

THE FOLLOWING RESOLUTION WAS OFFERED  
BY COUNCIL MEMBER STEMPIAK, WHO  
MOVED ITS ADOPTION, SECONDED BY  
PLANNING BOARD MEMBER GOBER, TO WIT:

**WHEREAS**, the Town of Lancaster has had under review a Comprehensive Plan for development of the Town which was originally developed as a Comprehensive Plan for not only the Town of Lancaster but also the Village of Depew and Village of Lancaster, and

**WHEREAS**, the Villages beforementioned have previously adopted the Comprehensive Plan as it relates to the respective Villages while the Town continued its review since the Town encompasses significant areas which remain undeveloped while the Villages essentially are built out, and

**WHEREAS**, the Town Board referred the proposed Comprehensive Plan to the Town Planning Board for its review and comments, and

**WHEREAS**, the Planning Board invested substantial time in reviewing the proposed Plan and generated written comments which are now being made a part of the Comprehensive Plan, and

**WHEREAS**, the Planning Board held a public hearing on the proposed Comprehensive Plan on April 9, 2001 in compliance with Section 272-(a) (6) of the Town Law for the purpose of receiving public comments, and

**WHEREAS**, the Town Board engaged the services of Clough, Harbour and Associates, consulting engineers, by resolution on August 6, 2001 to prepare a Draft Generic Environmental Impact Statement for purposes of the environmental review required under SEQR on a proposed Comprehensive Plan,

**WHEREAS**, the Town of Lancaster acted as lead agency in the SEQR review upon proper notice to other permit agencies (New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and the New York State Department of Transportation), and

**WHEREAS**, the Town Board held public hearings on October 11, 2001 and January 29, 2002 for the purpose of receiving public comments on the proposed Comprehensive Plan, and

**WHEREAS**, the proposed Comprehensive Plan together with Planning Board comments of November 1, 2000 and June 6, 2001 were sent to Erie County Department of Environment and Planning on May 8, 2002, and

WHEREAS, on July 2, 2002 Clough, Harbour and Associates presented a Draft Generic Environmental Impact Statement (DGEIS) to the Town which was distributed to the Municipal Review Committee, New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and the New York State Department of Transportation, and

WHEREAS, the Municipal Review Committee and the Town Board acted by resolution on August 5, 2002 accepting the DGEIS as complete and a Notice of Completion was thereafter filed as required under SEQR with the public being given the requisite thirty (30) day regulatory period to offer written comments, said comments being accepted in the Office of the Town Clerk until 4:00 P.M., September 11, 2002, and

WHEREAS, on August 20, 2002 all Towns and Villages surrounding the Town of Lancaster were sent a complete copy of the DGEIS inviting comments to the Town of Lancaster, and

WHEREAS, the Town received responses from NYS DEC (August 9, 2002), ECDEP (September 20, 2002) and NYSDOT (November 1, 2002) which took no exception to the DGEIS, and

WHEREAS, the Town Board and Municipal Review Committee reviewed the comments received from the public, and

WHEREAS, the Town Board engaged the services of Clough, Harbour and Associates to prepare a Final Generic Environmental Impact Statement (FGEIS), and

WHEREAS, an FGEIS was received by the Town from Clough, Harbour and Associates on January 8, 2003 and reviewed by the MRC and Town Board members, and

WHEREAS, the FGEIS was forwarded to New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and New York State Department of Transportation for their comments on January 10, 2003, and

WHEREAS, the Planning Board comments have been incorporated into and made a part of the proposed Comprehensive Plan with special attention drawn to the proposed location of a north-south beltway which will not be located as the Planning Board recommended but will now be illustrated in the Cemetery Road corridor running parallel to Cemetery Road northerly from the Town owned former DL & W Railroad ROW to the New York State Thruway (I-90) and south from the former DL & W rail line in the vicinity of Cemetery Road to Broadway with no extension south of Broadway, and

WHEREAS, the Municipal Review Committee and the Town Board adopted a resolution on August 4, 2003 accepting the FGEIS as complete and commencing the ten (10) day comment period required before the lead agency can act to issue its written findings statement, and

WHEREAS, the Municipal Review Committee now desires to recommend to the Town Board that the Town Board adopt and issue a Findings Statement with regard to the FGEIS for the Comprehensive Plan;

**NOW, THEREFORE, BE IT**

**RESOLVED**, that the Municipal Review Committee hereby adopts and issues a written findings statement as set forth in the attached "Statement of Findings" said statement being made a part hereof, and incorporates its analysis and findings in this resolution and recommends the Town Board adopt such Findings Statement, and requests the Town Attorney to file this resolution with all appropriate and involved agencies in accordance with the requirements of SEQR.

This resolution shall take effect immediately.

The question of the foregoing resolution was duly put to a vote on roll call which resulted as follows:

SUPERVISOR GIZA	VOTED YES
COUNCIL MEMBER MONTOUR	VOTED YES
COUNCIL MEMBER RUFFINO	VOTED YES
COUNCIL MEMBER STEMPNIAK	VOTED YES
COUNCIL MEMBER ZARBO	WAS ABSENT
PLANNING BOARD MEMBER ANDERSON	VOTED YES
PLANNING BOARD MEMBER GOBER	VOTED YES
PLANNING BOARD MEMBER KEYSA	VOTED YES
PLANNING BOARD MEMBER KORZENIEWSKI	VOTED YES
PLANNING BOARD MEMBER MYSZKA	WAS ABSENT
PLANNING BOARD MEMBER SOCHA	WAS ABSENT
PLANNING BOARD MEMBER SZYMANSKI	VOTED YES

September 2, 2003

File: mrrccomprehensivemasterplan903

## STATEMENT OF FINDINGS

### TOWN OF LANCASTER COMPREHENSIVE MASTER PLAN

Pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law and 6 NYCRR Part 617, the Town of Lancaster Town Board, as lead agency, makes the following findings.

**Name of Action:**

Town of Lancaster Comprehensive Master Plan

**Description of Action:**

Adoption of the Town of Lancaster Comprehensive Master Plan by the Town of Lancaster Town Board.

The Town of Lancaster has undertaken the preparation of a comprehensive plan. This plan was prepared in response to many issues facing the Town including retail and residential development, preservation of significant environmental resources, traffic patterns and utility limitations. The comprehensive plan is viewed as a means of planning for growth to achieve a desired vision and to protect the existing community character and quality of living that existing residents enjoy and have contributed to over the years.

Each of the two (2) Villages have previously adopted the Comprehensive Plan for the respective villages of Depew and Lancaster both of which municipalities are fully built out and will see no significant new development. The Town on the other hand has experienced growth and development in the past 20 years and will continue to see some measure of growth in the future given the large areas that are presently undeveloped in the Town.

Specific land use plans have yet to be developed and cannot be completed until additional project specific studies are complete. The implications of the plan that develops from the additional project specific study/planning may have environmental impacts. The Town will address these specific land use plans at the time the plans are considered for adoption.

The Comprehensive Plan is both a mitigation document and a proactive means to address the many issues that have arisen and will arise in the Town. The recommendations and action items will help the Town to focus on a common vision, continue to address current issues that face the community, and prepare for anticipated future development and associated impacts.

**Location:**

Town of Lancaster, Erie County, New York.

**Agency Jurisdiction:**

The Town of Lancaster Town Board is the only involved agency associated with adoption of the Town's Comprehensive Plan. In accordance with the Agricultural Districts Law and §239-m of the General Municipal Law, copies of the Comprehensive Plan and SEQR documentation have been submitted to the NYS Department of Agriculture & Markets and the Erie County Planning Department.

**Date Final GEIS Accepted:**

August 4, 2003

**Facts and Conclusions:**

The Town of Lancaster Town Board authorized the preparation of a Generic Environmental Impact Statement (GEIS) to address the potential impacts of the Town of Lancaster Comprehensive Plan. The Lancaster Comprehensive Plan is a strategic planning document that will guide future plans and studies necessary to define appropriate land use.

Specific land use plans have yet to be developed and cannot be completed until additional project specific studies are complete. The implications of the plan that develops from the additional project specific study/planning may have environmental impacts. The Town will address these specific land use plans at the time the plans are considered for adoption.

The Comprehensive Plan is both a mitigation document and a proactive means to address the many issues that have arisen and will arise in the Town. The recommendations and action items will help the Town to focus on a common vision, continue to address current issues that face the community, and prepare for anticipated future development and associated impacts.

The Lancaster Town Board declared itself Lead Agency in May 2002. The Draft Comprehensive Plan and Draft GEIS was then determined complete for public review on August 5, 2002 and subsequently filed, along with the Notice of Completion and Hearing Notice pursuant to 6 NYCRR 617.12. The comment period closed September 30, 2002. The Lancaster Town Board determined the Final GEIS complete on August 4, 2003.

It is the intent of the Town of Lancaster Town Board as Lead Agency to issue this Findings Statement pursuant to 6 NYCRR 617.11 of SEQR. Specifically, the Lead Agency hereby provides the following facts and conclusions in the Comprehensive Plan and Draft and Final GEIS relied upon to support this decision:

***Recreation and Park Resources***

- The Plan recognizes that there is a limited trail system at both Como Lake Park and Westwood Park and that a trail should be created along Cayuga Creek to link the downtown areas of the Villages with Como Lake Park as well as constructing a Bike Path along Broadway. This would require future project specific studies to determine the associated environmental impacts.

***Local Laws, Codes and Ordinances***

The Town of Lancaster should update its zoning ordinance and zoning map to reflect the changes outlined in the future land use plan and to protect historical/architecturally significant areas. Specific areas may include:

- Walden Avenue, from within the easterly existing sewer district, reserved for future industrial uses
- Higher density residential development surrounding the commercial node areas
- Opening industrial zoned lands from the Village of Lancaster Commerce Park running east to Cemetery Road

***Land Use***

- The Townline/Broadway area can be developed as a gateway between the Town of Lancaster and Town of Aiden.
- The Plan also recommends that the Town continue to work with GBNRTC to determine the best route for the north-south connector and any additional east-west road improvements. The Town of Lancaster Planning Board has recommended a north-south corridor that differs from that outlined in the body of the Comprehensive Plan. The Town Board modifies the Planning Board recommendation and has set forth in a separate statement which is incorporated into the plan its decision to implement a north-south corridor running parallel to Cemetery Road from a point in the Town owned former DL & W Railroad ROW to the I-90 (New York State Thruway) and from the former DL & W ROW south to Broadway. The future development of a road may incorporate Cemetery Road or run parallel but will be located away from residential development. In addition, the Town will work with the two Villages to determine potential mitigating measures for traffic management.

Again, these recommendations are not fully developed in the Plan and would require future project specific studies to determine the associated environmental impacts.

***Agricultural Lands***

- Agricultural lands should be protected, specifically within the Ransom Road-Schwartz Road area. Measures being contemplated by the Town include purchasing Agricultural Conservation easements, request first right of refusal on sale of key agricultural lands and a Town Board resolution to re-certify the Lancaster-Alden Agricultural District.

The Town Planning Board should limit industrial and commercial development in the eastern portion of the Town to Walden Avenue and small pockets of Broadway.

