

Town of Ellicott, New York

Including the Villages of Celoron & Falconer

2010

Comprehensive Plan





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EXECUTIVE SUMMARY

The Comprehensive Plan of the Town of Ellicott and its Villages of Celoron and Falconer provides a framework to guide municipal policies, decisions, and investment. The plan documents the community's vision for the future and identifies actions that must be undertaken to achieve the goals residents wish to achieve. The development process and content of the Comprehensive Plan reflect the requirements of New York State Town Law §272-a and will become an official policy of the Town after it is adopted by the Town Board.

The Plan's vision, objectives, and policies are intended to be flexible and the plan may be revised to accommodate or address changing conditions. Although the plan is expected to serve as a guide for Town policy for the next ten years it should be reviewed more frequently to ensure its contents are relevant and still adequately address current conditions. Chautauqua County is currently working with the county's towns, villages, and cities to develop a County Comprehensive Plan and a Chautauqua Lake Watershed Management Plan. Both plans will have implications for Ellicott, Celoron and Falconer. The County plans are two examples of conditions that may warrant amendments or revisions to Ellicott's Comprehensive Plan.

Existing Conditions

The Town of Ellicott is located in southeast Chautauqua County on the eastern shore of Chautauqua Lake. The Town is bordered by the Towns of Gerry, Poland, Carroll, Kiantone, Busti and Ellery, as well as the City of Jamestown. Ellicott surrounds the city's northern, eastern and western borders.

By population, Ellicott is the largest town in the County (5,445 people in 2000 – not including the villages). By land area it is the third smallest (approx. 18,728 acres or 29.2 sq. miles).

The Town of Ellicott is varied in geography and in its physical character and boasts many resources and assets. Within its boundaries are the east end of Chautauqua Lake, two villages, the county airport, suburban residential neighborhoods, three exits off Interstate 86, a large wetland, a commercial retail district, forested hillsides and farmland.

Over the last few decades, the City of Jamestown has witnessed a loss of population, business, and manufacturing which has resulted in a stagnant regional economy and a slight population decline in the region. The Town of Ellicott must identify new opportunities to expand employment, attract new residents, and maintain the town's high quality of life. The Town, Villages, and City have an opportunity to increase the effectiveness of their individual efforts by collaborating to address challenges that straddle municipal boundaries.

Today, as many communities struggle to adapt to changing economic conditions, Ellicott and its villages, Falconer and Celoron, are well positioned to capitalize on their existing assets. First and foremost, the community benefits from a scenic setting and extensive natural resources including Chautauqua Lake and abundant clean water. The town also possesses an excellent transportation infrastructure and is served by fine school systems with up to date facilities.

Vision

Residents of the Town and Villages identified their vision for the future through public input and feedback sessions during the planning process. Residents envision an attractive, sustainable community that attracts visitors, residents, jobs, and business. They look forward to the Town working closely with the Villages of Celoron and Falconer and adjoining communities to address economic development and regional planning needs and to improve the efficiency and quality of services. Ellicott residents will enjoy a diverse mix of recreational opportunities, including multi-purpose athletic facilities, passive and active parks, and trails/greenways. Ellicott will remain known for its scenic beauty because of the Town's efforts to protect and preserve critical natural resources, including Chautauqua Lake, rolling hills, and wetlands. The Town will support commercial development that harmonizes with the existing community while meeting changing economic and social demands.



Policies, Objectives and Actions

To achieve the community's vision, the Comprehensive Plan identifies specific policies and objectives to address the multitude of issues it must face now and in the future. The Plan include the following policy areas:

