a Town wide level, but were also made on a more neighborhood area basis. The Town was broken into five areas or sectors based on the previous Comprehensive Plan, past studies, and the general characteristics of the Town (see Map 15 – Community Sectors). These areas/ sectors are as follows:

- ❖ Southeastern Area – This area is still fairly rural, although residential growth over the last decade has increased along existing roads and within subdivisions. There are large sections of wetlands and floodplains that inhibit development in this area.
- ❖ Transit North Corridor Area – This is the commercial core of the Town and is the major travel corridor (as identified in the Transit North initiative).
- ❖ Central East Area – This is a primary suburbanizing area of the Town. It has more developed areas that are proximate to the City of Lockport and Transit Road. There are also more rural areas as you head east towards Royalton. Recently, there has been commercial growth in this area to accommodate the residential growth.
- ❖ North Area – This area is rural and agricultural in nature with some commercial along Lake Avenue, centered by the hamlet of Wright's Corner. It is largely unsewered.
- ❖ Central West Area – This is the industrial core of the Town, which includes the quarry and Lockport IDA Park. There is some residential development north of Upper Mountain Road and to the south along Murphy and Hinman road.

A further discussion of these areas and the justification for their approximate boundaries is included later in this Section. It must be noted that although the Town has been broken into five areas for the purposes of this plan, it is being planned as one community. The boundaries between these planning areas are approximate, and there is overlap and



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blending between the areas. The intent of the five areas/ sectors is to better focus on issues that are generally located within these geographically defined parts of the Town.

Based on the observations and findings created in this Section, the next Section of the plan develops the recommendations needed to capitalize on the community's strengths and opportunities that exist, improve the weaknesses, and prepare for any threats.

5.1 Town-Wide Assessments and Findings

The following assessments and findings are not geared towards a specific sector but are for the overall Town.

Infrastructure

The Town is almost completely "watered", having water services available for existing businesses and residents, for development, and other water needs along nearly all road frontages in the Town. The Town has diligently maintained this system and will continue to make needed repairs and improvements.

The Town's sewer infrastructure is centered on areas surrounding the City of Lockport and Transit Road. Areas of densest residential development are generally served by sewers, as is the entire Transit Road corridor. More rural areas in the southeast and northern part of the Town do not have sewer service. The Town maintains these existing sewers and continues to bring them into conformance with any new rules and regulations. As these sewers and related facilities continue to age, maintenance, repair and replacement will be a priority. The Town has also studied areas for potential expansion of the system.

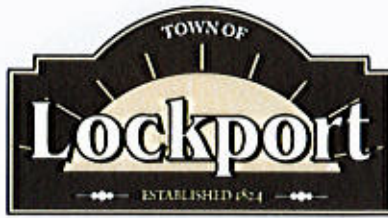
Drainage improvements have been made throughout the Town and drainage maintenance and improvements will continue to have importance. Soil characteristics, older infrastructure, development, and changing rules and regulations are putting greater drainage demands on the Town.

Observations were made at the public meetings that greater emphasis should be placed on drainage issues in the Town.

As the Town continues to grow, the infrastructure demands will grow, and maintenance of existing systems will be a primary focus.

Environmental Features

While there are wetlands scattered throughout the Town of Lockport, the greatest concentration of State and Federal wetlands is in the southeastern area of the Town. The southeastern area also has areas of floodplains associated with the Tonawanda Creek



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watershed. The more rural northern portion of the Town also has areas of floodplain, as well as some areas of wetlands that would affect development pressures in this sector.

There are areas of floodplains along many of the creek corridors in the Town, including an area adjacent to the Transit Road corridor that could affect existing commercial properties. The Town's largest mobile home development is located just to the south of the mapped floodplain.

The Escarpment is an important environmental feature that cuts across Western New York and into Canada. Its steep slopes and unique ecosystem are features that require careful attention.

In general, the Town has few "contaminated sites", with only three specific Brownfield sites identified.

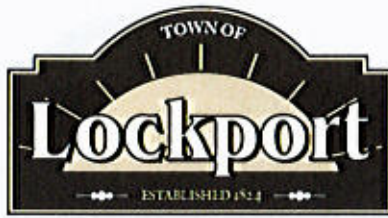
Land Use and Zoning Patterns

The Town of Lockport's overall land use patterns have stayed fairly constant over the last two decades. Development that has taken place has reduced some rural/ agricultural uses, but much of the development has occurred in areas targeted for that type of development.

The Town's current zoning map closely follows the general land use patterns of the Town. (See Map 6 – Existing Zoning)

The Town does not have many rezoning requests and has not done any major rezoning at an applicant's request over the past two decades. The Town, though, has updated their zoning ordinance over the past decade and made some zoning mapping changes to address town wide issues. In accordance with the 1992 and 1999 Comprehensive Planning documents, the Town has amended their zoning code several times over the last 10+ years. Changes included adding overlay districts and architectural standards to improve the aesthetics of the Towns. The Town has also reduced the number of zoning districts and renamed some of them to better reflect their purpose. For example, the R-3, OB and IP zoning districts were eliminated; and the Rural Residential (RR) district was renamed Agricultural Residential (AR). The B-1 district was also renamed ("Local Business") district to better reflect its intent. In addition, the Town modernized the zoning code to bring it up to modern standards and to conform to State enabling legislation.

Town-sponsored zoning map revisions included modifications along the Transit Road corridor to reflect appropriate business zone designations and remove "Office" zoning. Revisions also included correcting the transition areas between Agricultural, Agricultural-Residential and Residential zoning areas, and revising district boundaries to match uses, and to follow parcel boundaries where feasible and appropriate.



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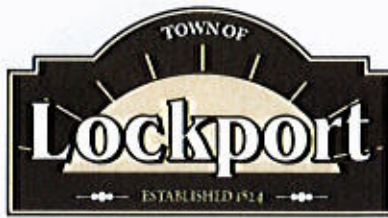
Industrial uses are primarily located in the area to the west of the City around other industrial uses, although there are scattered parcels in industrial use. These parcels are generally small operations, trucking firms, construction-related businesses, or similar ventures. The concentration of industrial uses to the west of the City of Lockport includes the Lockport Industrial Park, which houses several tenants, including the Yahoo! facility. A large mining (quarry) operation is also located in this vicinity. Some residents expressed concerns about the quarry operation and plans for expansions.

Farming activities are located primarily in the north and northeast part of the Town. Some farm operations are also located in the Central East and the southeastern sector area, and there are still relatively large agricultural concentrations due east of the City, near the border of the Town of Royalton. The agricultural makeup of the Town is primarily field crop, orchards and dairy, with some vegetable farming. The southernmost portion of the Town is a mix of farmed lands, vacant open space (including wetlands), and residential uses. State Agricultural Districts are only present in the northern sector of the Town, along with a small area along Saunders Settlement Road near the industrial core of the Town.

The greatest concentration of commercial uses is along the Transit Road corridor. These uses tend to be larger in scale. There are many national chains located along the northern section of the corridor, which serves as a retail shopping destination for a large market area. Major retailers in this corridor include Wal-Mart, Bon Ton Department Store, Home Depot, and numerous restaurants. Smaller scale retail uses occur in the hamlet areas (Rapids, Wrights Corners) of the Town, and along Lincoln Avenue at the southern edge of the City of Lockport.

The Town has a variety of residential property types. Much of the residential development is in traditional single-family suburban subdivisions, but there are also a greater proportion of apartments, condominiums, and patio homes than in most Niagara County towns. There are also three mobile home parks, including "The Villages", which is a large Mobile Home Park off Transit Road near Robinson Road. Residential density tends to be greater near the southern side of the City of Lockport and off Transit Road. Larger lots predominate in the more rural northern, eastern and southern sections of the Town. There has been significant subdivision activity in the Town, particularly off Transit Road south of the City and off Lincoln Avenue east of the City. New subdivisions continue to be presented to the Board and Lockport is recognized as a desirable place for development.

In terms of zoning, Agriculture and Agricultural-Residential are still the two most prevalent zoning categories. The Town's Agricultural zoning classification has some unique requirements that help to limit the subdivision of these lands and help to keep its rural character. Denser residential development is allowed off of the Transit Road/ Robinson Road corridor and in areas adjacent to the City. Commercial zoning is concentrated along the Transit Road corridor and in the hamlet areas. All industrially zoned land is west of the City in the vicinity of the Delphi Plant.



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The Town's Land Use patterns are in conformance with the Niagara County Comprehensive Plan, which illustrates much of the Town centered toward the City and Transit Road as an "Urban Center".

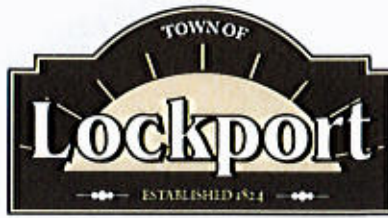
In accordance with the Niagara County Plan, the Town is encouraging and accomplishing the ideals of Sustainable and Smart Growth principles. The Town is addressing these 10 principles, as identified in the County Plan, as follows:

1. Creating a range of housing opportunities and choices by providing quality housing diversity for people of all ages, lifestyles, mobility and income levels.
 - The Town has areas for all types of housing, from single-family homes to apartments and mobile homes.
2. Creating "walkable" neighborhoods, that are pedestrian-friendly, where less reliance on automotive travel is possible, and where daily services are readily available in proximity to housing and employment resulting in desirable places to live, work, learn and play.
 - The Town has targeted this as an important goal, created a Trails, Pathways and Connectivity Plan, constructing sidewalks, and has identified other implementation actions.
3. Encouraging increased community and stakeholder collaboration to respond to a community's sense of identity and vision of how and where it wants to grow.
 - The Transit North endeavor was a great example of how community and cross community work can help to set vision and achieve desired results.
4. Fostering distinctive, attractive communities with a strong sense of place by setting standards from design, development, construction and maintenance which responds to community values expressed through architecture and public places.
 - The Town has enacted design standards and continues to focus on improving their sense of place.
5. Making development decisions predictable, fair and cost effective by sending clear signals to developers and the private sector in making sound development decisions.
 - The Town has placed development guidance documents on their website and works cooperatively with the development community.