***Transportation***

The Town will work with the Villages to monitor transportation improvements on roadways such as:

- *Transit Road*
- *Transit/French Road area*
- *William Street*
- *Broadway*
- *Walden Avenue*

The suggested corridor for the North-South Connector road is described by the Town and included as an appendix in the Comprehensive Plan. The Town has determined that the Comprehensive Plan should illustrate the north-south road as running from the rail bed of the former DL&W Railroad ROW (which runs east-west or perpendicular to Cemetery Road) thence in a northerly fashion to a terminus at the New York State Thruway (I-90). The exact location of the north-south road running southerly from the former DL & W Railroad ROW to Broadway will be determined in the future after detailed study but will be located away from residential development.

**THRESHOLDS FOR FUTURE SEQR ACTIONS:**

Pursuant to 6 NYCRR 617.15(c)(1), no further SEQR compliance is required if subsequent proposed actions will be carried out in conformance with the conditions and thresholds established for such actions in the GEIS or Findings Statement.

Since the Comprehensive Plan and GEIS do not propose and/or evaluate specific land uses and related actions and therefore have not established SEQR thresholds, all future actions by the Town Board, Planning Board, or Zoning Board relative to the implementation of the Comprehensive Plan that would involve the adoption of land use plans and policies or modifications of zoning and subdivision regulations and local laws should be reviewed

pursuant to SEQR through the preparation of a full Environmental Assessment Form (EAF). If, upon review of the EAF, it is determined that the action will have no significant impact, a Negative Declaration can be issued, thus ending the SEQR process. If it appears that significant impact may occur and the impact and associated mitigation cannot be sufficiently addressed and mitigated, as documented in parts 2 and 3 of the EAF, a Supplemental EIS should be prepared. The Supplemental EIS should take full advantage of the documentation already provided in the GEIS for this Comprehensive Plan.

Determination of the significance of any action relative to SEQR should include a thorough evaluation by the Lead Agency (in most cases the Town Board for the adoption of plans and other local regulatory amendments) of the consistency of the proposed land use plan or legislation with the recommendations of this Comprehensive Plan.

**CERTIFICATION OF FINDINGS:**

Having considered the Draft and Final GEIS and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.11, this Statement of Findings certifies that:

- that requirements of 6 NYCRR 617 have been met; and
- consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Town of Lancaster Town Board

Page 5

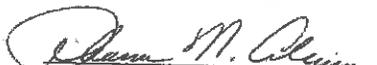
State of New York  
County of Erie  
Town of Lancaster

} ss:

This is to certify that I, JOHANNA M. COLEMAN, Town Clerk and Registrar of Vital Statistics of the Town of Lancaster in the said County of Erie, have compared the foregoing copy of a resolution

SEAL

*Do not accept this copy unless the raised seal of the Town of Lancaster is affixed thereon.*

  
Town Clerk and Registrar of Vital Statistics

with the original thereof filed in my office at Lancaster, New York, on the 2nd day of September, 2003 and that the same is a true and correct copy of said original, and of the whole thereof.

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this 5th day of September, 2003

THE FOLLOWING RESOLUTION WAS OFFERED  
BY COUNCIL MEMBER STEMPNIAK, WHO  
MOVED ITS ADOPTION, SECONDED BY  
COUNCIL MEMBER RUFFINO, TO WIT:

**WHEREAS**, the Town Board of the Town of Lancaster has given due consideration to the adoption of a Comprehensive Plan for the development of the Town, and

**WHEREAS**, the proposed Comprehensive Plan was referred to the Planning Board for its review and the Planning Board has made written comments regarding the Plan which the Town Board have deemed appropriate to incorporate into the Comprehensive Plan, and

**WHEREAS**, the Town Board has promulgated a revised north-south beltway location to be incorporated into the Comprehensive Plan which will run north from the Town owned former D L & W railroad right of way just west of Cemetery Road to the I-90 (NYS Thruway) and will run southerly from the said former rail line parallel to and in the vicinity of Cemetery Road, its location to be a significant distance from residential subdivisions, and

**WHEREAS**, an environmental review was conducted under SEQR with appropriate public hearings having been held with appropriate public comment periods, and

**WHEREAS**, public hearings were held in conformance with the Town Law §272, and

**WHEREAS**, the Municipal Review Committee and Town Board have completed their respective SEQR review and accepted the FGEIS as complete on August 4, 2003, and

**WHEREAS**, the Municipal Review Committee and Town Board as lead agency under SEQR have adopted the Findings Statement with regard to the FGEIS, and

**WHEREAS**, after due consideration the Town Board deems it in the public interest to adopt the proposed Comprehensive Plan together with the Planning Board comments and revisions and the final revision on the north-south beltway incorporated into such plan, and

**NOW, THEREFORE, BE IT**

**RESOLVED**, that the Town Board of the Town of Lancaster hereby adopts the Comprehensive Plan with comments and revisions of the Planning Board and the revision on the location of the north-south beltway which is attached hereto and made a part hereof as the Comprehensive Plan for the development of the Town of Lancaster.

The question of the adoption of the foregoing resolution was duly put to a vote on roll call, which resulted as follows:

COUNCIL MEMBER MONTOUR	VOTED YES
COUNCIL MEMBER RUFFINO	VOTED YES
COUNCIL MEMBER STEMPNIAK	VOTED YES
COUNCIL MEMBER ZARBO	WAS ABSENT
SUPERVISOR GIZA	VOTED YES

September 2, 2003

File: rcomprehensiveplanadoption903

THE FOLLOWING RESOLUTION WAS OFFERED  
BY COUNCIL MEMBER STEMPNIAK, WHO  
MOVED ITS ADOPTION, SECONDED BY  
COUNCIL MEMBER MONTOUR, TO WIT:

**WHEREAS**, the Town of Lancaster has had under review a Comprehensive Plan for development of the Town which was originally developed as a Comprehensive Plan for not only the Town of Lancaster but also the Village of Depew and Village of Lancaster, and

**WHEREAS**, the Villages beforementioned have previously adopted the Comprehensive Plan as it relates to the respective Villages while the Town continued its review since the Town encompasses significant areas which remain undeveloped while the Villages essentially are built out, and

**WHEREAS**, the Town Board referred the proposed Comprehensive Plan to the Town Planning Board for its review and comments, and

**WHEREAS**, the Planning Board invested substantial time in reviewing the proposed Plan and generated written comments which are now being made a part of the Comprehensive Plan, and

**WHEREAS**, the Planning Board held a public hearing on the proposed Comprehensive Plan on April 9, 2001 in compliance with Section 272-(a) (6) of the Town Law for the purpose of receiving public comments, and

**WHEREAS**, the Town Board engaged the services of Clough, Harbour and Associates, consulting engineers, by resolution on August 6, 2001 to prepare a Draft Generic Environmental Impact Statement for purposes of the environmental review required under SEQR on a proposed Comprehensive Plan, and

**WHEREAS**, the Town of Lancaster acted as lead agency in the SEQR review upon proper notice to other permit agencies (New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and the New York State Department of Transportation), and

**WHEREAS**, the Town Board held public hearings on October 11, 2001 and January 29, 2002 for the purpose of receiving public comments on the proposed Comprehensive Plan, and

**WHEREAS**, the proposed Comprehensive Plan together with Planning Board comments of November 1, 2000 and June 6, 2001 were sent to Erie County Department of Environment and Planning on May 8, 2002, and

WHEREAS, on July 2, 2002 Clough, Harbour and Associates presented a Draft Generic Environmental Impact Statement (DGEIS) to the Town which was distributed to the Municipal Review Committee, New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and the New York State Department of Transportation, and

WHEREAS, the Municipal Review Committee and the Town Board acted by resolution on August 5, 2002 accepting the DGEIS as complete and a Notice of Completion was thereafter filed as required under SEQRA with the public being given the requisite thirty (30) day regulatory period to offer written comments, said comments being accepted in the Office of the Town Clerk until 4:00 P.M., September 11, 2002, and

WHEREAS, on August 20, 2002 all Towns and Villages surrounding the Town of Lancaster were sent a complete copy of the DGEIS inviting comments to the Town of Lancaster, and

WHEREAS, the Town received responses from NYS DEC (August 9, 2002), ECDEP (September 20, 2002) and NYSDOT (November 1, 2002) which took no exception to the DGEIS, and

WHEREAS, the Town Board and Municipal Review Committee reviewed the comments received from the public, and

WHEREAS, the Town Board engaged the services of Clough, Harbour and Associates to prepare a Final Generic Environmental Impact Statement (FGEIS), and

WHEREAS, an FGEIS was received by the Town from Clough, Harbour and Associates on January 8, 2003 and reviewed by the MRC and Town Board members, and

WHEREAS, the FGEIS was forwarded to New York State Department of Environmental Conservation, Erie County Department of Environment and Planning and New York State Department of Transportation for their comments on January 10, 2003, and

WHEREAS, the Planning Board comments have been incorporated into and made a part of the proposed Comprehensive Plan with special attention drawn to the proposed location of a north-south beltway which will not be located as the Planning Board recommended but will now be illustrated in the Cemetery Road corridor running parallel to Cemetery Road northerly from the Town owned former DL & W Railroad ROW to the New York State Thruway (I-90) and south from the former DL & W rail line in the vicinity of Cemetery Road to Broadway with no extension south of Broadway, and

WHEREAS, the Municipal Review Committee and the Town Board adopted a resolution on August 4, 2003 accepting the FGEIS as complete and commencing the ten (10) day comment period required before the lead agency can act to issue its written findings statement, and

WHEREAS, the Town Board as lead agency now desires to adopt the Findings Statement for the FGEIS on the proposed Comprehensive Plan for the Town of Lancaster;

**NOW, THEREFORE, BE IT**

**RESOLVED**, that the Town Board, as lead agency has reviewed and hereby adopts the attached Findings Statement which is made a part hereof and all of its supporting documentation with respect to the FGEIS for the Comprehensive Plan for the Town of Lancaster, and incorporates its analysis and findings in this resolution and directs the Town Attorney to file such Findings Statement and this resolution with all appropriate and involved agencies in accordance with the requirements of SEQR.

This resolution shall take effect immediately.

The question of the foregoing resolution was duly put to a vote on roll call which resulted as follows:

COUNCIL MEMBER MONTOUR	VOTED YES
COUNCIL MEMBER RUFFINO	VOTED YES
COUNCIL MEMBER STEMPNIAK	VOTED YES
COUNCIL MEMBER ZARBO	WAS ABSENT
COUNCIL MEMBER GIZA	VOTED YES

September 2, 2003

File: rtownboardcomprehensivemasterplan903

## STATEMENT OF FINDINGS

### TOWN OF LANCASTER COMPREHENSIVE MASTER PLAN

Pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law and 6 NYCRR Part 617, the Town of Lancaster Town Board, as lead agency, makes the following findings.

**Name of Action:**

Town of Lancaster Comprehensive Master Plan

**Description of Action:**

Adoption of the Town of Lancaster Comprehensive Master Plan by the Town of Lancaster Town Board.

The Town of Lancaster has undertaken the preparation of a comprehensive plan. This plan was prepared in response to many issues facing the Town including retail and residential development, preservation of significant environmental resources, traffic patterns and utility limitations. The comprehensive plan is viewed as a means of planning for growth to achieve a desired vision and to protect the existing community character and quality of living that existing residents enjoy and have contributed to over the years.