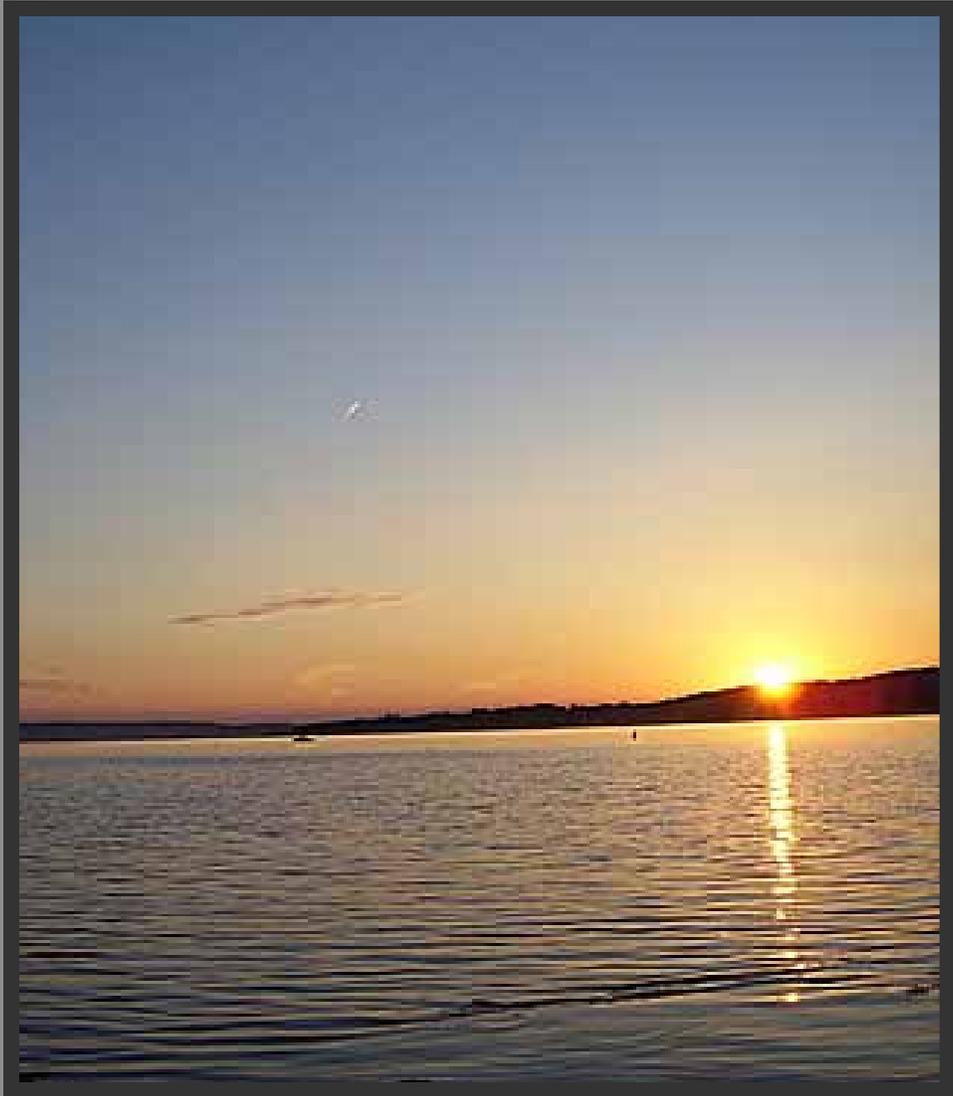
- Residential Living
- Economic Development
- Natural Resources
- Parks, Recreation & Trails
- Community Resources
- Inter-municipal Cooperation

The information and recommendations are intended to guide future Town and Village decision making, community investment priorities, and in some cases the development of regulations and policies.

The Implementation sections of the plan outlines the specific actions the community will need to take in order to address the objectives within each of the policy areas. The actions are organized according to the anticipated time it will take to initiate and/or complete the task.

Using the Plan

The Town of Ellicott's Comprehensive Plan was developed based on input and information gathering conducted during the planning process. It should be referenced regularly by Town Board and Planning Board members and municipal staff. As conditions and needs change over time, the Town should review Comprehensive Plan to ensure it effectively addresses emerging trends.



A LOOK TO OUR FUTURE

This comprehensive plan provides an overall framework for future public and private investment and decision making in the Town of Ellicott. This investment will take many forms, such as, but not limited to, financial, civic and creative resources.

The collective investment by residents, businesses, churches, schools, volunteer organizations and local government will shape the physical, social and economic character of the town now and in the future.

This document will help simplify and accelerate the process of identifying community priorities. It will enhance the community's opportunities to obtain funding for future projects.

Although the plan's completion represents considerable time and effort of many volunteers, community leaders and the general public, it is not the end product. The plan is a roadmap to the future. This is just the beginning of the community's journey toward future success and enhancement.

COMPREHENSIVE PLAN—A GENERAL DESCRIPTION

The process for and the contents of the plan are consistent with New York State Municipal Law (NYS Town Law §272-A), which defines a comprehensive plan as:

“the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive materials that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town. The town comprehensive plan shall...serve as a basis for land use regulation, infrastructure development and public and private investment, and any plans which may detail one or more topics of a town comprehensive plan...”

As competition for public and private grant resources increases, demonstrated long-range planning becomes more critical for municipalities to ensure successful grant applications. Funding agencies want to see that their monies

are being used wisely and that municipalities are acting to efficiently accomplish well researched policies that have broad citizen support. They want to eliminate ad hoc projects and assure that funds are spent in pursuit of a well-defined purpose.