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6. Mixing land uses by integrating compatible forms of land uses and multiple uses into the community, rather than the more conventional segregation of uses.
 - The Town is taking strides to encourage more mixed use development (PUD's, Hamlet Centers) and [complementing](#) land uses.
7. Preserving open space, scenic resources and environmentally sensitive areas which supports local economies, provides jobs, preserves critical environmental areas, and improves the overall quality of life of a region by guiding new growth into existing communities.
 - The Town has preserved important lands and continues to target appropriate areas for development and discovering development in environmentally sensitive areas.
8. Providing a variety of transportation choices to people with more alternatives to move people and goods and with greater emphasis on connections to housing, employment, shopping and transportation.
 - Improving "walkability" and making Transit Road more user friendly have been important goals of the Town. Improving other transportation options remains a priority.
9. Strengthening and directing development towards existing communities and developed areas that are already served by infrastructure and seeking to utilize the resources that existing neighborhoods offer, while conserving open space and irreplaceable natural resources.
 - As stated previously, a major focus of the Town and this Plan is to direct growth to the appropriate places.
10. Encouraging compact forms of development, site and building design as an alternatives to conventional, land consumptive and sprawling development patterns.
 - The Town is taking additional actions to help with encouraging this type of development. Protecting the rural and agrarian areas will also help to meet this goal.



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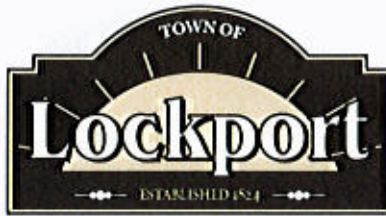
Quality of Life

In general, the Town represents a good mix of different forms of residential, commercial, and industrial uses, combined with agricultural and rural/ undeveloped areas. The Town includes some densely developed areas and some areas that have little to no development. The general perception of the Town is that it is a rural community that surrounds a City with some more densely populated areas around the City, and along the Transit Road corridor. Once, the Town did not provide recreational services to its citizens, but in the recent past, this has changed. The Town now has several community facilities and parks. Citizens who came to the public meetings seemed to be pleased with the Town's initiatives to provide recreation (passive and active) opportunities in the Town. The Town has also finished planning for walkability in the community by planning for trails, pathways, and sidewalks. The Town has five school districts within its boundaries that provide quality education. As with many communities, the quality of the school districts and their specific schools play an important role in where families choose to live. The Town also has numerous other community and recreational facilities that are continuing to be improved.

Transportation

As discussed in Chapter 3 under Existing Conditions, the Town of Lockport Transportation Study was undertaken to evaluate demographic and land use changes in the southeastern portion of the Town that have taken place and are expected to take place in the future, and how these changes may impact the transportation system. To determine traffic conditions existing currently and in 2030, a traffic impact analysis was conducted for the roads and intersections in the southeastern portion of the Town. This traffic impact analysis took into consideration existing traffic patterns and forecasted future 2030 traffic patterns by using a natural growth rate compounded with traffic resulting from future development and commuting patterns.

The results of the Lockport Transportation Study indicate that in 2030, most corridors and intersections in the Central East Area of the Town will continue to operate at acceptable levels of service. One exception is the segment of Robinson Road between Transit Road and Beattie Avenue/ Old Beattie Road, which will begin to experience unacceptable levels of service and may require attention to avoid experiencing failing levels of service. The results of the traffic impact analysis led the Study's Management Team to drop from consideration discussion of a new southeast bypass road, which would connect State Route 93 with Transit Road, and focus attention and resources on improving and upgrading the existing transportation network. Although this study and others have shown that traffic is not a major problem, the public has included traffic as one of their biggest concerns. The ability to "get around Town" in a safe and efficient manner, in the public's eyes, appears to be problematic at times.



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The Town's Trails, Pathways & Connectivity Plan, which addresses non-automotive transportation in the Town, identifies a number of goals for the Town's connectivity. These goals include:

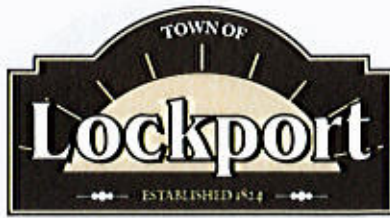
- ❖ Helping to create a sense of community
- ❖ Providing recreational opportunities
- ❖ Improving walkability and accessibility in the community
- ❖ Providing connections between important features
- ❖ Helping with health and lifestyle issues

The public showed great support for these ideals and the actions taken so far by the Town.

5.2 Southeastern Area Assessments and Findings

The following assessments and findings are geared towards the Southeastern Area of the Town.

The Southeastern sector of the Town generally includes all of the Lands north of the County boundary formed at Tonawanda Creek, and south of Robinson/ Dysinger Road. It does not include the area bounded by Raymond, Rapids, and Transit Road, which is more developed and is included in the Central East sector, and lands along Transit Road (Transit Road has its own sector). The general characteristics of this area are that this area was separated out in past Comprehensive Plans and represents the more rural areas of the Town adjoining Amherst, Clarence, and Royalton. This area is experiencing growth pressures from Amherst, Clarence, the Transit Road corridor, and from the growth that has come south out of the City of Lockport.



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1. Outside of the North Area, the second greatest concentration of agricultural land is located in the Southeastern Area.
2. This area also has the greatest concentration of environmental features such as wetlands, floodplains, and creek corridors. Wooded parcels are also present.
3. While this area is experiencing increased growth pressure, some of the lands are protected from development by environmental constraints.
4. There are several subdivisions located in the Southeastern Area. Others have been filed or have received Town approval but have not been constructed or are partially constructed.
5. This area contains two small mobile home parks.
6. The areas of the communities surrounding this sector (Pendleton, Royalton, and Clarence) are generally perceived as being rural in nature. The strong development pressures in Clarence have been concentrated further south and Clarence has designated their northern portion of the Town for land conservation and agricultural uses (it is also within a floodplain). Royalton's Comprehensive Plan calls for the area abutting Lockport to remain rural. The Town of Pendleton, on the other hand, has planned for growth along its boundary with the Lockport, which is Transit Road.



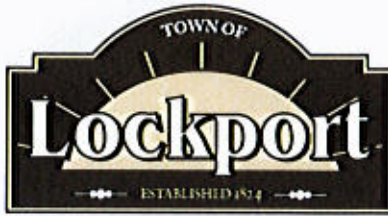
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The two Towns have had some coordinated planning efforts for this area through the Transit North project. Retaining the rural character in parts of this sector would be compatible with the adjoining communities.

7. The hamlet of "Rapids" is located along Tonawanda Creek in this sector of the Town. Rapids has a mix of uses, including some small commercial properties, the Rapids Fire Department, and housing at a denser level in some limited areas (village-scale).



8. An existing traffic problem at the intersection of Raymond Road and Bartz Road/ Crosby Road was identified. Also, Tonawanda Creek road, which connects Transit road to "Rapids" and further east, is in poor shape.
9. The Town has received requests in the past for sewer extension in this area. A recent sewer study for this area concluded and illustrated how this area could be sewerred and its capacity for accommodating additional units and flows.
10. The "area" of the Town is completely within the "Middle Tonawanda Creek" watershed.
11. The southern portion of this area is located in the Starpoint school district and the northern portion in the Lockport School district (small portion in the Akron school district). It has been observed that some developers have a preference to develop in the Starpoint district over the Lockport district.



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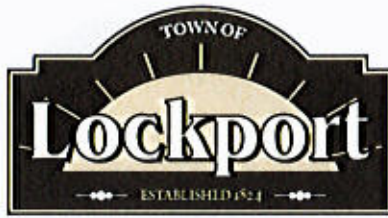
5.3 Transit Road Area Assessments and Findings

The following assessments and findings are geared towards the Transit Road Area of the Town.

This area includes the lands that were specifically broken out by the Town as the Transit Road corridor and the lands surrounding this corridor that have been, and continue to be, influenced by this important corridor.



1. Transit Road is the major commercial corridor through the Town and also the major gateway from the south (Erie County). Transit Road connects Niagara County to northern Erie County and into southern Erie County. Many visitors' impression of Lockport is heavily influenced by this corridor.
2. In the past, development occurred without a great deal of thought toward projecting a consistent image. More recently, the Town has paid attention to better landscaping, reducing visual clutter, and adhering to high quality design standards, which will help enhance the Town's image.
3. As redevelopment along Transit Road has occurred, opportunities to add greenspace and provide landscaping along the Transit Road frontage, as well as improve the appearance of the buildings and sites, have taken place in recent years.
4. The Town and the City operate as a single market destination and continued cooperation will benefit both municipalities.



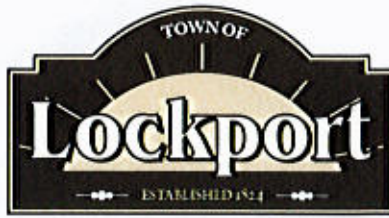
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5. There have been strong development pressures over the past decade, and many national and regional retail chains are located along Transit Road. These include Wal-Mart, Home Depot, Panera Bread, OfficeMax, Tractor Supply, Tops, and Bon Ton. The corridor has a wide variety of restaurants, including both national chains and locally owned operations.
6. The greatest density of retailers is in the Town of Lockport. Although commercial development continues into the City of Lockport, it becomes more mixed with residential properties within the City.
7. Some of the commercial operations along Transit Road are car dealerships, and new and/ or redevelopment of these establishments have continued to play a large role in this area.