Each of the two (2) Villages have previously adopted the Comprehensive Plan for the respective villages of Depew and Lancaster both of which municipalities are fully built out and will see no significant new development. The Town on the other hand has experienced growth and development in the past 20 years and will continue to see some measure of growth in the future given the large areas that are presently undeveloped in the Town.

Specific land use plans have yet to be developed and cannot be completed until additional project specific studies are complete. The implications of the plan that develops from the additional project specific study/planning may have environmental impacts. The Town will address these specific land use plans at the time the plans are considered for adoption.

The Comprehensive Plan is both a mitigation document and a proactive means to address the many issues that have arisen and will arise in the Town. The recommendations and action items will help the Town to focus on a common vision, continue to address current issues that face the community, and prepare for anticipated future development and associated impacts.

**Location:**

Town of Lancaster, Erie County, New York.

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Town of Lancaster Town Board

Page 1

**Agency Jurisdiction:**

The Town of Lancaster Town Board is the only involved agency associated with adoption of the Town's Comprehensive Plan. In accordance with the Agricultural Districts Law and §239-m of the General Municipal Law, copies of the Comprehensive Plan and SEQR documentation have been submitted to the NYS Department of Agriculture & Markets and the Erie County Planning Department.

**Date Final GEIS Accepted:**

August 4, 2003

**Facts and Conclusions:**

The Town of Lancaster Town Board authorized the preparation of a Generic Environmental Impact Statement (GEIS) to address the potential impacts of the Town of Lancaster Comprehensive Plan. The Lancaster Comprehensive Plan is a strategic planning document that will guide future plans and studies necessary to define appropriate land use.

Specific land use plans have yet to be developed and cannot be completed until additional project specific studies are complete. The implications of the plan that develops from the additional project specific study/planning may have environmental impacts. The Town will address these specific land use plans at the time the plans are considered for adoption.

The Comprehensive Plan is both a mitigation document and a proactive means to address the many issues that have arisen and will arise in the Town. The recommendations and action items will help the Town to focus on a common vision, continue to address current issues that face the community, and prepare for anticipated future development and associated impacts.

The Lancaster Town Board declared itself Lead Agency in May 2002. The Draft Comprehensive Plan and Draft GEIS was then determined complete for public review on August 5, 2002 and subsequently filed, along with the Notice of Completion and Hearing Notice pursuant to 6 NYCRR 617.12. The comment period closed September 30, 2002. The Lancaster Town Board determined the Final GEIS complete on August 4, 2003.

It is the intent of the Town of Lancaster Town Board as Lead Agency to issue this Findings Statement pursuant to 6 NYCRR 617.11 of SEQR. Specifically, the Lead Agency hereby provides the following facts and conclusions in the Comprehensive Plan and Draft and Final GEIS relied upon to support this decision:

**Recreation and Park Resources**

- The Plan recognizes that there is a limited trail system at both Como Lake Park and Westwood Park and that a trail should be created along Cayuga Creek to link the downtown areas of the Villages with Como Lake Park as well as constructing a Bike Path along Broadway. This would require future project specific studies to determine the associated environmental impacts.

**Local Laws, Codes and Ordinances**

The Town of Lancaster should update its zoning ordinance and zoning map to reflect the changes outlined in the future land use plan and to protect historical/architecturally significant areas. Specific areas may include:

- Walden Avenue, from within the easterly existing sewer district, reserved for future industrial uses
- Higher density residential development surrounding the commercial node areas
- Opening industrial zoned lands from the Village of Lancaster Commerce Park running east to Cemetery Road

**Land Use**

- The Townline/Broadway area can be developed as a gateway between the Town of Lancaster and Town of Alden.
- The Plan also recommends that the Town continue to work with GBNRTC to determine the best route for the north-south connector and any additional east-west road improvements. The Town of Lancaster Planning Board has recommended a north-south corridor that differs from that outlined in the body of the Comprehensive Plan. The Town Board modifies the Planning Board recommendation and has set forth in a separate statement which is incorporated into the plan its decision to implement a north-south corridor running parallel to Cemetery Road from a point in the Town owned former DL & W Railroad ROW to the I-90 (New York State Thruway) and from the former DL & W ROW south to Broadway. The future development of a road may incorporate Cemetery Road or run parallel but will be located away from residential development. In addition, the Town will work with the two Villages to determine potential mitigating measures for traffic management.

Again, these recommendations are not fully developed in the Plan and would require future project specific studies to determine the associated environmental impacts.

***Agricultural Lands***

- Agricultural lands should be protected, specifically within the Ransom Road-Schwartz Road area. Measures being contemplated by the Town include purchasing Agricultural Conservation easements, request first right of refusal on sale of key agricultural lands and a Town Board resolution to re-certify the Lancaster-Alden Agricultural District.

The Town Planning Board should limit industrial and commercial development in the eastern portion of the Town to Walden Avenue and small pockets of Broadway.

***Transportation***

The Town will work with the Villages to monitor transportation improvements on roadways such as:

- *Transit Road*
- *Transit/French Road area*
- *William Street*
- *Broadway*
- *Walden Avenue*

The suggested corridor for the North-South Connector road is described by the Town and included as an appendix in the Comprehensive Plan. The Town has determined that the Comprehensive Plan should illustrate the north-south road as running from the rail bed of the former DL&W Railroad ROW (which runs east-west or perpendicular to Cemetery Road) thence in a northerly fashion to a terminus at the New York State Thruway (I-90). The exact location of the north-south road running southerly from the former DL & W Railroad ROW to Broadway will be determined in the future after detailed study but will be located away from residential development.

**THRESHOLDS FOR FUTURE SEQR ACTIONS:**

Pursuant to 6 NYCRR 617.15(c)(1), no further SEQR compliance is required if subsequent proposed actions will be carried out in conformance with the conditions and thresholds established for such actions in the GEIS or Findings Statement.

Since the Comprehensive Plan and GEIS do not propose and/or evaluate specific land uses and related actions and therefore have not established SEQR thresholds, all future actions by the Town Board, Planning Board, or Zoning Board relative to the implementation of the Comprehensive Plan that would involve the adoption of land use plans and policies or modifications of zoning and subdivision regulations and local laws should be reviewed

pursuant to SEQR through the preparation of a full Environmental Assessment Form (EAF). If, upon review of the EAF, it is determined that the action will have no significant impact, a Negative Declaration can be issued, thus ending the SEQR process. If it appears that significant impact may occur and the impact and associated mitigation cannot be sufficiently addressed and mitigated, as documented in parts 2 and 3 of the EAF, a Supplemental EIS should be prepared. The Supplemental EIS should take full advantage of the documentation already provided in the GEIS for this Comprehensive Plan.

Determination of the significance of any action relative to SEQR should include a thorough evaluation by the Lead Agency (in most cases the Town Board for the adoption of plans and other local regulatory amendments) of the consistency of the proposed land use plan or legislation with the recommendations of this Comprehensive Plan.

**CERTIFICATION OF FINDINGS:**

Having considered the Draft and Final GEIS and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.11, this Statement of Findings certifies that:

- that requirements of 6 NYCRR 617 have been met; and
- consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Town of Lancaster Town Board

Page 5

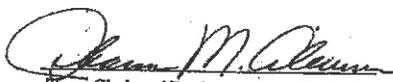
State of New York  
County of Erie  
Town of Lancaster

} ss:

This is to certify that I, JOHANNA M. COLEMAN, Town Clerk and Registrar of Vital Statistics of the Town of Lancaster in the said County of Erie, have compared the foregoing copy of a resolution

SEAL

Do not accept this copy unless the raised seal of the Town of Lancaster is affixed thereon.

  
Town Clerk and Registrar of Vital Statistics

with the original thereof filed in my office at Lancaster, New York, on the 2nd day of September, 20 03 and that the same is a true and correct copy of said original, and of the whole thereof.

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Town this 5th day of September, 20 03

## Comprehensive Plan - Planning Board Comments

The Town Board has determined that the comments made by the Planning Board of the Town of Lancaster should be adopted in full and incorporated into the Comprehensive Master Plan. These comments appear in written form dated November 1, 2000 with additional comments in writing also incorporated into the Comprehensive Plan dated June 6, 2001. Where comments by the Planning Board are inconsistent with the text of the Comprehensive Plan the Planning Board comments are to be treated as revisions and represent the Plan as adopted by the Town Board. The location of a North-South Road is also revised as is set forth herein and any reference found in the Plan which is inconsistent with the statement herein is to be disregarded.

### North-South Road

The Town Board recognizes that there is a need in the future for a north-south arterial road east of the Village of Lancaster which has been the subject of a preservation study completed by the Greater Buffalo-Niagara Regional Transportation Counsel (GBNRTC). The Town Board has concluded that a plan to preserve open area for future right-of-way use for a north-south road was and is both worthy and worthwhile. The Town Board desires to revise the location of the road as was originally illustrated by the Town Planning Board. At the same time, the Town does not believe it appropriate to follow the exact location as mapped out by Peter J. Smith and Company since that would simply parallel Cemetery Road from Broadway with a terminus at the New York State Thruway or I-90.

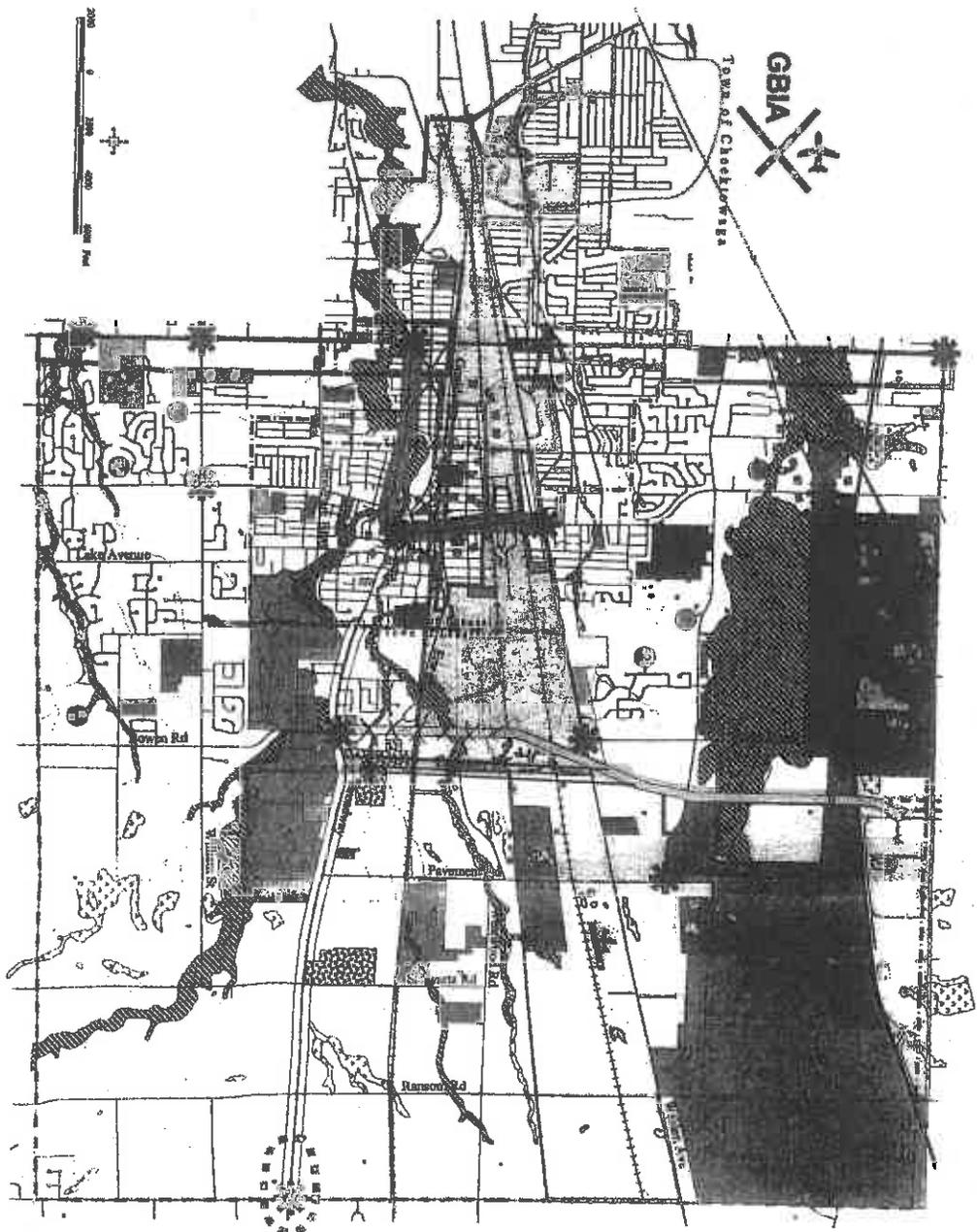
Consequently, the Town Board has determined that the Comprehensive Plan should illustrate the north-south beltway as running from the rail bed of the former DL & W Railroad ROW which runs perpendicular to Cemetery Road and crosses Cemetery Road in a northerly fashion to a terminus at the New York State Thruway or I-90. The exact location of the north-south road running southerly from the former DL & W Railroad ROW is one to be determined in the future. The Planning Board and the Town Board have now identified a possible location running along Cemetery Road from the former DL & W ROW south to the Broadway Bowen area.