According to New York State Town Law, the Town's comprehensive plan must be adopted by the Town Board, which requires a public hearing. However, this approval process is not intended to preclude future review and amendment. The vision and policies contained in this document should be flexible. As the conditions upon which the document are based on change, it is reasonable to assume that its recommendations may need to be modified as well. The plan is intended to serve as a guide for the next 10 to 15 years. During this period, the plan should be reviewed periodically by the community, with a more comprehensive revision to occur at the end of this time.

PROCESS OVERVIEW

Long-range planning focuses on three activities: understanding existing conditions; identifying the desired end state; and determining the best methods for achieving it. The Town selected a Steering Committee to help identify key issues that should be analyzed during the planning process. They guided the planning process from its inception through completion, taking an active role in all phases of plan development.

Committee members represented diverse perspectives from within the Town and served as an initial information source and sounding board for ideas and recommendations. In addition to citizen representation, the Steering Committee included representatives from the Town Board, the Planning Board, the Zoning Board, and the local business community.

The planning process included public outreach and input opportunities to ensure that the Comprehensive Plan reflects the entire community's vision for the future.

To accomplish this, the Town incorporated the following public participation techniques into its planning process:

Public Information Gathering Meeting —

A public outreach meeting was conducted in October 2008 to accomplish three primary objectives: 1.) educate community members about the impending planning effort; 2.) provide a

preliminary overview of existing and planned conditions; and 3.) solicit input about the important issues and needs that should be addressed in the planning process.

The meeting included a presentation to attendees that described the comprehensive planning process, identified the prescribed planning approach and summarized community profile information gathered to date.

Participants engaged in brainstorming exercises, including one that required attendees to think of the words that best described their community.

In Our Own Words

Comfortable	Water and Wildlife
Transitional	Variety (of people)
Business	Diverse ages
Gateway	Affordable
Homey	Passionate
Sprawl	Dynamic
Small	Farming
Safe	Scenic
Split	Convenient
Green	Sought-after
Diverse uses	Recreational
Friendly people	Four Seasons
Neighborhoods	Learning/educational facilities

The meeting also included a Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.) Analysis to identify issues facing the town and villages. Participants were also asked to discuss the most significant changes they observed over the last ten years. These simple exercises generated a considerable amount of discussion and raised a wide range of topics that were explored in subsequent phases of the planning process.

PRELIMINARY COMMUNITY ISSUES

Strengths

- The diversity of the Town, including industry, parks, housing and residential, and the waterfront, among others. “If you can’t find a place to live here that suits your style, you probably won’t find it anywhere else.”
- Low tax rates.
- Uniqueness of the Town.
- Good infrastructure; most areas of the Town have sewer and water.
- Various modes of transportation available and they are all easily accessible . (i.e. Interstate 86 with three exits for the Town and adjacent areas).
- The commercial corridor that leads out of the City of Jamestown.
- Housing and neighborhoods.
- The weaknesses that do exist in the Town are solvable.
- Scenery.
- The Town is a desirable place to live/work.
- Various recreational opportunities.
- Growth in manufacturing.
- County airport.
- School systems and schools within the Town (Southwestern and Falconer CSD).
- Good quality and level of service from the public services in the Villages and the Town (i.e. highway, library, etc.).
- Proximity to the City and the ability to capture the suburban growth that develops as the City becomes developed.
- Industrial parks and other “shovel-ready” sites.

Weaknesses

- There is higher commercial pressure from developers on areas that are predominantly residential neighborhoods.
- Municipal boundaries and geography divide the Town into three different areas.
- Exodus from the City has caused deterioration of residential properties, which has not occurred in the past.
- Higher amount of rental properties that are caused due to the exodus from the City.
- Various housing issues that occur in the City are now spreading into the Town.
- North-south transportation is lacking.
- Drainage issues in lower lying areas, especially around the southern portion of the lake have caused flooding and erosion problems. Inadequate infrastructure exists in these areas.
- Lack of sewer and water around exit 11 and sewer around exit 13.
- Not a lot of access to the lake and rivers.
- Old/outdated zoning code.

Opportunities

- Vacant and underutilized properties available for development and redevelopment.
- The amount of new residential development is limited in comparison to other adjoining Towns. (“Untapped potential”).
- Celoron has a lot of potential in terms of land available for development and redevelopment and their proximity to the Lake.
- Lake access and recreation.
- Downtown Falconer revitalization.
- Industrial parks.
- Inter-municipal cooperation and interaction.
- Proximity to multiple recreational and cultural draws, such as Jamestown, various public and State parks, Lake Erie, Buffalo, etc.