Transit Road Existing Car Dealerships

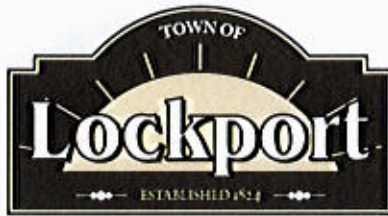
8. As properties along Transit Road are redeveloped, the difficulty of fully conforming with underlying zoning regulations and the Commercial Corridor Overlay District, especially front yard parking setback and front yard landscaping requirements, will continue to be an issue.
9. A market study completed for the Transit North corridor in 2013 identified market potential for \$1 billion in new sales. Assets of the corridor for retail development include excellent traffic counts (nearly 30,000 cars per day), a 10-mile population of



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130,612, and an average 10-mile household income of \$80,211 (2013 values). Analysis of Opportunity Gaps identified unmet demand for an additional \$824.8 million in retail sales, including eating and drinking places; and \$303.1 million in department store sales (GAFO - General Merchandise, Apparel, Furniture, and Other).

10. The construction of the Walmart Supercenter will stimulate retail activity and will attract other Walmart "shadow" stores to the Transit Road Corridor.
11. Zoning along the Transit Road corridor is largely for B-2 (General Business) uses. The southern end of the corridor is zoned B-1 (more Restrictive Business), as are some smaller areas north of the Robinson Road/ Dysinger Road intersection.
12. The Donner Creek corridor contains a significant floodplain area that encompasses some already developed commercial and residential areas.
13. The southern end of Transit Road consists of several large tracts of land that contain agricultural uses or are undeveloped.
14. Transit Road is designated as State Bike Route.
15. Transit Road (north of Robinson) is the retail center for the Town and has sidewalks along much of its length; however, its current design does not promote pedestrian friendliness. There is potential to increase pedestrian, bike and transit use along the corridor.
16. The northern part of this commercial corridor is in close proximity to relatively dense residential development. The connections between the businesses and the local residential base could be enhanced.
17. Transit road south of Robinson road primarily does not have sidewalks and is not pedestrian friendly.
18. Existing traffic problems were identified at the intersections of Transit Road and Tonawanda Creek Road, Transit Road and Fisk Road/ Rapids Road, and Robinson Road and Snyder Drive. These intersections are all under the jurisdiction of New York State Department of Transportation.
19. The new Super Wal-Mart proposed on Transit Road may increase high traffic volumes during peak times. Based on the Wal-Mart traffic study, a signal may be required at the Robinson and Snyder drive intersection at build out.



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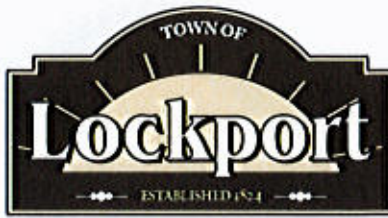
20. During peak times, poor traffic signal coordination and high traffic volumes lead to some traffic congestion along Transit Road. Specifically, this includes the areas around the Rapids Road/ Fisk Road intersection and between the traffic signals at the Home Depot Plaza and Shimer Road. These intersections are all under the jurisdiction of New York State Department of Transportation.
21. The intersection of Transit Road and Robinson Road has experienced the highest number of recorded crashes in the Town of Lockport in recent years.
22. Residents have expressed that traffic related issues are some of their biggest concerns in this corridor.
23. There is a need for greater connectivity between Transit Road and the Lockport Bypass.
24. Design Guidelines have been adopted by the Town Planning Board. With the introduction of Architectural Review of site plans, the Planning Board now has the tools to guide the development and redevelopment of Transit Road into the unique, architecturally-themed historic shopping district the community seeks.
25. See the Transit North Corridor report for additional information about this important corridor and area of the Town.

5.4 Central West Area Assessments and Findings

The following assessments and findings are geared towards the Central West Area of the Town.

This area is primarily located south of Leete Road, west of the City of Lockport and the Lockport Bypass, and north of Lockport Road (the Lockport/ Pendleton boundary). It is proximate to an area of the City of Lockport that includes a large Industrial/ automotive facility. The area is a primary growth corridor (as identified in the Erie Niagara County Framework For Regional Growth), but it also includes some rural areas, small areas of agriculture, and residential areas.

1. The Central West Area is the primary industrial corridor for the Town, with a significant concentration of manufacturing, industrial, and mining land uses. Two of the three identified brownfields in the Town are located in this sector. The Regional Framework for Growth (FRG) identified a regional growth corridor that comes out of the City of Lockport and runs southwesterly into Cambria (extends north to Upper Mountain Road and to an area north of Murphy Road).
2. Delphi Thermal Systems anchors this area, although the facility is in the City, not the Town of Lockport.

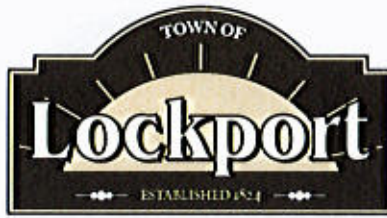


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3. The Town's Industrial Park Area (IPA) is located in this area. The Industrial Park is a certified "Build Now – New York" site, and houses 16 small and medium size employers, which account for approximately 400 jobs including the new Yahoo! Datacenter project.



4. There are several public facilities in this area, including the Niagara County jail, the Sheriff's office, and a fire training facility.
5. There are also several subdivisions and other residential developments in the northern part of this sector. The Niagara Escarpment runs through this area and it seems to be the general division line between the industrial/ business areas and the residential areas.
6. The Erie Canal bisects this area, running parallel to Bear Ridge Road and into the City of Lockport.
7. The Lockport Bypass forms the boundary between this sector and the Transit Road corridor.
8. Along Upper Mountain Road and to the north, lands are zoned Residential or Agricultural Residential. Topography complicates development options in this area, as the Niagara Escarpment crosses the Town north of Upper Mountain Road. This area is a mix of residential, public uses, and undeveloped lands.

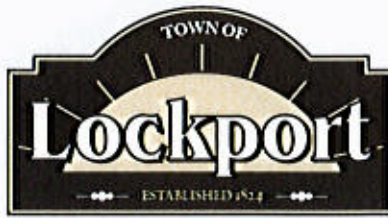


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9. The southernmost portion of this area (along the Town of Pendleton border) is relatively rural in character, characterized by farms and areas of undeveloped open space, including woodlands. There are fewer roadways.
10. Residential development tends to be road frontage lots south of Saunders Settlement road, primarily along Murphy Road, and the western end of Hinman road. The southern portion of this sector is zoned Agricultural-Residential (AR), with the exception of the far southwestern parcel in the Town, which is zoned for business use (B-1). The parcel zoned B-1 is currently undeveloped, but it lies just east of the Lockport Road/ Campbell Boulevard intersection (in Cambria and Pendleton), which is commercial in nature with a large farm market and a restaurant.



11. There is a small area along Saunders Settlement Road that falls within a State Agricultural District. Lands within this district are farmed for field crops and a small vineyard.
12. In the southern area of this sector, there is some residential development, largely along street frontages. Because of the business/ industrial nature of the area, the conflicts between the uses are continuing to increase. Residents have expressed concerns in the past about the quarry and its intentions for expansion,



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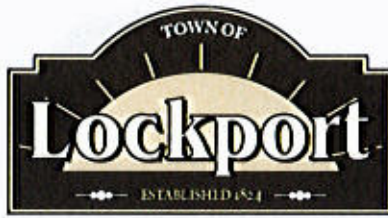
13. This area does fall within the designated Town of Lockport Sewer Service area, but there are no sewer lines west of the Lockport Bypass and south of Saunders Settlement road in the southwest corner of the Town.
14. The area is serviced by a strong system of roadways. Upper Mountain road and Saunders Settlement road are principal arterials (carrying 8,000 to 11,000 vehicle trips per day). Hinman road is considered a Collector road, but it only carries about 400 to 500 vehicle trips per day. Existing traffic problems though were identified at the intersections of Saunders Settlement Road and Upper Mountain Road/ SW Lockport Bypass, Upper Mountain Road and Sunset Drive, Lower Mountain Road and Lockport Junction Road, and Leete Road and Sunset Drive.
15. This area includes few environmentally restricted areas, except for some wetland areas to the west of Bear Ridge road.
16. There are no community facilities in the southern part of this area, and the area is split between the Starpoint (in the north) and Lockport school districts (in the south).

5.5 North Area Assessments and Findings

The following assessments and findings are geared towards the North Area of the Town.

This area of the Town is bounded by the Towns of Newfane and Hartland to the north, the City of Lockport, the Erie Canal and Leete Road to the south, and the Towns of Cambria and Royalton to the west and east respectively. It represents the region of the Town that is most agricultural in nature. Nearly all properties within the State Agricultural districts are in this sector. The area is rural in nature. The regional hamlet of Wright's Corners, while largely in the Town of Newfane, extends into this area of Lockport.

1. Generally, this area of the Town is rural in character, with large parcels, agricultural uses and undeveloped lands.
2. The Wright's Corners hamlet is located in the northern portion of the Town and into the Town of Newfane. The hamlet is characterized by a denser pattern of mixed uses, including a small 'downtown' area that is mainly in Newfane.

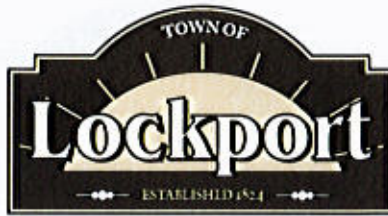


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3. There are significant areas of wetlands, as well as numerous creek corridors with associated floodplains in the North area.
4. The adjacent lands in the City of Lockport are also largely undeveloped.
5. The majority of the Town's agricultural land and prime agricultural soils are positioned north of the Escarpment.
6. Agricultural uses in the northern portion of the Town are diverse, with orchards and dairy and cattle farms in addition to typical croplands and produce farms.