The Town Board wishes to also recognize that there is a plan now being considered to open the former DL & W Railroad ROW which is owned by the Town of Lancaster as an east-west road running from Cemetery Road in a westerly direction to intercept with the Village Industrial Park. A roadway located along this right-of-way would open industrially zoned property within the Town of Lancaster which is now non-accessible. It is critical for any proposed north-south road to run from a terminus at the beforementioned town owned former DL & W Railroad ROW in a northerly direction toward the I-90. This would allow unfettered access for industrial commerce from the previously mentioned industrial zoned land to an interstate highway.

The Town Board therefore adopts the Comprehensive Plan which hereby incorporates the concept north-south roadway into said Plan with a certainty that it run from its terminus at the Town owned former DL & W Railroad ROW thence northerly to intercept with the New York State Thruway or I-90. The north-south road running in a southerly direction from the former

DL & W Railroad ROW can be placed in the future near or along Cemetery Road or in an area to the west of Cemetery Road as can be accommodated over available land but in any event will remain farther to the east than the original illustration provided by the Planning Board. This will assure that such a highway does not adversely impact any significant residential subdivision development.

**TOWN OF LANCASTER  
AND  
VILLAGES OF LANCASTER  
AND DEWEY  
REGIONAL COMPREHENSIVE PLAN**



**Future Land Use  
Land Use Classifications**

- Agricultural / Rural Residential
- Medium Density Residential
- Rural Residential
- High Density Residential
- Shopping / Central "Main Street"
- Mixed Use (Res / Com / Off)
- Regional Commercial
- Industrial
- State Quarter / School & Green Park
- Office / Research and Development
- Lakes, Ponds
- Parks
- Golf Courses
- School Grounds, Public & Private
- FEMA Floodplain
- Fish & Wildlife Service Wetlands
- NTS DEC Wetlands
- Cemeteries
- "Traditional Village"
- Commercial Node - Neighborhood Services
- Parks
- Railroad
- Proposed Commerce Railroad
- Metabolic Boundaries
- Stream, Rivers
- Proposed North South Corridor

**RECOMMENDED FOR APPROVAL  
BY TOWN OF LANCASTER  
PLANNING BOARD  
OCTOBER 4, 2000**



RICHARD J. SHERWOOD  
*Town Attorney*

# Town of Lancaster

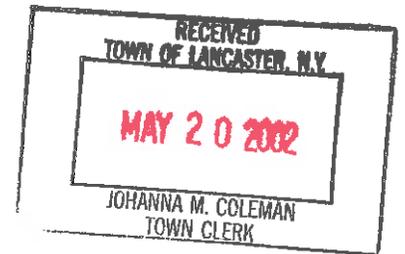
21 CENTRAL AVENUE  
LANCASTER, NEW YORK 14086  
716-684-3342  
FAX 683-0512

TOWN BOARD  
*Supervisor*  
Robert H. Giza

*Councilmembers*  
Mark A. Montour  
Ronald Ruffino, Sr.  
Donna G. Stempniak  
Richard D. Zarbo

May 21, 2002

Mrs. Johanna Coleman  
Town of Lancaster, Town Clerk  
21 Central Avenue  
Lancaster, New York 14086



Re: Comprehensive Plan, Town of Lancaster

Dear Mrs. Coleman:

Enclosed is the final draft of the proposed Comprehensive Plan for the Town of Lancaster for your review. Please note a correction on page 210 in the fourth paragraph under commercial nodes. The line should read William Street and Aurora Street instead of William Street and Lake Avenue.

Should you have any questions, kindly direct them to the undersigned. Thank you for your courtesies in this matter.

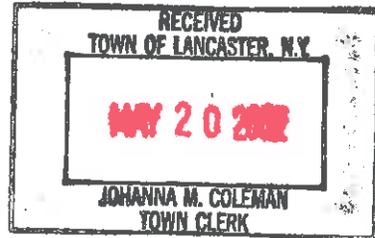
Very truly yours,

*Richard J. Sherwood*

Richard J. Sherwood

RJS:db

Enclosure



**Planning Board Comments  
on the  
Town of Lancaster Master Plan**

**Prepared by the  
Town of Lancaster Planning Board**

**November 1, 2000**

# **Planning Board Comments on the Town of Lancaster Master Plan**

Final (SJK, 11/1/2000)

The Town of Lancaster Town Board has asked the Town Planning Board to review and comment upon a "Master" or "Comprehensive" Plan dated July 1999, prepared by p. j. smith & co., with mapping aid from The Saratoga Associates. In returning this master plan to the Town Board for its consideration and adoption, the Planning Board believes it useful to preface the consultants' report.

Our comments reflect the views of the Planning Board members as to the purpose and limitations of the Master Plan, and recommend certain changes thereto based on the combined insights and experience of the Planning Board members garnered over decades of local residence. The paragraphs have been numbered for reference, and not in the order of importance.

1. Municipal master plans are an attempt to generate a community consensus as to how the municipality should develop over the next several decades. They are dynamic documents, which should provide stability to those who have or are looking to invest within the community, while being responsive to regional and even global changes with local impact. They should be reviewed periodically.
2. Intentionally or not, master plans reflect conscious and subconscious judgments of their authors and of the eras during which they are prepared as to esthetics, economics, technology, environment, and socially desirable activities. In the past, earlier master plans tended to regard the then-built environment as continuing to exist, and focused primarily on development of "greenfield" opportunities. We now realize that structures deteriorate and that we may also need to look to the logical and timely replacement of structures and uses around us.
3. The year 2020 is a useful focus for this master planning activity, but we need also keep in mind that our community is likely to exist for centuries to come. The patterns established now (especially the location of transportation rights-of-way and buried utilities) will still shape the community 100 years from now.

4. In preparing a master plan, the goal ought to be to guide the development of a "sustainable" community. The term might be defined differently by others, but we focus on five key aspects:
  - a. Change will always occur; in some ways we can control that change, but often it will be caused by factors beyond our control; it is important we understand the difference.
  - b. No community can survive without sufficient wealth-generating activities to sustain the costs of its existence.
  - c. A sustainable community requires employees as well as employers. As a corollary, citizens of all income levels deserve decent job opportunities and affordable housing.
  - d. Land and infrastructure should be used efficiently, within the limits of current technologies, and guided by the needs and aspirations of the citizens of the region.
  - e. While everything we do changes our environment in some way, we must not permit the environment to become polluted in ways that it cannot be readily cleaned for use of future generations.
  
5. In a community of diverse and predominately private ownership of land, developed over several centuries, no municipal master plan can be truly "comprehensive," despite the title or references in a state statute. Unlike the planning for a ship or a new military base, or even a theme park, there is no single "intellect" in a multi-centered democratic society which dictates a plan incorporating provision for all expected needs of the community. Some of those needs will be identified in preparation of the master plan, while many will become known over time through the function of the marketplace, or by occurrence of natural phenomena.

6. The master plan on which we now work was prepared by professional consultants under contract to the Village of Lancaster, which had received a grant from the County of Erie to prepare a plan aimed at coordinating the master planning of several adjacent municipalities. The consultants drew on resources within the communities, held several public information sessions, and made revisions based on the comments and suggestions received in that process.
7. The consultants' preparation of the master plan was aided by knowledgeable individuals from all three communities, and was presented as a single document. However, each municipal board has the responsibility to review the plan separately, to determine the plan's appropriateness to the municipality which it governs, and to adopt the plan with or without modification. Such modifications do not invalidate the way in which the consultant's plan was prepared, but expand upon that plan, and ought be the basis (if significant) for further and ongoing consultations with the neighboring municipalities.
8. The proposed master plan is a "broad-brush" look at community development. It anticipates that there will be further refinements as expressed in the respective zoning ordinances. Thus, the boundaries on its maps will necessarily be vague, and the descriptions of planned activities will probably be broader than the detailed language to be found in a zoning code. In some cases, the master plan may anticipate that changes will take place over a period of time, such that activities now permitted will be phased out while other activities are encouraged to develop.
9. The Planning Board notes that the community has formally expressed its vision for the future on a number of occasions in the recent past, including the 1964 referendum which established Erie County Sewer District No. 4, the 1968 town master plan, and in adoption in 1989 of townwide rezoning. These actions established expectations of future growth and guidelines for development of infrastructure.

10. Some significant demographic changes have occurred. For example, the average household density has declined from about 3.2 persons in 1970 to about 2.6 in 1990. Households with children have declined from about 58% to 38%. Single family homes average only .5 child per unit, and patio homes only .14 child. Nearly all households now have automobiles (many have two or more). The percentage of persons over 60 has grown while the percentage of children has declined. Despite visible growth, the U.S. Census recently estimated that Lancaster has lost population since 1990. We recommend close review of the results of the 2000 U.S. Census, when they become available, to analyze what further changes are appropriate.
11. Demographic changes reflect global economic and social changes. The end of the "cold war", the unprecedented availability of instant communications and low-cost transportation, vast improvements in agricultural productivity, and world-wide spread of technology have broadened the marketplace for some local products, while driving some industries out of business. Our planning must keep in mind the need of local wealth-generating activities to rapidly respond to and economically compete with challenges from around the globe.
12. Changing demographics have altered assumptions of the past. For example, starting about 1978, as relatively fewer children attended schools, the schools chose to close and sell schools or use surplus space to expand offerings and reduce class sizes. Today, population growth has triggered the need for new classroom space, but the total enrollment in the same number of schools is about 1000 less than twenty years ago. Pressures on school districts to build new facilities seem to us to be less the result of population growth than of long-term program enhancement.
13. More cars are registered per household and have resulted in a rapid rise in highway travel, but those levels are not as likely to increase

much further now that nearly every adult has a vehicle available. Decrease in household population density has resulted in some decrease in water usage, thus extending the planned capacities of water and sanitary sewerage systems to accept growth.