Threats

- Migration from the City has caused deterioration of properties and development outside of the Town. It seems as though substantial housing has “skipped over” Ellicott and moved on to areas such as Busti.
- An increase in the amount of rental properties.
- Loss of water quality due to drainage issues, especially in the lower basin. It is much shallower here in comparison to the north end.
- Commercial development in presently residential areas.
- Unplanned/non-sustainable growth.
- Lack of effective administration of existing zoning (i.e. standards and guidelines are set aside for development in order to encourage it to come here.).
- Increase in the amount of tax-exempt properties.
- Antiquated zoning districts.
- Infrastructure is aging.
- “Brain drain” of young adults leaving the Town and region.
- New York State tax bills and laws are not family or business friendly; catered more to down-State.
- Blight surrounding the City.
- No uniform development guidelines exist from community to community.
- Crime.
- Unwanted development is placed at the municipal lines from neighboring Towns.
- Community is afraid of change or don’t want there to be any change. “Content with the status quo.”



VISION AND POLICY FRAMEWORK

This section of the Comprehensive Plan describes Ellicott’s vision for the future, identifies goals, and recommends specific actions that will help accomplish each goal. The information, conclusions, and recommendations contained in this section are intended to guide future Town decision making, community investment priorities, and in some cases the development of regulations and policies. The information in this section is organized in a progression from general concepts to specific recommendations.

The **Vision** describes the type of community residents wish Ellicott to become and some of the qualities they hope it will possess. It identifies characteristics and key assets the community wishes to maintain and enhance, as well as conditions to change or create in the future.

The **Policies** are vision statements that address a particular issue, asset, topic, or challenge that the community views as important. Each Policy describes an issue and explains why it is important to the community. The policies have been selected based on past planning initiatives and public feedback received from focus group discussions, public meetings and a community survey. The six goals included in this plan are: Residential Living, Economic Development; Natural Resources; Parks, Recreation, and Trails; Community Resources; and Inter-Municipal Cooperation.

Below each policy, a list of **Objectives** describe actions which need to be accomplished to achieve the policy they are associated with. The Objectives are brief and incorporate active verbs such as “increase”, “develop”, or “preserve” to describe ways the community can bring about change.

Actions are specific proposals to do something that relates directly to accomplishing an objective; it can take the form of a plan, project or program.

Measures of Success will help the community determine if and how well the Town’s objectives are being met. These measures of success are intended to be general. They do not specify a time frame nor do they quantify an amount to be accomplished. The Town should establish the baseline condition for all the progress indicators and determine desired benchmarks for future success. Progress indicators should be reviewed annually.



THE COMMUNITY'S VISION FOR THE FUTURE

The Town of Ellicott, with its villages of Falconer and Celoron, will be an attractive, prosperous community, bolstered by passionate residents, engaged leadership and enthusiastic visitors.

The Town will offer a diverse range of well-maintained, affordable housing, ranging from scenic rural homesteads to attractive village neighborhoods. It will be a place people call home from birth through retirement. Although the character of the town ranges geographically, a shared sense of community will tie all residential areas together.

Ellicott will seek ways to expand its employment base to sustain and attract new residents. As the area's tax base grows through continued expansion of its existing industrial and retail areas, the Town will identify new economic development niches, such as tourism, education and healthcare.

Ellicott will work closely with the Villages of Celoron and Falconer and the City of Jamestown to maximize opportunities for collaboration, to address economic development and regional planning needs, and to streamline service delivery and increase efficiency.

The Town will offer a diverse mix of recreational opportunities, including waterfront access, passive and active parks, and trails/greenways that take advantage of Ellicott's unique landscape. Residents will enjoy easy access to support services throughout their lives, which enhances their quality of life and connection to community.

Ellicott will actively protect and preserve critical natural resources, such as Chautauqua Lake, rolling hills, wetlands, water courses, ridgelines and scenic vistas.

Residential Living

Policy:

It is the policy of Ellicott to offer a wide range of housing options, including rural homes and traditional village neighborhoods. The community values its mix of housing and actively promotes the maintenance, rehabilitation and appropriate adaptation of existing homes. It is the policy of the Town and Villages to protect, preserve, and improve existing neighborhoods to encourage current residents to stay and new residents to locate to the community. Although the Town encourages economic development, new commercial construction is carefully located and designed to ensure it does not threaten residents' quality of life nor diminish the investments they have made in their homes. Dedicated maintenance, appropriate placement and design of new residential development and specialized housing, such as senior or student housing, will continue to make Ellicott a community that attracts a broad spectrum of people, including those of different ages, incomes and family structures.