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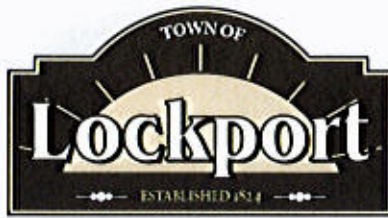
7. Three large areas of the North area are designated as State Agricultural Districts.
8. There has been subdivision activity in the North Area, with several existing subdivisions, largely in the Sunset Drive/ Leete Road vicinity, and off Lake Avenue (Route 78).
9. The southern portion of this area falls within the City of Lockport's Sewer Service area.
10. The Wright's Corners area (and much of this area) is not serviced with sanitary sewer, and extension of the Town or City's sanitary sewer system or the Town of Newfane's system would be necessary to provide service.
11. The Wright's Corners hamlet area is zoned B-2, which may not be conducive to keeping the character of a hamlet area and is not conducive to an area that does not contain sanitary sewer service.
12. Existing traffic issues were identified at the intersection of Stone Road and Sunset Drive.
13. There are two parks, two golf courses, a nature preserve, and the Niagara County Fairgrounds located in this area. They are a combination of regional assets and support for the Town of Lockport.

5.6 Central East Area Assessments and Findings

The following assessments and findings are geared towards the Central East Area of the Town.

The Central East Area includes the areas south of the Erie Canal and Niagara Escarpment, which serves as a demarcation between the agricultural rural areas to the north and the more developed areas towards Chestnut Ridge Road. It includes all of the lands east of the City of Lockport to the Town of Royalton, and south to Robinson/ Dysinger Road. It also includes an area south of Robinson/ Dysinger Road and west of Raymond Road over to the Transit Road area. This area includes the development coming out of the City of Lockport along some of the major east/ west roads and the development that can be associated with the growth pressures off of Transit Road. It also includes some rural areas in the eastern portion of the Area, near Royalton.

1. This area includes two hamlet areas: Chestnut Ridge (focused around the Chestnut Ridge Road and Rochester Road intersection) and the Akron/ Lincoln hamlet (centered on the Akron Road and Lincoln Road intersection at the City boundary). Small commercial/ business uses are associated with these hamlets. These hamlets are important support areas to this region of Town.



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2. The densely developed areas of this sector are located adjacent to the Transit Road and Robinson Road corridor, the Lincoln and Akron Road corridors (running out almost to the Town of Royalton), and the Chestnut Ridge/ Rochester Road corridor. The growth in these areas has been influenced by their proximity to the City of Lockport. Numerous subdivisions exist along these growth corridors.



3. The Robinson/ Dysinger Road corridor is an asset to this area, with commercial uses, public services, and varied housing options. This mixture of uses though, presents its own set of unique challenges.



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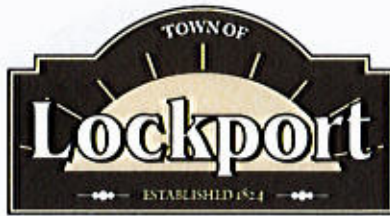


4. The three "development areas" of this sector (Robinson/ Dysinger/ Transit, Akron/ Lincoln, and Chestnut Ridge/ Rochester) are separated by rural areas. Connectivity will be an important consideration in this sector.
5. The rural areas in the eastern part of this sector include agricultural uses which represent an important feature of the Town and the adjoining Town of Royalton. These areas are predominately zoned Agricultural Residential.
6. Existing traffic issues were identified at the intersections of Robinson Road/ Dysinger Road and Beattie Avenue/ Old Beattie Road, Akron Road and Bowmiller Road, East High Street and Ernest Road/ Day Road, Chestnut Ridge Road and Cold Springs Road, and Chestnut Ridge Road and Rochester Road.
7. Passenger and truck thru-traffic uses local Town roads, particularly Ernest Road and Day Road, as a bypass route around the City of Lockport.
8. There are a high volume of bus stops and student pick-ups and drop-offs along Robinson Road between Transit Road and Beattie Avenue/ Old Beattie Road. This causes traffic congestion during peak hours.
9. As growth continues to occur in the Central East and Southeastern areas of the Town, commercial growth pressure will continue along the Robinson Road/ Dysinger Road corridor, and especially at the Robinson Road/ Dysinger Road intersection with Beattie Avenue/ Old Beattie Road.



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10. A strip of multi-family residences extends along Robinson Road/ Dysinger Road between Transit Road to east of Beattie Avenue/ Old Beattie Road.
11. Sanitary sewers do not extend along State Route 31 east of Day Road, and thus do not service the hamlet area around State Routes 31 and 77.
12. There is a large wetland area east of Day road which has limited development in this area.
13. This area is primarily located in the Lockport school district.



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SECTION 6.0 – RECOMMENDATIONS/VISION

This section of the Comprehensive Plan outlines recommendations that, when implemented, will guide the Town of Lockport towards realizing its vision and attaining the goals identified in Section 4.0. The development of recommendations is based around the key community assessments and findings of the Town.

A "Guiding Map" (vision map) portraying the vision of the overall Town is discussed later in this Section and is included as Map 16.

6.1 Town-Wide Recommendations

The following recommendations are not geared towards a specific sector but are town-wide recommendations that achieve multiple goals and promote a town-wide vision.

6.1 a. Infrastructure

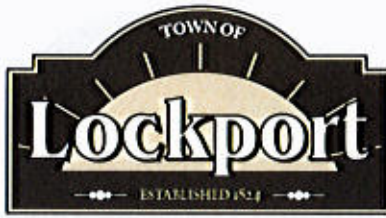
The Town owns and maintains a town-wide water system and an extensive sewer system. As costs continue to rise, the Town should continue to investigate and implement ways to improve the efficiency of the operation and maintenance of these systems. Future expansions of sewer service should be carefully considered to avoid negative impacts on the operating costs of the existing system and be targeted in areas that would result in the biggest return on investment for the Town.

The regulatory requirements for drainage systems are changing. There is potential to implement new measures, such as Green Infrastructure, that will be cost effective and minimize maintenance. The Town should continue to systematically maintain the existing drainage system (pipes, ditches, culverts, bridges, basins, etc) of the Town. Policies for how to address future drainage systems and structures resulting from private development should be developed. Options include privately-maintained systems and/or the formation of special districts to pay for operation and maintenance costs.

The availability of high speed broadband service has become as important in the attraction and retention of jobs as the availability of quality municipal services, such as roads, water and sewer. Although broadband service is traditionally provided by private operators, the Town and adjacent municipalities may need to collaborate to fill critical gaps in such service.

6.1 b. Environmental Features

The Town should keep up to date on the changing wetland regulations and update the wetlands mapping on a regular basis. Areas with Hydric and Potentially Hydric soils should be mapped, identifying areas of potential concern, especially in areas targeted for growth. The lists of Hydric and Potentially Hydric soils in Niagara County were recently updated.



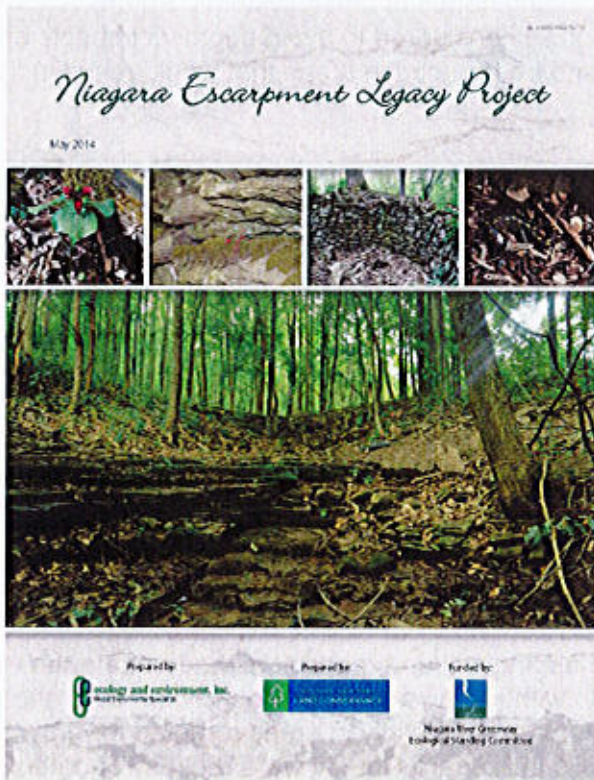
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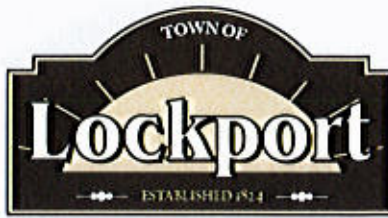
Floodplain mapping has been also recently updated. The Town should consider policies and activities to assist areas likely to be effected by flooding with preparation for and protection from flooding events.

The Town should work with State and County officials and other organizations, to gain a better understanding of the Niagara Escarpment through the Town of Lockport, and how it could be protected. Unique and significant areas should be noted and a plan put in place to protect this important feature.

Work (a Plan/Report) has just been completed by the Western New York Land Conservancy, on the Escarpment, and they have published a document entitled, "Niagara escarpment Legacy Project". The Mission of this project was to "Identify the unique ecological and historical features of the Niagara Escarpment and create a conservation strategy that will conserve and restore land, improve public access, and provide public education about the escarpment".

This report puts a framework in place for the Town of Lockport, other communities, state and county officials, and other interested parties to work together on escarpment projects and activities. The escarpment is an important component of the region and represents great opportunities for the Town.