14. The percentage of the population below 18 years has declined, but that over 60 years has increased. If directed strictly by need, we would now plan for somewhat smaller housing units, fewer seats in classrooms per dwelling unit, but also for more assisted living facilities. However, we need to acknowledge that people desire to reduce the number of students per classroom, and desire to surround themselves with more space in their private dwellings than is dictated by need.
15. Changing technology has also altered prior economic assumptions. Manufacturing is still an important wealth-generator, but information technology, services and distribution have become far more important than 40 years ago. To survive, modern industries have become more efficient, downsized their need for labor, and built more versatile plants. Multistory buildings generally are "out" for manufacturing, but may have a new use if converted to call centers or office buildings. Direct access to a railroad has become less important for many industries, although the proximity of both air and rail intermodal facilities is a definite advantage. From a land use perspective, meeting the needs of a modern economy translates into planning relatively larger blocks of land for one-story buildings with nearby parking lots, multiple truck bays, and potential for expansion as needed. Ready access to the interstate highway system is critical.
16. Lancaster is enhanced by access to two mainline railroads (the former New York Central RR, now CSX; and the former Erie Railroad, now Norfolk Southern RR). Additionally, it has access to two remnants of former mainline railroads now available as industrial "shortlines" (the former Delaware, Lackawanna and Western RR, now owned by the County of Erie and operated by the Depew, Lancaster & Western RR;

and the former West Shore RR, now owned by RJ Corman, Inc.). With railroads nationally experiencing a strong revival in usage, the Town should take advantage of these transportation opportunities, especially by supporting or leading efforts to develop rail-served industrial or distribution activities in the area between the two mainline railroads east of the Village of Lancaster to Cemetery Road. This parcel is the largest block of industrially-zoned greenfield land with utilities at the perimeter in all of Erie County. Rail-served development would be a logical extension eastward of the present industrial park in the Village of Lancaster along Commerce Parkway, where sanitary sewers have already been oversized and deepened to accommodate growth in the Town. Eastward expansion of the County-owned railroad would provide a rare opportunity (in Western New York) for a terminal railroad to allow shippers competitive access to all three major Class 1 railroads (CSX, NS & CP).

17. Because transportation corridors are so very difficult to establish in developed urban or suburban settings, we urge that existing but underutilized rail corridors be preserved, and that highway corridors needed for the future be identified now and preserved for the future, free of conflicting development.
18. Most individuals today travel to work, school, shopping or elsewhere predominantly by automobile, and are likely to do so throughout the planning window. We believe that, even if oil supplies dwindle, the world market has sufficient demand that manufacturers will produce other forms of alternatively-fueled personal transportation.
19. It is prudent to recognize that oil supplies may dwindle, and that, even today, an enhanced public transportation system is needed to accommodate many citizens (primarily the old and the young) who cannot fully meet their travel requirements by personal vehicle. We urge coordination with the Niagara Frontier Transportation Authority

to establish bus service along Walden Avenue, and to restore a rail commuter connection to downtown Buffalo.

20. In looking at our region's economy, we recognize that many of the traditional economic "engines" once located in the City of Buffalo and older suburbs have disappeared or become obsolescent. While it is highly desirable from a social and land-use planning perspective that these "brownfields" be rehabilitated and reused, the sad truth is that most of the lands these "engines" occupied are being rehabilitated at an agonizingly slow pace. At the same time, past planning in the Town of Lancaster has provided Erie County with its greatest opportunity for development of "greenfield" land zoned for general industrial uses with all utilities available at the perimeter. If the region is to stop its decline in population and grow household income, both the older urban industrial areas and the "greenfields" within Lancaster must be developed for wealth-generating use.
21. The loss of agricultural lands within the Town is emotionally, esthetically and environmentally disturbing, but one of those long-term global changes over which local government has little control. The Town has long cooperated with its farmers and the County of Erie in trying to maintain agricultural activities within its boundaries. Despite various protections for active farming (including real property tax relief and restrictions on infrastructure installation), changed agricultural practices around the world have resulted in a reduction of the acreage of land actively being farmed in the Town and across the northeastern United States. Without oversimplifying a complex issue, farming just does not bring the financial return it once provided. Crops often bring the farmer the same or lower prices today that they did forty years ago, despite inflation that makes today's dollar worth less than two dimes in 1960.
22. The Erie County Legislature has recently approved a substantial reduction in the amount of land included in the Lancaster-Alden

Agricultural District within the Town of Lancaster (EC#16). The County's report recognizes that, with the exception of Adam's Nursery on Genesee Street and the Nichter farm on Peppermint Road, active farming north of Walden Avenue has virtually ceased. Environmental factors such as high bedrock, frequent flooding along Genesee Street, presence of nearby wetlands, and proximity to quarries, serve to discourage use of these formerly agricultural lands for residential development. The Planning Board recommends that certain lands which have been abandoned for agricultural use in the north half of the Town should be identified for office, light industrial and warehouse development, which can be built without basements. Such use would balance tax generation from such beneficial wealth-generating development with the relatively more costly residential development elsewhere in the Town.

23. There are farmers who are still actively trying to pursue their historic occupation in the southeast quadrant of the Town. Active farming discourages residential growth where infrastructure has not been fully developed. Farmlands are a valuable way of preserving open space. For these reasons, and others, the Planning Board recommends retaining support and protection for agricultural uses in the southeastern quadrant of the Town for the twenty-year planning window, while discouraging other development in that quadrant.
24. Significant floodplains or wetlands exist within the Town, particularly along Ellicott and Cayuga Creeks. These areas provide habitat for diverse flora and fauna, while retarding floodwaters that might damage downstream communities. Encroachment for construction of utilities or highways will at times be necessary, but other development within these environmentally sensitive areas should be minimized. Further, the Town should cooperate with county, state and federal efforts to establish stream preservation corridors, seeking easements or outright ownership so as to ensure appropriate streamside environments, and opportunities for fishing access. We recommend a

return to the former policy of the Town obtaining ownership of corridors along the major natural creeks and drainage ditches in all new subdivisions. We commend the suggestion of Spencer Schofield of the Erie County DEP that the Town work with the State of New York to create a wildlife preserve (much like Reinstein Woods in Cheektowaga) in the floodplains and wetlands along Ellicott Creek between Harris Hill Road and Pavement Road.

25. The Planning Board has worked with the Town Engineer Bob Labenski, GIS Assistant David Mazur, and consultant Michael Courneen of True North Company to modify the consultants' maps to summarize the Planning Board's recommendations for a master plan in a visual manner. See attached: Roadway Classification map, Future Land Use map, and Future Land Use map with environmental overlay. The Planning Board recommends that the Town Board adopt these maps in place of the corresponding maps in the consultants' report.
26. The changes made by the Planning Board to the highway map reflect actual use patterns seen by Planning Board members as long-time local residents. We recommend that the Town Board seek commitment from the County of Erie and State of New York to implementing timely upgrading of the principal and minor arterial highways to improve safety for highway users, while enabling the full development of the Town's economic potential.
27. Highway improvements do not necessarily have to include widening to multiple lanes. Safety for both highway users and pedestrians can be improved by piping drainage systems, paving shoulders, providing sidewalks, and installing signals and/or turn lanes at intersections.
28. We specifically suggest that Walden Avenue be widened to five lanes throughout the Town of Lancaster, and that safety improvements (especially closed drainage) be made to Aurora Street, Central Avenue, Pavement Road, Pleasant View Drive and William Street in

the very near future. Further, a traffic control signal should be installed at William Street and Lake Avenue.

29. The Planning Board strongly encourages the designation and preservation of a corridor for a north-south, limited-access, grade-separated highway from Broadway (opposite Bowen Road) northerly to a connection with the New York State Thruway (near Gunnville Road.) The need already exists for such a high-capacity highway to relieve traffic on the existing north-south roads, most of which were laid out in the 1830's. Building such a road will be critical to achieving the full economic potential of industrial or distribution development along Walden Avenue, the rail-bound lands south of Walden, and office or distribution facilities along either side of Pavement Road.
30. After much consideration of earlier studies, including the January 1999 report by the Greater Buffalo-Niagara Regional Transportation Council and public comments made in response to that plan, the Planning Board affirms the general placement of a corridor north of Walden Avenue, easterly of Stony Road. Such alignment is seen as becoming a logical delineation separating residential development (to the west) from office or warehouse development (to the east). Such an alignment must necessarily cross the Ellicott Creek floodplain (and those of Scajaquada Creek, Spring Creek, and several branches of Plumb Bottom Creek). We believe that a highway can be constructed so as to have minimal impact on the flood plain and wetlands, and on the migration of fauna. Indeed, "borrow" pits needed to supply fill for elevated sections can provide valuable water resources for wildlife, while aiding in preventing downstream flooding.
31. The Planning Board recommends rejecting the concept of widening Cemetery Road as too confining of future highway capacity. The existing sixty-six foot right-of-way severely confines the road structure, particularly in adding lanes to railroad overpasses.

Further, widening Cemetery Road would require placing a busy highway too close to homes, businesses and historic cemeteries. Even after appropriating land from these existing uses, the resulting highway would impose limits on future speed and capacity. Instead, we recommend a new alignment of the corridor northerly from the intersection of Bowen and Broadway with additional access from an extension of Commerce Parkway within the industrial lands, at Walden Avenue, at Genesee Street, and optionally at Pleasant View Drive. Such corridor (contemplated as being 330 feet in width) would require purchase of about six residences and two business structures, but that is minimal disruption when compared to a length of approximately four miles.

32. We likewise recommend rejecting extension of the corridor south from Cemetery Road through an undeveloped portion of Como Park to William Street. Such extension would be unnecessarily restrictive of future park development, disruptive to homes along Bowen Road, and likely to induce much more traffic to flow through the southern portion of the Town.
33. The Planning Board recognizes the value of having a north-south corridor extending from the Thruway to NYS Route 400 near Rice Road. It is the opinion of its members that the strong opposition expressed by residents of the Town of Elma in the past and development of residential subdivisions in the path within southern Lancaster in the mid-1990's now make such a corridor unlikely.
34. The consultants and the Planning Board have attempted throughout to follow "Smart Growth" policies by encouraging development within the areas serviced by Erie County Sewer District #4 or the County-owned lines along Walden Avenue tied to ECSD #4, and discouraging concentrated development outside of those areas.