Objectives:

1. Broaden the range of housing available in Ellicott to meet changing needs. Increase living options available for the community's growing number of empty nesters and seniors.
2. Improve the condition, quality, and appeal of aging residential neighborhoods, particularly those abutting the city of Jamestown and those near or within the villages.
3. Encourage compatible new residential development that bolsters the residential character of existing neighborhoods and avoids negative impacts on the environment.
4. Expand promotion of the community's housing market and improve information sharing about residential living opportunities and programs in the town and villages.



Measures of Success:

- Stable or decreasing percentage of vacant residential properties.
- Increases in average home sale value.
- Municipal grant funds secured to assist with home maintenance, especially for low-to moderate income households.
- Stable or increasing percentage of owner-occupied dwellings.

Residential Transitions and Buffers

How can residential areas near other uses maintain their value and appeal? How do we avoid the creation of “housing islands” in which a few remaining residential properties are flanked by non-residential uses or development? These are issues that residents voiced during the planning process.

The traffic, building size, lighting and noise associated with contemporary commercial development can threaten the stability of nearby residential neighborhoods and erode residents’ quality of life. Nobody really wants to live in or near an area that is ugly.

To protect neighborhoods, the Town and Villages must ensure commercial properties incorporate transitions, buffering, landscaping and other design features that make them attractive and a good neighbor. To prevent creating residential islands and harming the value and desirability of remaining homes, spot zoning and leap-frog conversions should be avoided.

Design does matter. Set a basic standard for commercial site design including:

- Require the planting of regularly spaced trees along road frontage and sidewalks when adjacent to residential areas with sidewalks.
- Require parking and service areas be located away and screened from adjacent residential properties. Minimum setbacks and rear/side parking lot requirements will keep parking back from streets and sidewalks. Residential amenities, such lawns, trees, walkways, should be required. Large blocks of pavement (e.g. parking lots) should be avoided in areas where residential uses are located close by.
- Provide a fence or landscaping sufficient to prevent unwanted cut through pedestrian traffic on to residential properties and to screen views at property lines abutting residential properties.
- Require dark-sky or “cut-off” light fixtures to reduce glare and excessive light.
- Set limits on the area and scale of buildings abutting residential neighborhoods.
- Set basic, easy-to-understand standards for the design and size of signs, building materials, and facades.

Economic Development

Policy:

It is the policy of Ellicott to attract a range of businesses and industries that provide employment opportunities and services to residents of our community and our region. The Town encourages economic development and actively promotes the redevelopment of underutilized properties. Ellicott recognizes, markets, and fully maximizes its geographical assets, including the town's location on the shores of Chautauqua Lake, proximity to the city of Jamestown, three exits along Interstate 86, a freight rail line and several busy commuter road corridors. The Town ensures new commercial and industrial development is compatible with the scale and character of the community and does not harm natural resources.



Objectives:

1. Promote Ellicott's two existing industrial parks.
Encourage growth and development in areas best suited for new commercial, industrial or retail development.
2. Extend utilities into areas targeted for growth.
3. Encourage a balanced mix of commercial businesses that includes local retailers and regional/national chains.
Identify and address unmet demand for services and retail shopping options.
4. Take advantage of development opportunities at the I-86 exits at Fluvanna, North Main Street and Falconer.
5. Carefully pursue water-related commercial and retail developments to capitalize upon the presence of



Chautauqua Lake and the Chadakoin River by encouraging restaurants and other appropriate water-related commercial enterprises.

6. Strengthen relationship and development partnerships between the Jamestown Community College and Town and Villages to expand and improve educational opportunities for the local workforce.
7. Collaborate with Chautauqua County and abutting municipalities to improve local/regional economic development efforts.
8. Increase utilization of commercial and industrial zoned property for commercial and industrial purposes.

Measures of Success:

- Increase assessed value on tax rolls from commercial and/or industrial properties.
- Increase in number of commercial and industrial enterprises.

Maximizing Investment in the Town's Industrial Parks

Ellicott is fortunate to have two industrial parks located in the southeast quadrant of town with convenient access to local arterial roads and Interstate 86. Both locations can accommodate new or expanded development.

Going forward, the Town should work closely with the County to market and potentially reposition the parks' role in regional economic development efforts. With the decline of traditional manufacturing facilities in the region, the state and beyond, new opportunities for warehousing/storage, agri-business facilities, high-tech businesses and other emerging enterprises should be actively pursued to ensure the parks' available space and infrastructure are maximized. The benefits of job creation and expanded tax base are critical to the area's overall economic vitality. The County's investment in the parks and the community's vested interest in their success will require vigilant efforts to market these local facilities and their many advantages.