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6.1 c. Land Use and Zoning Patterns

The Comprehensive Plan does not recommend any large scale, town wide rezoning. At a town-wide scale, much of the Town's lands are zoned in a manner consistent with the Town's Comprehensive Plan. The Town completed updates to their zoning code and map over the last ten years. Rezoning of individual parcels or small areas of the Town may be appropriate, as determined on a case by case basis. All rezoning should be in accordance with the Town's Comprehensive Plan.

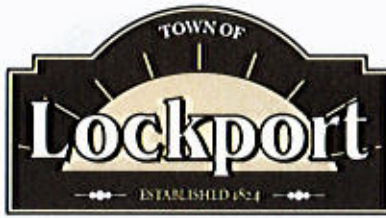
The Town should continue to modernize their zoning code to address the changing issues in the community, the region and the country. Zoning revisions may be implemented to address specific area issues, aesthetic or design requirements, sustainability and green infrastructure, or reflect regional requirements or needs. Other updates may be necessary to address changes in State laws and to improve process requirements in the Town. The Town should approach zoning with flexibility, and make revisions to accommodate new and better approaches as appropriate. See specific recommendations in other sections of this plan.

6.1 d. Quality of Life Issues

The Town should continue to address community needs such as Town services, safety, recreation, connectivity, walkability, and the character of the community. However, these things must be addressed with an eye towards costs; as the cost of living in the Town is valued as a Quality of Life feature of the Town. Creative ways to provide excellent services in a sustainable manner will help maintain a high quality of life within reasonable costs. For example, funding for recreational needs can be paid for out of "Trust and Agency" monies generated by future subdivision development. Grant funding could be sought for connectivity and walkability, and should be considered for new subdivisions and some site plans. To ensure that "quality of life issues" are addressed, the Town will need to continue to improve its communication with citizens and the business community. Surveys, mailings and other modern techniques (utilizing the Town's web-site and social applications) will be needed to ensure proper communication and feedback. Other methodologies for feedback should be researched.

6.1 e. Transportation

The focus of the recently completed Transportation Study, for now, shifts emphasis to improving the existing transportation system in the Town. The Study's Management Team is continuing to identify potential transportation projects that could be undertaken over the next 20 years to improve mobility, increase safety, and stimulate economic development in the Town. This list of projects was then balanced with an evaluation matrix to determine which projects are most important and most feasible and therefore should be given a higher priority, and which projects are more illustrative and least cost-effective and thus given a lower priority. After balancing the list of projects with the evaluation matrix, the Study's Management Team developed a list of priority projects.



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The Town should move toward implementing the high priority projects identified in the Lockport Transportation Study ([See Appendix](#)). As future projects arise, a similar evaluation process should be used to determine their priority.

Additional recommendations relating to transportation were developed in the Trails, Pathways and Connectivity Plan (See Appendix). The following list summarizes town-wide recommendations that came out of that Plan. Additional recommendations are included in each community sector.

1. Connect surrounding residential areas to the Town's hamlet areas, commercial centers, schools, and public and recreational areas.
2. Increase walkability in the Transit Road/ Shimer Road, Snyder Drive area. The construction of sidewalks in conjunction with the construction of the Super Walmart will add to the walkability of this area.
3. Improve walkability around schools, parks, and other public facilities.
4. Provide trail and pathway connections to trails in neighboring municipalities.
5. Identify major corridors to develop trail and pathway connections. Sometimes trailways can be located along gas and power line easements, railroads or other easements.
6. Increase walkability within and to the Town's hamlet areas.

6.2 Specific Area Recommendations

The following recommendations are geared towards the Specific Areas referenced in the Community sectors map.

6.2 a. Southeastern Area Recommendations

The following recommendations are geared towards the Southeastern Area of the Town.

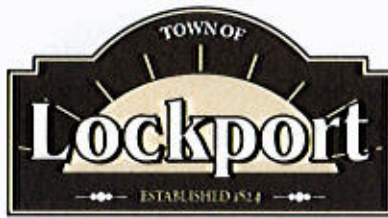
1. **Area Description:** The Southeastern Sector is a transitional area. It serves as a transition between the rural areas of the Towns of Royalton, Amherst, and Clarence and the more developed areas of Lockport. It is depicted in the "Framework for Regional Growth" (FRG) as having areas categorized as "Developing Areas" and other areas in the "Rural Areas" of the region (see definitions and mapping of these designations in the FRG; a copy of relevant sections is included in the Appendix). According to the FRG, the area along Transit Road north of Rapids Road and west of Raymond Road falls within the "Developed Area" of the region. The previous Comprehensive Plan categorized these lands as part of the Southeastern Sector.



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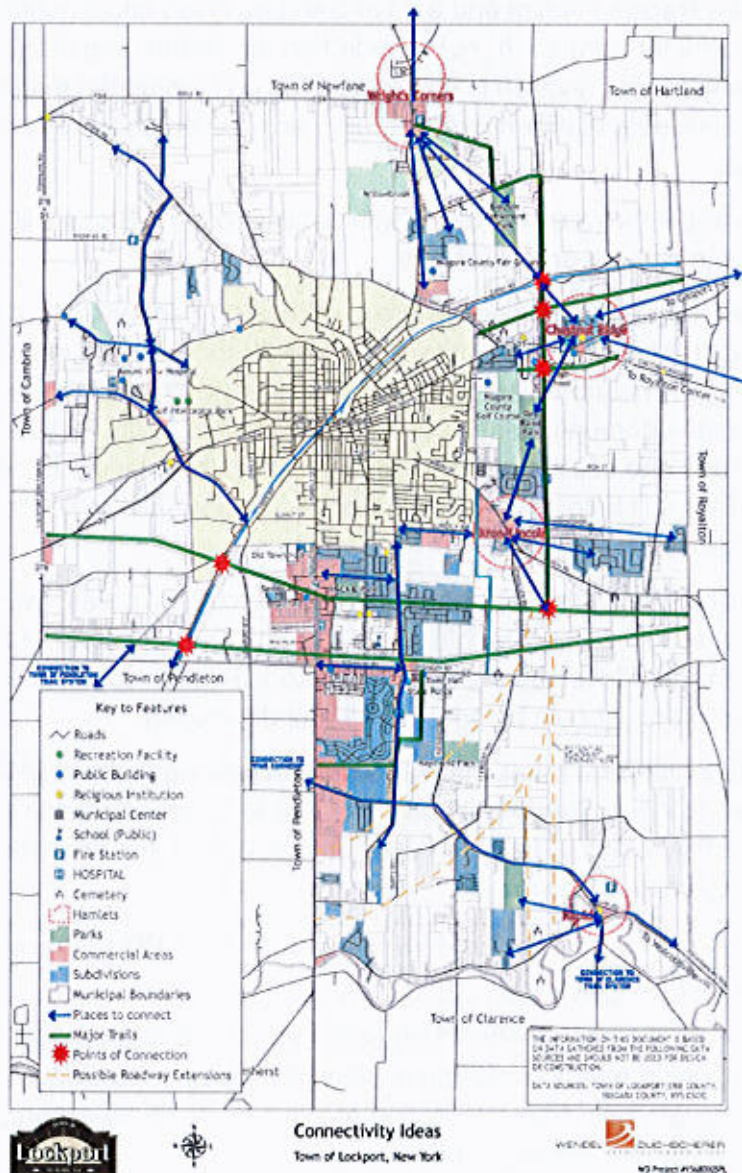
This area is now included within the Transit Road sector of Lockport. The following represent the specific recommendations for the Southeastern Area:

- ❖ As the "Developing Areas" transition to more developed areas, the Town will utilize zoning amendments to bring about this change. Areas currently zoned AR in the "Developing Area" may be rezoned to R-1 or some other residential category. The area just west of the Rapids Hamlet and east of Sanders Road could potentially be an area for limited residential growth (not included on the Vision map at this time). However, before any zoning revision is considered, an environmental map should be consulted as there are potentially environmentally sensitive areas located here, in particular, wetlands.
 - ❖ Sewer extensions and improvements along with zoning code revisions will provide a powerful tool to control where growth occurs.
 - ❖ As a transition area, there will be areas where growth is appropriate, and other areas where a rural character should be preserved. Factors to consider include whether there is sufficient infrastructure in support of growth (e.g. water and sewer), where there are sensitive environmental features, such as wetlands or floodplains, the nature of the drainage and soils, and the location of agricultural lands. In addition, the results of this Plan will help determine where the Town wishes to encourage development and growth in the Town.
 - ❖ Since this area will have growth areas and rural and agricultural areas, the character of the growth areas should be compatible with the rural/agrarian nature of the area. Techniques such as rural development guidelines, conservation subdivisions and other design requirements should be considered and developed.
 - ❖ There will be lands in the rural areas that will remain zoned Agricultural (AG), or potentially changed to Agricultural Residential, as this is an important component of this region and the Town. Actual farming in this area is limited, but open lands and fields add to the character of this area.
2. The hamlet of Rapids is a local rural hamlet (not identified in the FRG Plan), and serves as an important component of this area.
- ❖ In the future, a plan for the hamlet should be considered for development that identifies potential zoning needs; including low density mixed uses along with appropriate design guidelines. Implementation of this plan could be accomplished through the use of a Hamlet Zoning Overlay.



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3. In accordance with the Town's "Trails, Pathways and Connectivity Plan", the hamlet of Rapids should be connected to important features in this sector such as Transit Road, the Town of Clarence Trail System, and in the long term, the Town Hall area (see Connectivity Plan in the appendix). As new development occurs, consideration should be given to also connecting these areas.