35. Lancaster has long been characterized by a strong commitment to "quality-of-life" issues. The Planning Board has reflected this in showing the location of various parks, public and private school grounds, private golf courses and even cemeteries. These land uses not only provide recreational opportunities but also maintain open spaces as woods increasingly take over former farmlands. While present facilities may seem adequate now, it is clear that more open space ought to be preserved in the future. The Town should seek federal and state aid to purchase and preserve open space important to the community, for parklands, and also for working farms.
36. The Planning Board has added recommendations for several sites to be considered for future parks or conservation areas. We include the enlargement and development of existing town-owned lands west of Aurora Street; acquisition of additional land at the south end of Penora Street for a conservation area; acquisition and development of a new park west of Bowen Road between Hall and Brunck Roads; and acquisition and development of a new park along Ellicott Creek in Bowmansville (with fishing access), and developer-dedication of a conservation area in the M&T Bank property south of Pleasant View Drive. Not specifically designated but encouraged are "greenways" along the major streams, and further planning for bikeway/ walking paths. We recommend the Town seek federal or state aid to plan in more detail for the growing recreational needs of the Town. Such plan should include a plan to add to indoor facilities (pools, exercise rooms, basketball courts, etc.) now provided by sharing facilities with the various school districts.
37. We have suggested several additional land-use categories. By including "traditional village," we recognize that certain areas in the town and in the villages were developed to earlier "zero setback" standards and that these areas will lose their appealing character if the standards of the 1960's are imposed on these older village-type areas. We suggest that the (Town and the two Villages) delineate areas in

which alternate zoning standards are applied so as to preserve the special appeal of those areas. Four areas are suggested on the land use map, including the hamlet centers of Bowmansville and Town Line, the old center of Depew, and downtown Lancaster.

38. Because housing is one of the basic needs of life, it is incumbent on the Town to plan opportunities for decent and affordable housing for all of its citizens. As most of the existing housing units exceed fifty years in age, the Town ought to participate actively in rehabilitation programs offered by the Community Development programs of the County of Erie, while planning for diverse forms of new and replacement housing.
39. Over the past two decades, in addition to traditional single family detached dwellings, the Town has encouraged construction of town houses and condominiums, higher-density clustered housing, and apartments. The Town should continue to encourage such diversity of housing choice. The provision of progressively-assisted senior housing is especially attractive and urgent, given the demographics of an aging population. Where possible, we recommend lower-cost and higher-density housing be within the sewer district, and encouraged to locate near shopping facilities and public transportation.
40. We caution the Town Board that efforts to mandate substantially increased lot sizes may lower the potential number of children going to school, but have the consequence of dramatically increasing the Town's cost of providing and maintaining infrastructure, and the school districts' costs of providing bus transportation. Increasing the size of lots tends to increase the size and cost of the dwelling built on a larger lot. The cost of larger housing would deprive the vast majority of current residents of the opportunity to buy or build a new home. Further, such requirement may be illegal for its racist implications.

41. The Planning Board recommends rejecting the consultants' wholesale designation of present single family dwelling areas for high-density development. As seen on our revised land use map, many higher density facilities already exist. There may be more places where such development is appropriate but those projects ought to be evaluated individually. Likewise, we have not suggested a site for manufactured housing, but concur in the existing policy of having a zoning classification and regulations pre-adopted, with the actual site to be reviewed on application. Such development should be within the sewer district, near public transportation routes and within walking distance of neighborhood services or village centers.
42. Wherever possible, the Town ought to require connectivity within and between subdivisions. This promotes good health through walking or biking, and creates a "neighborhood" where residents get to know one another. The Town should continue to require that subdivision roads tie to adjacent developments, require sidewalks, and generally promote traffic-quieting layouts within the subdivisions. The Town should seek cooperation of the State and County to install sidewalks along highways owned by those jurisdictions where density of residential, commercial or industrial uses warrant.
43. We encourage master-planning of larger blocks of residential land so as to create interconnected subdivisions providing diverse housing types in a more village-like setting. Such developments will promote the ability of residents to move to appropriate housing as the needs of their lives change. Thus, single family dwellings might have nearby apartments where grown children can move as they leave the family homestead, or nearby town houses or condominiums for the parents when all the children have left home, and all will have neighborhood services and parks within walking distance.
44. The Planning Board concurs with the consultants' recommendations that Transit Road be viewed as a logical location for regional-scale

shopping facilities. We have followed the consultants' suggestions that the depth devoted to such uses be increased from an inadequate 250 feet to something closer to 1000 feet. We agree with the proposals of the consultant to the Town of Cheektowaga that this corridor include "alternative" uses such as higher-density residential complexes, commercial buildings or offices, and that Transit Road be evaluated for arterial management. We note that past development over many decades has left us with few tools to achieve such traffic management in an effective method.

45. We depart from the recommendations of the consultants as to land uses along Broadway and Walden Avenues. We see little reason to change the present zoning along these roads which now often permits "alternative" uses, many of which are already in place, are well-maintained, and likely to be so throughout the twenty year window.
46. In modifying the consultants' land use maps, we have attempted to recognize that housing may not now or ever be appropriate in some areas, while recognizing certain long-standing but overlooked uses. For example, deep hard-rock quarries long the town's northern boundary have been in existence for nearly fifty years, and may continue to be mined for many more decades. It is inappropriate to plan to locate residential dwellings within those quarries.
47. Some have questioned whether the Town's built infrastructure is adequate to support growth. It is therefore appropriate to make several general observations on the expectations of growth which induced the construction of public water, sanitary sewers, drainage and highways.
48. The public officials who preceded us first recognized that growth might occur outside of the two villages in the late 1930's, when the military materiel demands of World War II drew thousands to the

region to work in plants such as the Curtiss-Wright aircraft factory at the Buffalo Airport. Some of those workers found housing in Lancaster, and the Town began installing 4" water lines in Bowmansville and off William Street south of the Villages. The Glendale-Parkdale subdivision, delayed by the Great Depression, required the extension of public water lines and a "package" sewerage treatment plant.

49. The population continued to grow after the War, so the Town added water and sewer lines north of the villages, permitting the construction in the mid-1950's of a new Lancaster Central High School. While the water was drawn from lines of the Erie County Water Authority along Transit Road, the sewers were tied to the Village of Lancaster's plant, inadequate and operating at nearly double its design capacity. New sewerage treatment capacity was critically needed to avoid repeated overflows of raw waste to Cayuga Creek and other streams.
50. Joint planning by the Town and the Village of Lancaster resulted in a plan to create a new sewer district encompassing both the Village of Lancaster and the entire Town west of a line drawn 1000 feet east of Pavement Road. Taking advantage of County expertise and (then) superior bonding capacity, they planned a district to be administered by the County of Erie with local input. This plan was put to a vote of the public in 1964 and approved. Thereafter, detailed schematic plans were prepared for a sanitary sewer system that was expected to serve over 50,000 people in the Town of Lancaster and to eventually extend as far east as the Village of Alden. Federal funds awarded in 1978 helped build nearly 40 miles of sanitary sewers and trunk lines transmitting effluent for treatment at the Buffalo Sewer Authority plant on Bird Island in the Niagara River.
51. Over the years, several changes were made in the scope of Erie County Sewer District #4. For example, the Village of Alden chose to build its own package plant in the mid-1980's, the Village of Depew

chose to join the district in 1983, and the County of Erie added a line to the correctional facilities in the late-1980's. However, the planned sewer capacities were never downsized, so that substantial excess sewerage capacity remains today. Specific development projects may require modifications to the sewer system, but these are often made to replace or eliminate pump stations approaching twenty-five years in age. In other words, new growth often serves as a stimulus for improvements that will benefit existing system users.

52. The same type of regional and visionary planning characterized the construction of the townwide water system. By aggressively seeking federal aid in the 1960's, the town was able to solve problems of ground water contaminated with high sulfur content or untreated septic waste. The Town built new waterlines on all roads, a process begun in the late 1960's and completed in the late 1970's. The Town contracted with the Erie County Water Authority to lease-manage its water lines, and built for the ECWA a trunk line along William Street, Schwartz Road and Broadway which later allowed the ECWA to provide service to the Town of Alden and to the state and county correctional facilities located there. Growth of the ECWA system thus allowed needed and expensive water towers and pump stations to be built for the benefit of Town residents at minimal expense.
53. Provision for storm drainage has been approached in a somewhat different fashion. The Town is home to the headwaters of Scajaquada Creek and Spring Creek, is just downstream of the upper reaches of Plumb Bottom Creek, Slate Bottom Creek, and Little Buffalo Creek, and is about midway along the length of Ellicott Creek and Cayuga Creek. Together, these streams have drained the area for about 10,000 years, since the last glaciers retreated. Our predecessors logically expected these streams to continue to drain the area. While most of the land was farmed, frequent flooding was acceptable, and perhaps made inevitable both by downstream bridge and dam construction (which constricted the streams and raised the levels of crests) and by

widespread removal of upstream forests (which served to accelerate rainwater runoff).

54. Downstream obstructions cannot be removed economically. Open streams have ecological and floodwater detention value. Rain falls in widely differing amounts. For these reasons, the Town in 1997 began requiring the use of detention basins (small, dry ponds where excess rainwater runoff could be collected and discharged at a slower rate after the storm had ended). An exception was made for development directly along Ellicott or Cayuga Creeks, where it makes sense to get water into the stream hours before a flood crest descends from the east. When the Erie & Niagara Counties Regional Planning Board later formulated a stormwater design manual that incorporated many of the same policies, the Town readily adopted the new standard and continues to require its use today. Experience has shown that even existing flood problems can often be affordably remedied by basins required as part of the construction of a new residential, commercial or industrial project.
55. The most frustrating infrastructure need to address from a planning perspective has been that of highway capacity. The Town is served by roads which are owned and whose repair or reconstruction is controlled by six separate agencies. Local roads of the Town and of the two Villages are generally in good shape, but restrictive policies of the State and County and the former Niagara Frontier Transportation Committee conspired for a quarter century to deny improvements east of Transit Road. Regional planning of the 1940's and 50's (which had suggested several parkways or limited access highways extending into or through Lancaster) was ignored in the hope that no further growth would occur.
56. In retrospect, these incipient "anti-sprawl" policies have failed in their intent, but have resulted in primary and minor arterials which have not kept pace with current safe design standards or with the use which

taxpayers make of the roads. These policies have also denied the Town the ability to effectively adjust highway capacity to the needs of new development. For example, the Town requires that developers donate to the Town rights-of-way 66 feet in width on which are installed fully built roads (with water lines, storm and sanitary sewers, curbing, sidewalks and paving) in all new subdivisions. State laws restrict the Town's ability to require developers to improve county or state roads or pay highway impact fees. The GBNRTC, charged with allocating federal highway dollars to the region, seems focused predominately on repair or reconstruction of existing facilities and not on developing new collector capacity. The Town must impress on its County and State representatives that a working forum is needed to better coordinate integrated highway development.

57. Planning Board members are pleased to have been asked by the Town Board to review the consultants' suggested master plan. As modified by the foregoing comments and substituted maps, we believe it is a realistic and balanced plan for the future of the Town.
58. We look forward to working with the Town Board in conducting public hearings leading to the adoption of the plan. Should the Town Board determine that comments at public hearing warrant, we ask that the Master Plan be returned to the Planning Board for further revision.
59. As a further step towards implementing this plan, we recommend that the Town Board apply for funding to hire a consultant to assist in redrafting the zoning ordinance. One possible source is the federal Community Development Block Grant funds available through the Erie County Consortium.
60. As always, we are available to meet with the Town Board and to respond to your questions.