Chautauqua County Airport—Capitalizing on Ellicott’s Assets

Chautauqua County Airport is owned and operated by the County and is integral to the community’s local economy. In addition providing a wide range of employment opportunities, it attracts businesses that rely on convenient air services.

Jamestown Aviation is a full-service Fixed Base Operator (FBO). They offer flight instruction, avgas and jet fuel service, maintenance and avionics service, tie downs and in-hangar overnight parking facilities. The airport has over 20 based aircraft and logs over 35,000 aircraft operations per year.

Federal Express operates daily flights in conjunction with the operation of their 20,000 sq. ft. distribution center located at the airport. Commercial airline service is available to Cleveland, Ohio through Gulfstream International.

The airport property also includes a terminal, parking facility, and rental car service. Jamestown Community College’s aviation programs are conducted at the terminal building.

Chautauqua County recently initiated a six-month planning process to investigate future opportunities at the airport. The study is being funded by the United States Department of Transportation (USDOT), the Federal Aviation Administration (FAA) and the NYSDOT. Airport planning and design consultants, RA Wiedemann and Associates and McFarland Johnson, are working with the County to develop a business plan for the airport that will:

- Investigate current conditions, operations, on- and off-site infrastructure, amenities and programming;
- Review local, regional and national aviation trends to determine potential impacts at this location;
- Examine the areas immediately surrounding the airport to determine the potential for expansion and related development opportunities; and
- Identify future opportunities related to infrastructure, facilities, and business development to grow expand Chautauqua County Airport’s services and business development.

The planning process will conclude with a series of recommendations the airport can implement to increase its annual number of commercial passengers and expand business opportunities at and near the airport

The Impacts and Benefits of High-Quality Commercial Design

As new commercial development or significant redevelopment occurs within the Town and Villages, careful attention to detail must be given to design. Physical design impacts property values, safety, community appearance and the ability of properties to attract business. Here are some basic guidelines, which are elaborated on further in the Future Land Use and Community Design section of the plan.

Avoid

- Numerous curb cuts on arterial streets cause accidents and disrupt traffic flow.
- A bleak commercial landscape caused by:
 - Scattered, dispersed buildings located at the perimeter of oversized parking lots.
 - Excessively wide paved aprons or no separation between lot and street pavement, which causes unpredictability in vehicular movements and creates hazards for drivers and pedestrians.
 - Small, random planting of shrubs do not visually define the edge of the street.
 - Low, one-story buildings with blank walls facing the street.
 - Visually dominant, overly large, freestanding internally illuminated plastic signs.
- Placing large-footprint buildings adjacent to residential properties.

Require

- Deciduous shade trees planted at 25 to 40 foot intervals along street frontage; species selection should consider utility location (overhead vs. underground).
- Interconnected parking lots with consolidated street entrances.
- Dark-sky “cut-off” light fixtures that direct light downward and reduce glare and light trespass.
- Buffering of parking and service areas that abut residential properties or a street.

Encourage

- The use of rear and side parking areas and less parking in front of buildings.
- Street sidewalks in commercial areas where they would be consistent with character.
- Buildings with varied clustered massing that incorporates architectural details and high quality durable building materials.
- Reduced side setbacks between commercial properties.
- Provisions for safe, comfortable pedestrian access between buildings and parking and between adjacent commercial properties.
- Multi-story buildings where appropriate, especially in Village downtown areas.
- Prominent entrances and active facades enlivened by large windows, porches, canopies, and architectural detail.
- The use of hedges and fences to define a formal but friendly relationship at the street.
- Simple, easy-to-read signs that are in-scale with the buildings or setting where they are installed.

Natural Resources

Policy:

Ellicott recognizes that the Chautauqua region's outstanding natural resources enhance residents' quality of life. The area's natural beauty, fresh air, clean water from the local aquifer, woodlands, and rural hilly terrain draw people to the community and encourage existing residents to remain here through their lives. The community cherishes Chautauqua Lake and is committed to protecting its water quality. It is the policy of Ellicott, Celoron, and Falconer to protect irreplaceable natural resources through dedicated maintenance, community stewardship, careful planning, and sound development practices.

Objectives:

1. Update and revise local ordinances and policies to ensure the protection of existing natural resources.
2. Expand local and regional partnerships to enhance and coordinate environmental protection efforts.
3. Increase community outreach, education, and information sharing efforts related to the communities' natural resources and environmental protection priorities.
4. Protect vital environmental resources, such as Chautauqua Lake and its watershed, wetlands, steep slopes, old growth forests, stream corridors and prime agricultural lands from inappropriate development encroachment.