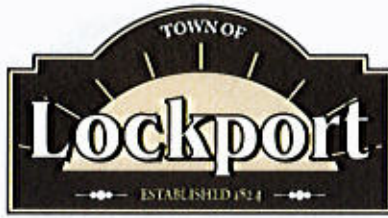




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4. Although the roadway system is limited in this sector (limited east/ west and north/ south connections), a recent GBNRTC study indicated that the system was sufficient for present and projected needs over the next 30 years. Therefore, it is recommended that no new connector roads are needed, but that the existing system of roads be maintained and some cases improved. The Town though needs to keep an "eye" on this issue, and approximately every five years, look at the traffic patterns in the area and determine if changes/new conditions warrant re-evaluation. This evaluation would look at potential new east/west routes connecting to Transit Road (see ideas in the Appendix). When new subdivisions and developments are proposed in this area, they should be evaluated on how they may impact potential future roadways. In some cases, the reservation of some lands for possible future roads may be needed.
5. Only minor commercial uses should be allowed in this sector, and they should be limited to the Rapids Hamlet.
6. The Town should advocate for improved accessibility to/ from Dysinger Road and Transit Road to accommodate residents of the area as well as "through" traffic.





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6.2 b. Transit Road Area Recommendations

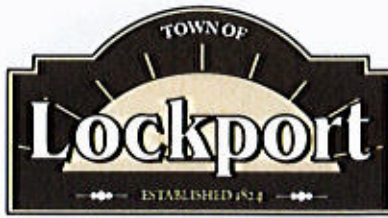
The following recommendations are geared towards the Transit Road Area of the Town.

1. Area description: This area represents the area planned under the Transit North Corridor project. It represents the lands fronting Transit road from the Erie/Niagara County line to the City of Lockport.
2. Continue to work on and implement the Transit North Corridor Plan (see appendix). Actions include marketing, infrastructure improvements, aesthetic enhancement, transportation improvements and fine tuning the areas zoning.
3. The specific vision of the Transit North Corridor Study, completed in 2008, is to develop a "gateway" into the Town of Lockport that creates a sense of arrival and a destination worth remembering. The following goals and recommendations are for the Corridor as a whole:



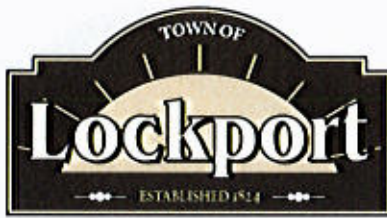
Rendering, Transit North Gateway Arch over Transit Road

Establish design guidelines, with common elements, to define the area and serve as a unifying appeal. The Town of Lockport has established Design Standards for their portion of the Transit Road corridor as recommended by the Plan (see Design Standards Appendix).



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- ❖ Make Transit Road a destination that one can get to easily, by implementing access management, traffic calming, way finding features and signage plans. Cooperation among roadway jurisdictional agencies for the betterment of traffic within the corridor will be important, and to establish a Transportation Network Model that will allow for best management practices for forecasting and alternative routing to be explored. This will be a useful planning tool for the corridor development.
 - ❖ Develop an economic base that creates an appealing destination for visitors and businesses. Focus on marketing the commercial potential of the area and creating a brand to sell. Also, attempt to attract a large scale development that is unique (a development that does not exist for a 150 mile radius would be ideal) to bring a destination and a style to the corridor.
 - ❖ Develop a common ideology between all stakeholders to support the project as a whole. Coordinate master/comprehensive planning between member communities.
 - ❖ Involve the public directly in the process and allow them to see the benefits of their contribution. Host public meetings to encourage involvement and to maintain open communication with the public throughout the Corridor planning and future development. Future topics should include traffic mitigation (including alternative routes, parallel roadways, etc.), infrastructure improvements (including repairing roadway drainage ditches and relocating utility poles underground, etc.), adding pedestrian features such as streetscape trees, sidewalks, etc.), and establishing a site plan review process along the Corridor to include the newly adopted Design Standards.
4. Traffic Signal Synchronization/ Optimization along Transit Road – The project involves coordinating with the NYSDOT to implement traffic signal synchronization/ optimization along Transit Road from the Erie County line to the City of Lockport. The purpose is to allow traffic flow to improve through this corridor while finding the right balance to avoid too long of delays on intersecting side streets.
- ❖ Implementation of Transit North measures – This project involves making physical alterations to Transit Road in order to implement traffic calming measures and access control. These improvements will also aid in enhancing the appearance of the corridor, and will act as the basis for the greater aesthetic and economic development goals of the Transit North Corridor plan. Recently, the Town investigated constructing medians in Transit road, north of Robinson road. This idea was unsuccessful, but other methodologies to achieve traffic calming, access management, improved performance and aesthetics should be considered.



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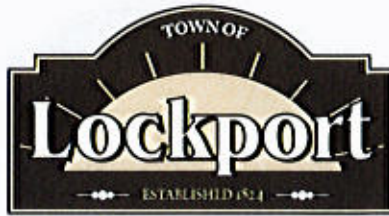
5. The Town should advocate the examination of the possibility of realigning Fisk Road and Rapids Road to form a single intersection at Transit Road, thus eliminating the dual traffic signals, which is a source of some traffic congestion.



6. Obtain a new road connection to the SW Lockport Bypass – This initiative will provide opportunities to construct road connections that will help enhance connectivity, especially to the SW Lockport Bypass, and develop alternative routes to help alleviate traffic congestion on Transit Road. This will also help with opening up more land along and east of the SW Lockport Bypass for development, which will have a significant impact on economic opportunities in this important corridor.



Red line indicates connection between the end of Shimer Road to the Bypass



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7. Examine the possibility of creating a parallel access road to Transit Road on the west side, similar to Snyder Drive on the east side, potentially extending Shimer Drive to connect the new parallel road to the bypass, as a means of improving connectivity and reducing congestion on Transit Road.
8. Additional access management features should be implemented along Transit Road. Increasing connections between parking lots of adjacent businesses would minimize the need for customers to make turning movements onto and off of Transit.
9. The Town Planning Board should evaluate redevelopment along Transit Road on a case-by-case basis to determine when and where the issuance of waivers is appropriate. Generally, redevelopment should try to meet the conditions of the overlay, and waivers kept to a minimum. The intent is to encourage redevelopment while improving the appearance and function of the corridor.
10. Use redevelopment opportunities along Transit Road and other stormwater impact minimization measures within the developed areas to mitigate stormwater impacts to the Donner Creek watershed.
11. Continue to improve the aesthetic quality of the corridor through special projects such as street tree plantings, gateway elements and other endeavors sponsored by the Town and the business community.
12. Coordination of Transit Road planning with the Town of Pendleton, the City of Lockport, and the New York State Department of Transportation, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), the business community and other stakeholders will be key to the corridor's success.
13. When warranted (by traffic counts), the New York State DOT has agreed to install a signal at the intersection of Robinson and Snyder Roads.
14. The Transit Road area is an important economic engine for the Town, and efforts should be continued to market this area. Re-development of existing plazas and buildings and in-fill development, especially north of Robinson road, should be a priority.
15. The Connectivity of the Transit Commercial Corridor to surrounding areas is also a priority and will aid in the success of the corridor and the Town. The ability to walk, bike and drive from other areas of the Town to this area will be vital to its success.

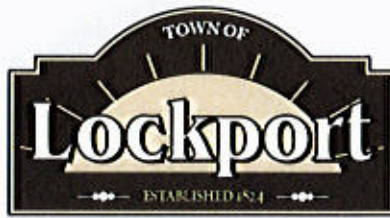


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6.2 c. Central West Area Recommendations

The following recommendations are geared towards the Central West Area of the Town.

1. Area description: the Central West Sector consists of the area west of the City of Lockport that is part of the growth corridor (identified in the Erie Niagara County Framework for Regional Growth) that extends west into the Town of Cambria. This area contains a large concentration of industrial uses, including the Town's IDA Park, as well as developing residential areas along Lower Mountain Road and Upper Mountain Road.
 - ❖ Much of this Sector represents the logical extension of the City of Lockport Industrial area and the growth off of the Transit Road corridor, and is in accordance with Smart Growth principles of NYS and is supported by the goals of the WNY Regional Economic Development Strategic Plan.
 - ❖ The Town should continue to support economic development opportunities in this area.
 - ❖ Creative tools such as shovel ready designations, incentive zoning, and pre-permitting of sites could help with targeting and obtaining appropriate development in targeted areas.
 - ❖ Infrastructure (water, sewer, roads) is extremely important to this area and proper maintenance and planning of these systems must be a priority. The area also has rail access.
 - ❖ The area north of the escarpment (Upper Mountain Road) is predominately residential. The escarpment provides a natural buffer between this residential development and the more industrial uses to the south. This area should be maintained as residential.
 - ❖ The Town should continue its efforts of expanding the Lockport Industrial Park, by obtaining additional lands (GM property).
2. When improved road connectivity between Transit Road and the SW Lockport Bypass is established, it will likely make a larger area of land in this area more readily available for development. The Town should evaluate the zoning of the area in order to properly direct and accommodate anticipated growth.
3. Continue growth of industry and expansion of industrial development in appropriate areas of this sector and in a manner that minimizes impact to residential areas. This expansion could include potentially allowing for quarry/Industrial expansion by properly rezoning appropriate lands to Industrial. In rezoning any lands south of Hinman Road, proper buffering, mitigation of impacts and other design requirements should be

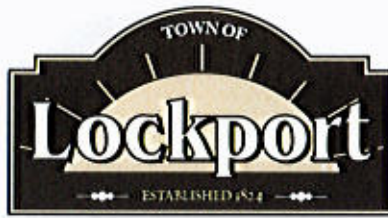


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incorporated. A potential tool to accomplish this could be utilizing a Quarry incentive zoning overlay. Other regulatory and mitigating measures should be considered if additional quarrying is to take place because of the loss of land, infrastructure stress, impacts to community character, etc.