# Town of Lancaster

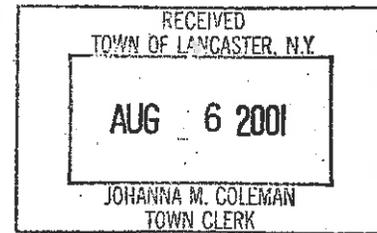
OFFICE OF THE SUPERVISOR

21 Central Avenue  
Lancaster, New York 14086  
(716) 683-1610  
Fax (716) 683-0512

**ROBERT H. GIZA**  
*Supervisor*

August 3, 2001

Richard Savage, Town of Alden  
Susan Grelick, Town of Amherst  
Dennis Gabryszak, Town of Cheektowaga  
Daniel Herberger, Town of Clarence  
Audrey Murdoch, Town of Elma  
John Foss, Town of Marilla  
Donald Holmes, Town of Newstead  
Paul Clark, Town of West Seneca  
William Cansdale, Village of Lancaster  
Robert Kucewicz, Village of Depew  
Johanna Coleman, Clerk, Town of Lancaster  
Lancaster Public Library  
Depew Public Library



Re: Comprehensive Plan (Draft) for Town of Lancaster

PLEASE PLACE THE ATTACHED "CORRECTED" FUTURE LAND USE MAP WITH YOUR PREVIOUSLY DISTRIBUTED COPY OF THE TOWN OF LANCASTER PROPOSED REGIONAL COMPREHENSIVE PLAN.

THE COLORS ON THE "KEY" WERE PREVIOUSLY REVERSED FOR "REGIONAL COMMERCIAL" AND "INDUSTRIAL".

These maps were included in the comments from our Town of Lancaster Planning Board.

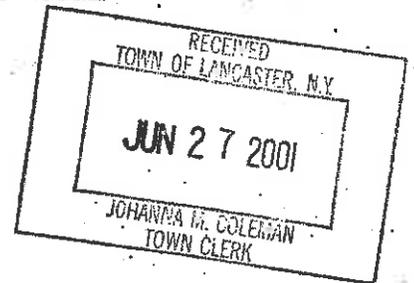
Very truly yours,

Robert H. Giza  
Supervisor

Encl.

492

**Additional Planning Board Comments**  
**on the**  
**Town of Lancaster Master Plan**



**Adopted by the**  
**Town of Lancaster Planning Board**

**June 6, 2001**

**Additional Planning Board Comments on the Town of Lancaster Master Plan  
Adopted June 6, 2001**

Page one.

At 7:30 pm on April 9, 2001, at the request of the Lancaster Town Board, the Planning Board of the Town of Lancaster conducted a public hearing in the Lancaster Opera House on the proposed Master Plan or Comprehensive Plan. This plan was originally prepared on a three-municipality basis by consultant peter j. smith & co. with mapping aid from Saratoga Associates, with funding provided by the County of Erie. While the plan was adopted without comment by the Village of Lancaster, and with limited modifications by the Village of Depew, it was subsequently modified by the Town of Lancaster Planning Board to take benefit of further planning and in recognition of the desires of the public as expressed in a multitude of ways. While summary minutes of the April ninth meeting have already been circulated, the Planning Board believes it appropriate to add comments to those approved on November 1, 2000.

- 1) Approximately 50 people attended the public hearing (out of a townwide population of more than 39,000) with seventeen making presentations. (Several others withdrew their requests to speak). All but about four of the speakers expressed thoughts which they had previously presented in other forums. Most were focused on current problems near their homes.
- 2) Several of those speaking at the April ninth meeting or writing since have demanded that the Planning Board reflect their personal viewpoints. The Planning Board is aware (even if these persons are not) that appointment to this advisory board carries with it an obligation to be aware of good planning techniques, and physical and fiscal limitations in trying to achieve good planning. Further, Planning Board members must try to protect a plethora of conflicting legal rights. The Planning Board members have used their varied backgrounds and lifelong experiences to work to balance the specific official responsibilities that may be imposed on them with their interpretation of desires of the general public. In particular, Planning Board members recognize that, in performing their usual duties (such as reviewing applications for site plans or subdivision plat plans) they are providing due process guaranteed applicants under the 14<sup>th</sup> Amendment of the US Constitution and comparable rights under

**Additional Planning Board Comments on the Town of Lancaster Master Plan**  
Adopted June 6, 2001

Page two.

the New York State Constitution. It may frustrate some non-applicant neighbors that they are not personally able to orally present and enforce their personal viewpoints at every stage in the process, but the process does welcome written comments, both to the Planning Board and to the Town Board, and they often do have an opportunity to make oral comment to the Town Board, which ultimately makes the decision. It is the consensus of the Planning Board that opening every matter before it to oral public comment would unnecessarily delay the process, would encourage ill-thought diatribes, and would often subject participants in the process to unwarranted personal attack. We continue to encourage written comment, which becomes part of the record.

- 3) The Planning Board was aware of many unstated but underlying values as it reviewed and modified the consultants' proposal. As residents of the community and homeowners, we all know that homeownership is one of the largest investments made by most citizens, and that good planning is one of the ways of protecting that investment. Some speakers want to restrict new home construction to force up the value of older homes. That strategy might work if practiced on a regional basis in a growing economy. However, the regional economy has been stagnant, and there is a surplus of unused older housing in the City of Buffalo and elsewhere. Stopping housing construction in Lancaster is not likely to be effective in raising the price of existing homes, but could force scores of builders to leave the area to seek employment where their skills are more needed.
- 4) There are other factors which affect the value of homeownership, such as the viability of the regional economy, the success with which crime is controlled, the reputation of the school districts for providing excellence in education, the ability of various levels of government to provide safe drinking water and roads, prompt access to effective health care facilities, protection from flooding; and pleasant surroundings. As the Board thought these values were held generally in this community, it did not reiterate these values within the plan or the comments thereon.

**Additional Planning Board Comments on the Town of Lancaster Master Plan  
Adopted June 6, 2001**

Page three.

- 5) A number of parties have expressed concern because Joseph Cipolla, an individual associated with Bella Vista Development, was involved in the early stages of the plan preparation. We note that Mr. Cipolla, a resident of the Village of Depew, was delegated official responsibilities by the Village of Depew, one of the three municipalities which collectively sought funding from the County of Erie. While Mr. Cipolla may have expressed his viewpoints to the consultants, we note that the consultants are professionals who have prepared numerous master plans, that they sought advice and knowledge of the background of the three neighboring communities from a wide variety of sources, including professional planners at the County of Erie, public comment at several information sessions and a survey of residents. The Board agrees with some of what Mr. Cipolla has suggested, and disagrees with other aspects. Where we agree, it is on the soundness of his arguments, not on political influence. It is the opinion of the Planning Board that the efforts that have produced this Master or Comprehensive Plan are fundamentally sound.
- 6) A resident of Windsor Ridge Subdivision subjected the survey conducted by the consultants to extensive statistical analysis. It is the consensus of the Planning Board that the survey was intended as a way for the consultants to reach beyond the immediate contacts to see if other issues would surface. The survey should not be construed or interpreted as a vote of some sort on the questions posed therein.
- 7) One theme expressed by several is that "development is uncontrolled." We respectfully disagree. The comments that follow will illustrate why.
- 8) Over the past fifteen years, the construction of homes in the Town of Lancaster has averaged about 270 dwelling units per year. This is far below the rates of development in Cheektowaga in the 1950's, or in Amherst in the 1960's when each topped 1000 dwelling units per year. In Lancaster, it has been thirteen years since the rate rose to its peak of 383 units in 1988. About half as many homes (196) were built in 2000.

**Additional Planning Board Comments on the Town of Lancaster Master Plan  
Adopted June 6, 2001**

Page four.

Further, we observe that all homes currently being built are custom homes; that is, no homebuilder is erecting dwelling units on speculation that someone will buy that house.

- 9) Erie County Sewer District #4 boundaries have served as an effective "growth barrier" for over three decades. Planning Board members are aware (as others perhaps are not) that sanitary sewer availability has a profound impact on housing starts. Housing rates nearly doubled (from 98 in 1976 to 182 in 1977) once ECSD #4 connected its trunk line to the Buffalo Sewer Authority. Absence of a sanitary sewer forces the use of a much larger lot to accommodate the necessary septic system and leach field, and virtually precludes subdivisions due to the increased cost of installing greater lengths of other infrastructure. Thus, the approximately one-third of the area of the Town of Lancaster east of ECSD#4 boundaries is unlikely to see major development for decades.
- 10) Contrary to being "uncontrolled," development in the Town of Lancaster is highly controlled, and subject to extensive federal state, county and local regulation. Most developers who build within the Town have read and are familiar with these regulations, and shape the design of their projects accordingly. Thus, if it seems that a developer is approved in a relatively short period of time, it is usually because the developer and the engineers employed by the developer have already covered most of the questions which might be posed. Good planning should not be an arbitrary process of imposing "the desire of the day," but of determining in advance those limited controls which will best benefit the community without imposing unreasonable costs on the landowner or developer.
- 11) Some speakers have questioned the reasoning of the consultants and of the Planning Board in providing for "affordable housing." These critics may be unaware that (beyond the moral issues) there are legal requirements placed on the Town, (by federal and state law, and by the contracts entered by the Town in accepting federal aid) which mandate that the

**Additional Planning Board Comments on the Town of Lancaster Master Plan**  
Adopted June 6, 2001  
Page five.

Town plan for housing of citizens of all means, and not just the relatively wealthy. It is a matter of great concern to the Planning Board that the new housing now being built in the Town is beyond the reach of more than 75% of the citizens already living here.

- 12) An attorney for a homeowner's group has reminded us of the need for a further environmental review of the Master Plan. We agree. Although an earlier State Environmental Quality Review was performed with the Village of Lancaster as the lead agency, the Town Planning Board has probably recommended sufficient change to warrant another, coordinated review. That process logically should begin once these comments are forwarded to the Town Board, so that the SEQR process takes into account the comments made at and since the public hearing, and the response of the Planning Board.
- 13) The comments of Edward Stachura, representing the Town of Cheektowaga, are well-received and, in the opinion of the Planning Board, in conformity with the intent of the proposed Master Plan. We recommend further coordination with the Town of Cheektowaga and NYSDOT regarding traffic management along Transit Road.
- 14) Some have questioned why the Master Plan recommends greater depth of commercial development in the undeveloped portions of Transit Road. The reason is that both Cheektowaga and the NYS Department of Transportation have sought our participation in traffic management solutions that include interior roads entering Transit Road at a reduced number of driveways. Ultimately, these steps will reduce traffic congestion and increasing traffic safety on Transit Road, which has become one of the busiest regional arteries in Western New York. Such traffic-control measures effectively force the eastern boundary of the commercial properties further east to provide the space needed.

**Additional Planning Board Comments on the Town of Lancaster Master Plan**

Adopted June 6, 2001

Page six.