Measures of Success:

- The amount of undeveloped/open lands remains stable over time.



- Increasing amount of literature, meetings, workshops or interpretative signage related to environmental stewardship.
- Regular water quality testing.

Chautauqua Lake—Balancing Opportunity and Responsibility

Chautauqua Lake, the region’s premier attraction, is widely known for its natural beauty, recreational opportunities, and cultural attractions.

In recent decades, increasing development along the lake’s shore and on upland sites with the lake’s watershed have resulted in declining water quality, loss of wildlife habitat, and increasing weed growth. Wetlands and streams that historically absorbed and filtered water draining to the lake have been altered by filling and channelization, leading to an increased potential for nutrient loading, pollution, and flooding.

By promoting wise stewardship of this resource, the Town and Villages can ensure that the scenic beauty, water quality, and ecological health of Chautauqua's natural environments will be sustained for future generations to enjoy. Achieving this goal will require:

- Educating watershed residents, businesses, organizations and government staff about their impact and encouraging them to change individual practices such as the following:
 - Avoid fuel spills and take motor oil, paint, and other household chemicals to hazardous waste collection sites.
 - Use mulch or groundcover to keep water from running off lawns and gardens
 - Direct downspouts away from paved surfaces and towards lawns or gardens
 - Keep leaves and grass clippings out of streets and storm drains
 - Wash cars on the lawn or take them to a professional car wash
 - Avoid the use of pesticides and fertilizers. Use nature to fertilize your lawn; mow fallen leaves
 - Pick up after pets
 - Naturalize lawns and shoreline areas
 - Use phosphate-free detergents
- Encourage landowners to conserve and enhance upland watershed features providing important hydrological functions: water recharge (headwater forests), storage (wetlands/floodplains), and filtration (streamside buffer strips, wetlands).
- Increase communication and collaboration between the Town of Ellicott, the Village of Celoron, the Chautauqua Lake Association, the Chautauqua Lake Watershed Conservancy, the Chautauqua Lake Management Commission and other organizations to develop and implement an effective watershed management plan.

Parks, Recreation & Trails

Policy:

It is the policy of the Town of Ellicott, along with the Villages of Celoron and Falconer, to offer a wide variety of recreational amenities. Parks, trails and recreational facilities, including school campuses, appeal to all residents and improve their quality of life. The Town seeks opportunities to encourage year-round access, use and enjoyment the Chadakoin River, Cassadaga Creek, Chautauqua Lake and other natural resources. The Town and Villages are committed to improving and enhancing existing recreational facilities; expanding trail systems; extending sidewalks where feasible; enhancing waterfront areas; and improving access to the lake, river, and creeks.

Objectives:

1. Expand public access to the waterfront.
2. Increase land conservation to increase opportunities for recreational use and enjoyment.
3. Enhance, and expand where possible, parklands, park amenities, and other active and passive recreation resources.
4. Enhance physical and programmatic linkages between parks, the schools, recreation and trails within the town and villages and with adjoining municipalities.
5. Develop a community recreation and open space plan to assess the current inventory and conditions and prioritize future improvements.
6. Promote local parks, recreational resources, and trails.
7. Enhance recreational programming to address the needs of all age groups within the town and villages.



Measures of Success:

- Increases in linear feet of trails and sidewalks
- Increased public access to the waterfront, such as observation areas, piers/docks, non-motorized boat launch, and trails with views of the water
- Increased amount of land protected via conservation easement or donation to non-profit agency (e.g, Chautauqua Lake Conservatory)
- Increase acreage in dedicated parkland
- Increased resident participation in recreational programming

Learn, Celebrate, and Educate—Through Interpretive Signage

Ellicott residents are fortunate to have access to a variety of parks, recreational activities, trails, and waterways. Communities often take these resources for granted. Interpretive signs can enhance visitors’ appreciation of these resources by transforming natural and physical resources into interactive exhibits that inform and educate children and adults.

By increasing visitors’ understanding of what they are looking at, interpretive signs encourage people to care about the places they visit. Interpretation supplements the experience by explaining what is not viewable (e.g. places that are very fragile or difficult to visit, such as the underwater view of creek) or topics that are difficult to experience directly, such as local wildlife migration or mating rituals. Signs promote environmental stewardship by explaining:

- How historic places affected the development of our community;
- How natural systems function;
- How different features are interrelated;
- That natural ecosystems are fragile and easily damaged; and
- By changing our behavior, we can avoid harming the environment .

The examples to the right show signs interpreting natural and historic community resources.