4. Connective features are very important in this sector: hamlets, growth areas, subdivisions, parks, the City, and other features should be connected. Refer to the "Trails, Pathways and Connectivity Plan" for more specifics on this.
5. The north side of Lockport Road, west of Bear Ridge Road has been included in the "Developing Area" of the Vision Map. This Area is to be considered for long term future growth. The lands west of this Area, in Cambria, are zoned for business, and areas on the south side of the Road, in Pendleton, are also zoned business. Potential consideration should be given to zoning these lands in the Town of Lockport to business.



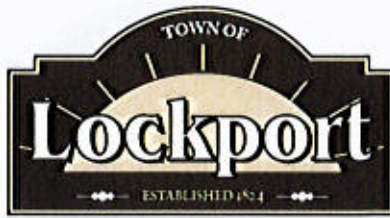


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6.2 d. North Area Recommendations

The following recommendations are geared towards the North Area of the Town.

1. Area description: the area north of the Erie Canal, the City of Lockport, and Leete Road is identified as the "Northern Sector." The boundaries of this area were created by identifying the NYS Agricultural Districts, the larger areas of farmland, and the large areas zoned Agricultural Use. Agriculture is an important part of the rural economy and is a target sector in the Regional Economic Development Strategic Plan. The Eighteenmile Creek watershed and the associated environmental features are also important components of this area. Support from the Regional Economic Development Council should be sought to help protect, promote, and foster agriculture and continue the protection (like the current Eighteenmile Creek clean-up program) of the important environmental features in this area and surrounding area.
 - ❖ The Town should continue support of the continuation of the NYS Agricultural Districts and help to protect viable agriculture in this area.
 - ❖ This area does include growth areas along the Lake Avenue corridor (see next paragraph), which are included in the Framework for Regional Growth "Developed" and "Developing Areas". There are also areas that abut the City of Lockport that are logical growth area extensions.
2. The hamlet of Wright's Corners and the Lake Avenue corridor (Route 78) are very important features to this area. Wright's Corners, a hamlet that falls in both Newfane and Lockport, is identified in the FRG as a Rural Center. This hamlet includes a mix of residential, commercial, and civic/ park uses, and adjoins two golf courses.
 - ❖ The Town should work jointly with the Town of Newfane to establish a growth plan for this significant rural center.
 - ❖ The Lake Avenue corridor supports the hamlet, two golf courses, residential subdivisions, and County facilities (Fairgrounds). As an important corridor, it should be well maintained by New York State and the Town should consider access management and specific design requirements for this corridor.
 - ❖ As an important rural center, the Regional Economic Development Strategic Plan supports the reinvestment in these areas. The Town should embrace and implement strengthening of the Wright's Corners hamlet, including establishing design standards to encourage a renewed vitality to the area.
 - ❖ A plan to efficiently provide sewer service to this hamlet should be evaluated.



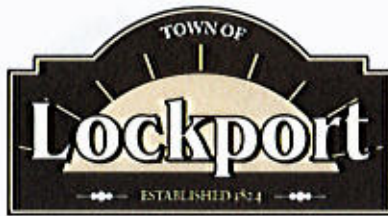
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3. In accordance with the Trails, Pathways and Connectivity Plan, connective features should be added between the hamlet, John Austin Park, Lytle Park, the residential subdivisions, the County facilities, the canal, and the City of Lockport.
4. The western area of this sector includes some smaller residential growth areas along Stone Road and Leete Road just outside of the City. Again, these are logical growth areas that are growing out of the City. Current sewer lines establish the bounds of these growth areas.
5. A more detailed examination of the Wright's Corners hamlet should be undertaken to determine if zoning changes should be made.
6. The Agricultural Use zoning (AG District) in the North Area has provided an excellent tool for protecting these lands, and this AG zoning should be continued.

6.2 e. Central East Area Recommendations

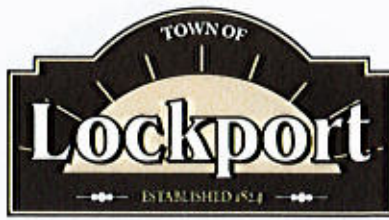
The following recommendations are geared towards the Central East Area of the Town.

1. Area description: the Central East sector consists of the area north of Rapids Road/ West of Raymond Road/ East of Transit Road, as this area is fairly developed and is included in the "Developed Area" of the "Framework for Regional Growth". It also includes all lands north of Robinson Road and south of the Erie Canal (east of Transit Road and the City of Lockport). Much of this area is either in the "Developed Areas" of the Framework (around the City and the Canal), or in the "Developing Areas". Portions along the Town boundary with Royalton are in the "Rural Areas" of the FRG.
 - ❖ Much of this sector represents development adjacent to the City of Lockport and the growth off of the Transit Road corridor, and is in accordance with Smart Growth principles of NYS and is supported by the goals of the WNY Regional Economic Development Strategic Plan.
 - ❖ Growth in this area is focused in the areas with sewers. Decisions on sewer extensions represent the best way to control where any continued larger scale growth would occur.
 - ❖ The area is supported by the Town Hall complex, numerous parks, and scattered small business/ commercial areas.
 - ❖ Commercial and business development should be directed to targeted areas, with the exception of small scale neighborhood services. Targeted areas include parts of Dysinger Road (west of Raymond Road), areas on Lincoln Avenue (near the City of Lockport), and an area on Route 31 (Chestnut Ridge hamlet).



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- ❖ The Robinson/ Dysinger Road corridor is an important component of this area. It is a mixture of uses (multi-family, commercial, government, and other residential uses). Robinson Road has been identified through a GBNRTC study as a corridor that may "fail" over the study period (it also has some present transportation issues). Specific attention will need to be placed on future growth patterns and infrastructure improvements.
 - ❖ Business zoning on the north side of Dysinger Road has been extended past Raymond Road, and further expansion of this Business zoning to the east could include parcels out to Bowmiller. On the south side of Dysinger Road, Business zoning currently ends at the Town Hall property and could be considered for extension to the east for certain parcels up to Crosby road. Both of these possible rezoning areas would only be considered as future business needs develop in the Town.
2. Connective features are very important in this sector: hamlets, growth areas, subdivisions, parks, the City, and other features should be connected. Refer to the "Trails, Pathways and Connectivity Plan" for more specifics.
 3. The area abutting the Town of Royalton (between Chestnut Ridge Road and Lincoln Avenue) is rural and should remain rural.
 4. The northern boundary of this area is the Erie Canal, which serves as an important connecting feature and creates tourism related activities. The Chestnut Ridge hamlet is centered on the Rochester Road/ Chestnut Ridge Road intersection and is currently a mix of residential, commercial, and light industrial type uses. This area could potentially accommodate additional smaller commercial developments. Continued growth of this hamlet should take into consideration the Erie Canal's influence and growth out of the City.



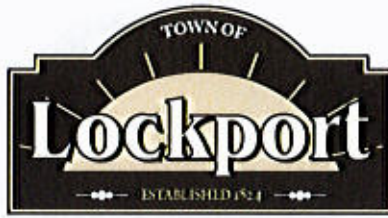
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Erie Canal Locks

5. Roadway Safety Improvements:

- Enhancements and improvements along the Robinson/Dysinger road corridor and along Snyder drive are needed to improve safety, particularly for pedestrians and for children at school bus stops. A traffic signal will also be constructed at the Snyder- Robinson road intersection when warranted to improve safety and traffic flow.
 - The Robinson Road- Transit Road intersection will also need improvements to better accommodate traffic flows and pedestrian, and to improve this important Gateway to the Town.
 - The intersection of Robinson/Dysinger road with Beattie/Old Beattie is also a priority improvement needed for the Town (alignment of Beattie/Old Beattie with a dedicated turn lane).
6. Encourage the NYS DOT to improve traffic flow along Robinson Road/ Dysinger Road – physical improvements should be made to Robinson Road/ Dysinger Road between Transit Road and Beattie Avenue/ Old Beattie Road. Improvements could potentially add an additional travel lane or a continuous center left turn lane. The GBNRTC's 2030 traffic forecasts indicate that this is the only corridor segment in the Town of Lockport that may be experiencing failing levels of service by 2030, thus improvements are necessary.



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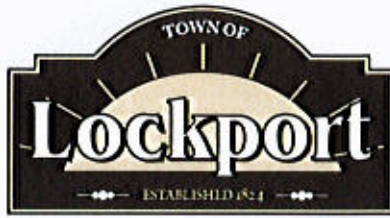
7. Ensure adequate access for residential developments (present and future) – The Town should strive to ensure that adequate access is provided between neighborhoods as the Central East portion of the Town is built out with residential development. The intent is to improve connectivity across the Town.
8. The Town should evaluate where to construct sidewalks and trailways throughout the Town to improve non-vehicular mobility and enhance connectivity in the Town. Specific desirable projects include sidewalk or pathway construction along Locust Street to improve connectivity to the elementary school, Shimer Road, E. High Street, and Snyder Drive.
9. As commercial growth pressure continues along Robinson Road/ Dysinger Road, especially at the intersection with Old Beattie Road/ Beattie Avenue, the Town should continue to focus this development into the formation of a "Town Center". Including establishing specific design standards for the area.
10. Consideration should be given to either establishing a true mixed use zoning district that would allow the multi-family structures along Robinson Road/ Dysinger Road to incorporate or be converted to office or light retail uses in harmony with the residential uses.

6.3 Vision (Guiding) Map

To portray the overall general development guidelines of the Town, in the terms of the Bi-County Regional Plan ("Framework for Regional Growth"- the FRG), a Vision (Guiding) Map was created (Map 16). This map was created by utilizing the information in the FRG document, other Regional Plans, and the Findings and Recommendations of this Plan. This map is not a future land use map. The map is intended to provide guiding concepts to be used in conjunction with the entire Plan.