- 15) The Planning Board is disappointed that the US Census Bureau has been unable to provide more information than has been released to date. The preliminary population count of something over 39,000 for the Town (including village residents) is consistent with our internal estimates. Given the construction of approximately 2600 dwelling units between the decennial census-taking, the count suggests that the density per dwelling unit has continued to decline, from about 2.6 persons per unit in April, 1990 to about 2.45 as of last April. We concur that Census data should be reviewed carefully as it is published in greater detail. We also observe that the estimated data from the US Census Bureau even as recently as late 2000 was grossly wrong in showing a population decline.
- 16) One speaker suggested that the Town should seek a hospital and not nursing homes. We observe that hospital beds are tightly controlled on a regional basis, and that there has been a strong effort for many years to reduce the number of beds to reduce costs. Our consensus is that the Master Plan is not adverse to the potential of a hospital but does not seek that one be built. At least two hospitals are accessible from the center of Town with twenty minutes, and eight more are normally within a thirty-minute drive. We do expect that more nursing home facilities will be needed. The Census figures show that the population over 85 years of age (the group most in need of nursing home care) has increased by 38% in the past decade.
- 17) One speaker spoke of the division of neighborhoods that the proposed north-south corridor would create, comparing it to the building the Scajaquada Expressway in Buffalo in the 1960's. We respectfully disagree. That expressway divided existing residential neighborhoods, which had been linked by sidewalks, shopping patterns, and commonly used institutions. The north-south corridor, as proposed, goes through lands which have not yet been developed as neighborhoods, where no sidewalks yet exist, and where any movement is by roadways which are not expected to be severed. It is precisely to avoid the destruction of established neighborhoods that we urge the corridor be established now,

**Additional Planning Board Comments on the Town of Lancaster Master Plan**

Adopted June 6, 2001

Page seven.

and steps taken to secure the right-of-way, before conflicting uses are established. We recognize that a limited number of homes may exist near but east of the proposed corridor. When the highway is finally built (probably ten years from now or later), we recommend that those homeowners should be given the option to remain or to have their properties purchased as part of the right-of-way acquisition.

The Planning Board again recommends approval of the Master Plan, as modified by the changes included in our comments of November 1, 2000 and by the maps submitted therewith, and as elucidated by these comments. Because media coverage has been spotty, we further recommend that the Planning Board comments of November 1, 2000, the future land-use map submitted therewith, and these comments, be given the widest possible circulation prior to any public hearing scheduled by the Town Board.

**TOWN OF LANCASTER  
AND  
VILLAGES OF LANCASTER  
AND DEPEW  
REGIONAL COMPREHENSIVE PLAN**

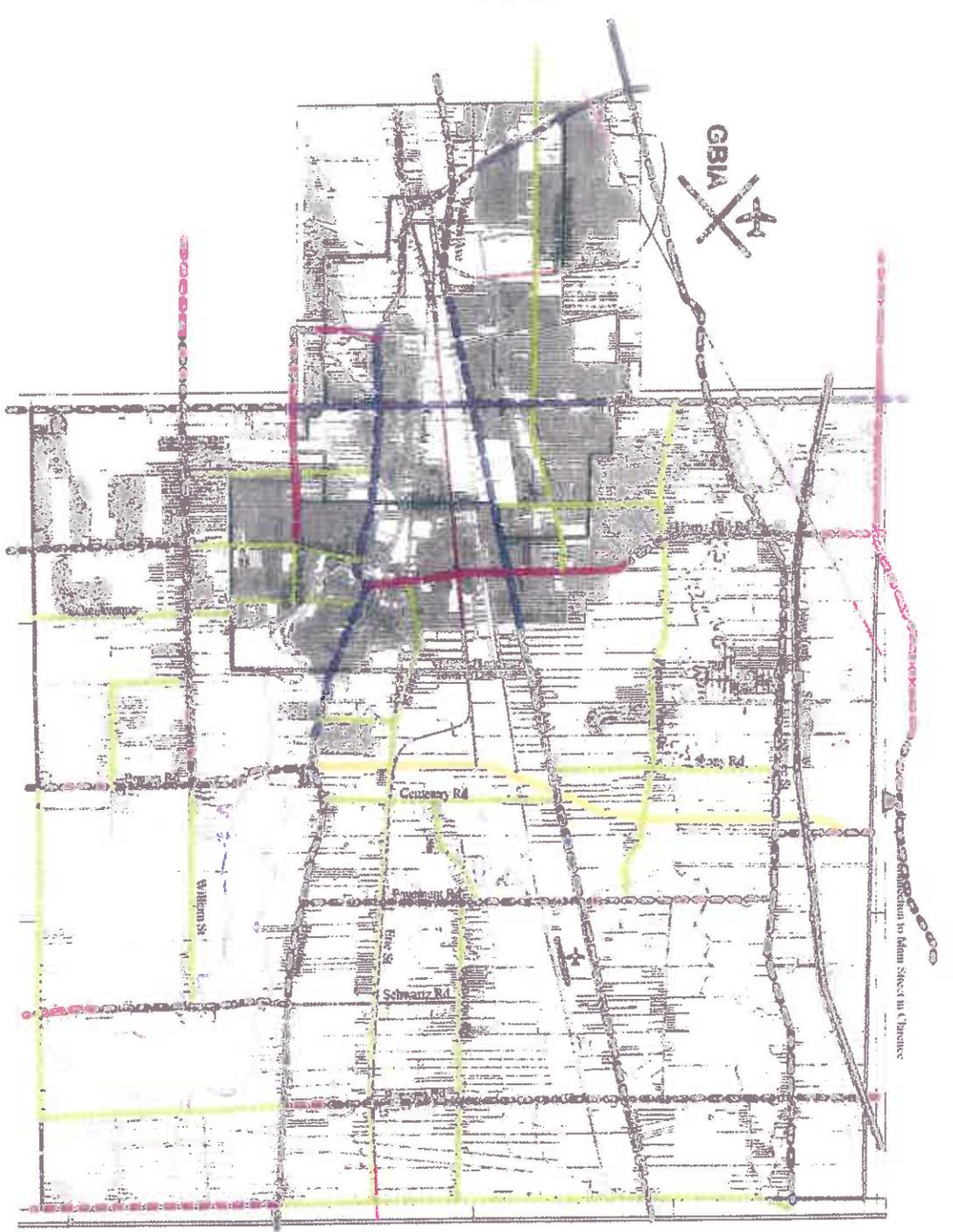
**Roadway Classifications**

-  Thru
-  Through
-  River Street
-  Forest Boundaries
-  Municipal Boundaries
-  Local Collector
-  Principal Arterial
-  Minor Arterial
-  Interstate
-  Proposed North-South Corridor
-  Proposed East-West Corridor
-  Lakes, Ponds
-  Town of Lancaster
-  Village of Depew
-  Village of Lancaster

Map of Lancaster and Depew, NY, showing roads, towns, and villages.

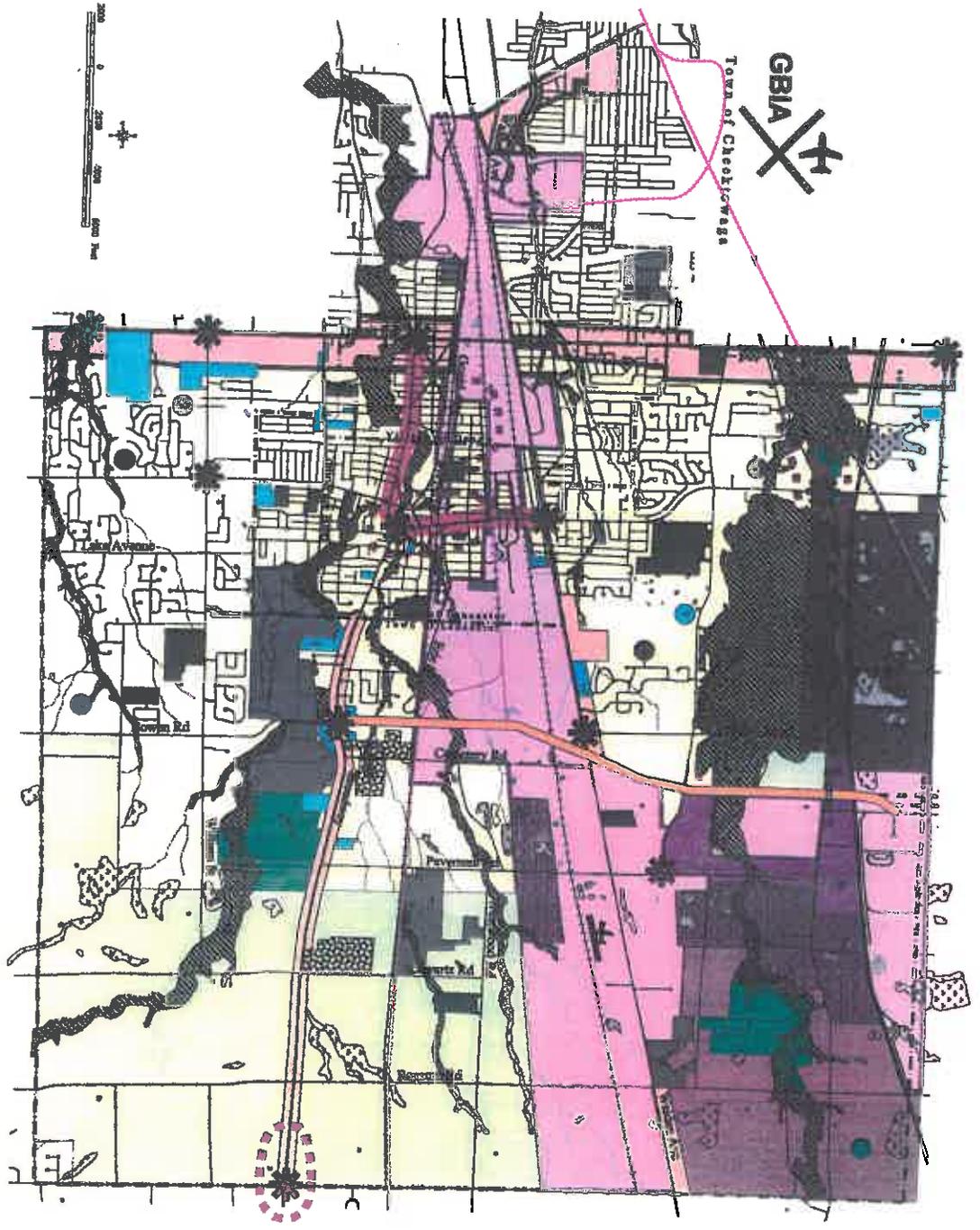


**RECOMMENDED FOR APPROVAL  
BY TOWN OF LANCASTER  
PLANNING BOARD  
OCTOBER 4, 2000**



GBIA

**TOWN OF LANCASTER  
AND  
VILLAGES OF LANCASTER  
AND DEWEY  
REGIONAL COMPREHENSIVE PLAN**



**Future Land Use  
Landuse Classifications**

- Agriculture / Rural Residential
- Medium Density Residential
- Rural Residential
- High Density Residential
- Broadway / Central "Main Street"
- Mixed Use (Res / Com / O/S)
- Regional Commercial
- Industrial
- Stone Quarry / Sand & Gravel Pits
- Office / Research and Development
- Lakes, Ponds
- Parks
- Golf Courses
- School Grounds, Public & Private
- FRI/MA, Ponds/Sluic
- Fish & Wildlife Service Wetlands
- NYS DEC Wetlands
- Concessions
- "Traditional Villages"
- Commercial Node - Neighborhood Services
- Roads
- Railroad
- Proposed Commuter Railroad
- Municipal Boundaries
- Streams, Rivers
- Proposed North South Corridor

**RECOMMENDED FOR APPROVAL  
BY TOWN OF LANCASTER  
PLANNING BOARD  
OCTOBER 4, 2020**