Utilizing the Planning Policy areas of the FRG, the Town's Vision (Guiding Map) illustrates a large area centered on the City of Lockport that is referred to as the "Developed Area". This area matches the FRG, Figure 14, "Planning Policy Areas", and represents the area of the Town and City that are fairly well developed. Minor modifications were made to this area to better represent the detail needed at a Town level. The Town's recommendations for this area are very much in line with the policies and strategies of the FRG, and include:

- ❖ Prepare conceptual development plans and market strategies for sites best positioned to support regional economic development objectives (like the Retail Business Center illustrated on the Map).
- ❖ Focus on creating great "Main Streets" (Transit Road Corridor).



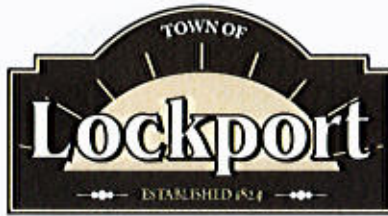
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- ❖ Improve neighborhood livability and support reinvestment.
- ❖ Maintenance first.
- ❖ Plan and zone for employment intensive commercial and industrial development areas.
- ❖ Develop networks of interconnected local streets, sidewalks, and pedestrian/ bicycle trails.
- ❖ Employ context sensitive design principles.
- ❖ Support mixed land uses.
- ❖ Support inter-municipal agreements and cooperation.

The Vision map also specifically illustrates the northern sector of the Transit Road corridor as the "Retail Business Center" of the region. This area is not intended to compete with the City of Lockport business district but compliment it, and bring people to the Lockport area. Although this is a regional business center, it also supports the local area. Therefore the Vision map depicts the one- half (1/2) mile walking radius to this retail center and a one (1) mile area that is influenced by this center. The Town will continue to improve the "walkability" and "connectivity" of this half mile radius area. The one mile radius area also has "connectivity" issues, but the Town will focus on other modes of travel while taking into consideration traffic concerns in this area. The Municipal complex (Town Hall) is at the edge of the one mile radius and is an important component of the area.

The next area identified was the "Developing Area" of the Town. This area surrounds the "Developed Area" and generally follows the area depicted on the FRG figure. These are areas that are still at least partly rural, but where there is pressure for additional growth. The principles of the FRG regarding "Developing Areas" of the region is to carefully assess whether growth is appropriate, or whether protection of a more rural character is preferred. In creating this area on the Town's map, this area was reduced in the northern part of the Town and corrected to meet local conditions in other areas. This area represents the area of the Town that has begun to become more developed and is under pressures for development. The Town's recommendations for this area are very much in line with the policies and strategies of the FRG:

- ❖ Identification of the appropriate areas for development.
- ❖ Minimize impacts to important features.
- ❖ Respect agricultural lands.



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- ❖ First develop sites that have water and sewer infrastructure and target the best areas for extending these systems.
- ❖ Improve access to, between, and within regional centers and growth corridors.
- ❖ Improve local accessibility.

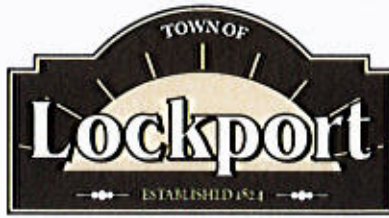
For the rural areas of the Town, this Plan has broken these areas into two guiding areas: Rural, and Rural Agrarian. The Rural Agrarian area is centered on the existing Agricultural Districts in the Town, which are north of the City. The Rural areas are mostly located in the southeast/ eastern part of the Town and represent rural areas that have some vestiges of agriculture, but are not in an Agricultural District. The Town's recommendations for these areas are in line with the FRG policies:

- ❖ Strengthen the region's rural economy.
- ❖ Support agriculture.
- ❖ Identify and conserve important rural and environmental features.
- ❖ Concentrate denser development around rural centers and connect this development into the rural center (the Guiding Map illustrates a Rural Center in the southeastern section of the Town within a large Rural area).
- ❖ Improve mobility.

The Town includes one regionally significant Rural Center, Wright's Corners, which is a two-Town Rural Center. This Rural Center is regionally significant and provides economic support to a large area in northern Lockport and southern Newfane. It is also an important Gateway to the Town.

The Town has two other Rural Centers (in addition to the one in the southeast region) that are noted on the Plan as Rural Hamlets (Chestnut Ridge and Akron/Lincoln). These Rural Hamlets are located on the edges of the Developed Area of the Town and provide local support services to those areas.

A significant feature of this map is the Growth Corridor referred to as the West Lockport Growth Corridor in the FRG. This area represents, as the FRG states, "existing and emerging areas of commerce and industry". As discussed in this Plan, this corridor includes the existing businesses and industries in the City and Town of Lockport, the Lockport Industrial Park, a large quarry, and uses such as the Co-Gen Facility. This area is centered on Saunders Settlement Road and runs from the City of Lockport into the Town of Cambria.

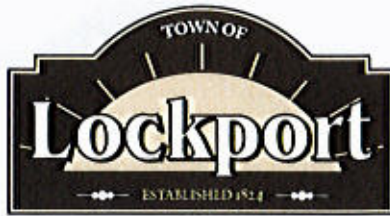


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These corridors are designated growth corridors in the region and should be planned accordingly. The map also illustrates a sub-area of this Growth corridor which represents the present economic center of the Town; it includes the large industries in this area and the areas of known expansions.

To bring in local issues to this Guiding Map, the "Transit Road influence" area has been added to the map. Transit Road is a regionally significant, two County highway that has tremendously influenced the growth in the Town. Although this area is primarily within the developed area, the Town has specifically identified it and will continue to plan around this corridor and its influences to the surrounding areas.

To tie the Map together and illustrate other significant features of the community, we have also illustrated important connective features (for more information on these features; trails, rails to trails, etc., please see the Town's "Trails, Pathways & Connectivity Plan", which is being officially appended to this Plan), parks, gateways, the North Tonawanda River Corridor and the Erie Canal Scenic corridor (see the Niagara County Comprehensive Plan for more information on these important features), and connection points to the Niagara Wine Trail.



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SECTION 7.0 – IMPLEMENTATION AND UTILIZATION OF THE PLAN

This section of the plan provides the Town with general guidelines on how this plan can be utilized on a daily and yearly basis. It also provides a methodology to keep the plan up to date. To remain relevant, an effective Comprehensive Plan must reflect the changing circumstances and conditions in the Town, Region, State, and Country. This section of the Plan outlines the steps that the Town should take to implement the recommendations of the Plan, and suggests methods for keeping the document relevant and up to date.

A. Utilizing/ Implementing the plan

1. After the Plan is adopted the Town will form a Comprehensive Plan Implementation Committee (CPIC). This committee will be charged with identifying, organizing, and helping to implement actions outlined in the Plan. The CPIC will also help other boards, departments and committees by providing guidance for how to utilize this document.
2. Copies of the Comprehensive Plan should be provided to appropriate Town departments, committees, and boards. The plan can also be placed on the Town's website.
3. Copies of the plan should be provided to Niagara County and other Regional and State agencies. The County and State must refer to the Town's Comprehensive Plan when considering actions/ projects that will impact the Town.
4. The Planning Board and Zoning Board should use the plan as a reference when they evaluate development projects.
5. The Town Board (and Planning Board) must refer to the Comprehensive Plan when evaluating potential rezoning. In cases where the proposal is clearly not in conformance with the Plan, the rezoning does not need to be entertained. In cases where it may not be clear whether the proposed rezoning is in conformance or not, the Town can use the information in the plan to help formulate, elaborate and document the Town's decision.
6. The Plan can and should be utilized to evaluate Town sponsored projects. The Plan can also be utilized to help support grant applications which may be needed to accomplish these projects.



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7. The Implementation Committee and Town Board should meet each year at budget time to discuss actions and projects for the coming year and determine the budgets necessary to accomplish those actions.
8. The Implementation Committee and the Town Board should also regularly identify any zoning modifications and/or revisions needed to implement the Comprehensive Plan's recommendations.

B. Keeping the Plan up-to-date

Each year, the Comprehensive Plan Implementation Committee will be charged with providing an update to the Town Board. This update will include the following:

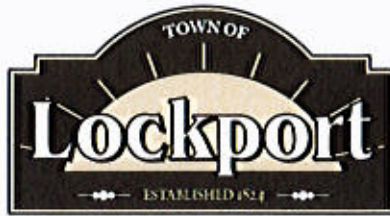
- A summary of the work and actions taken to implement the plan for that year.
- Development projects, Town projects, and rezonings that have been approved or constructed during the year.
- Major county and regional actions/ projects that have occurred during the year.
- Studies and Reports completed by the Town, County, and State that relate to the goals and objectives of the Town Plan.

The committee will help other Boards and Town departments generate reports on how they utilized the plan, and identify any problems or suggested revisions /additions they would like to see made to the Plan.

The committee will recommend to the Town Board (based on all this work) any recommended revisions or additions they would like the Town Board to make to the plan.

Based on the yearly report from the Implementation Committee, the Town Board can evaluate whether the Plan needs revisions or updates. A simple update could be to append reports/ studies to the Comprehensive Plan or add a new implementation action. These updates would be accomplished by holding a public hearing on these proposed amendments, making a SEQR decision and then adopting the changes. If done on a yearly basis, the plan will remain a vital document for at least the next five years.

After five years, or if major changes are identified before that time, the Town should undertake a more rigorous review process to determine what updates and amendments are warranted. This process would utilize some of the same steps taken for this plan update, including public outreach meetings, surveys, and development of needed



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changes to the document. If this process identifies major changes to the Comprehensive Plan, the Town should go through an adoption process to allow public input on the proposed changes, and officially adopt the revised document.

Finally, the Town should coordinate with Niagara County on any future revisions that would be proposed to the Niagara County Communities Comprehensive Plan.