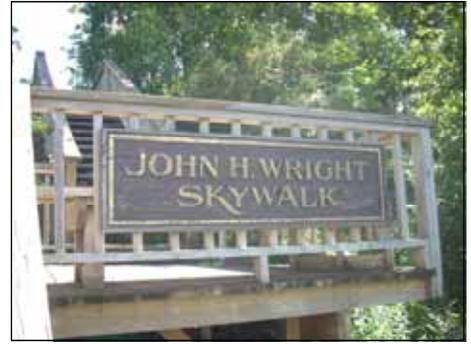
Community Resources

Policy:

It is the policy of Ellicott to ensure the community provides services and resources to address the needs of residents, both young and old. Town and Village officials, Town Police, the local school districts, the Fluvanna and Falconer public libraries, the Town’s emergency service providers, hospitals, and the local faith community work collaboratively to ensure a high quality of life in the community. The Town and Villages will continue to work together with these and other local resources to maintain and enhance the level of service and improve efficiency whenever possible.

Objectives:

1. Increase opportunities for shared services and collaborative efforts to address broad community needs.
2. Continue to provide high quality services to local residents, businesses, and visitors in a cost effective manner.
3. Expand relationships with local organizations and religious groups to address residents’ service needs.
4. Improve the image and identity of the community as a whole as well as the individual municipalities.
5. Increase citizen participation in civic and community events and activities.
6. Inform Town and Village Departments regarding the priorities of Comprehensive Plan so Town and Village staff collaborate toward achieving the goals of the plan rather than working against them.
7. Support and promote local volunteer fire departments.



Measures of Success:

- Increasing number, percentage and/or cost savings associated with shared services, resources, and equipment
- Increasing number of participation in recreational and service programming
- Increasing number of joint municipal projects to address similar community needs or issues
- Increased membership in local fire departments and increased active participation from existing fire department volunteers.

Town and Village Websites—More than a Virtual Brochure

The Internet has changed our lives, including how we do business and how we communicate. It has also made it easier for local governments to share information about services, major projects, and policies with citizens. Municipal websites are both community brochures and a convenient link to information and services. Today, residents can access board meeting minutes, scan community event notices, obtain online applications, and in some cases complete transactions (e.g. pay bills) with a click of a mouse.

Younger generations who have grown up in the digital age will be even more reliant on online services and will have higher expectations regarding their functionality. In today’s world, merely having a website is not enough. Sites must be attractive, informative, functional, and easy to navigate.

To minimize costs and meet service expectations, the Town and Villages should collaborate to manage their presence on the Internet. A consistent format, easy links, and parallel services will increase efficiency for the municipalities and ease navigation for residents.



Inter-municipal Cooperation

Policy:

It is the policy of the Town and Villages to maintain and strengthen their cooperative working relationship. The Town and Villages of Celoron and Falconer will continue to work closely on the many issues that cross municipal boundaries. They will work cooperatively with the County, adjacent towns and the City of Jamestown to identify and achieve shared goals, such as improving the regional economy, protecting sensitive environmental areas, preserving local character and enhancing the quality of life for residents.

Objectives:

1. Enhance formal partnerships among local and regional organizations and leaders.
2. Increase awareness of regional tourism, heritage, and cultural resources and identify ways to jointly capitalize on them.
3. Pursue strategies that advance regional cooperation to attract new business and industry to the region.
4. Improve collaboration among the Villages, adjoining municipalities, County and identify areas where collaboration and efficiency can be increased while maintaining the individual identity of each community.

Measures of Success:

- Increases in the number of joint grant applications
- Increasing grant funds secured to fund shared services or meet multiple communities' needs.
- Decreased costs for services resulting directly from inter-municipal cooperation



- Increased number of development projects involving two or more municipalities
- Increase in number of shared municipal services

Changes to New York State Law Regarding Village Consolidation

Over the last several years, the escalating tax burden borne by New York State taxpayers has resulted in increased interest in improving the efficiency of local government. In June of 2009, New York State enacted the “Government Reorganization and Citizen Empowerment Act,” which changes New York’s process for dissolving or consolidating units of local governments.

Prior to the passage of the law, village dissolution could be initiated by a petition signed by 33% of the village’s qualified voters or by a majority vote of the village board of trustees. The new law requires only 10% of the village’s qualified voters to sign a petition that would force a referendum to be held on the question of whether the entity should consolidate or dissolve. (The threshold is 20% for entities with 500 or fewer electors.) If a majority of the electorate votes in favor of dissolution, a study of the impact of such dissolution must be conducted and approved by the governing body of such entity. Dissolution takes effect when the final plan is approved by the governing body, *unless* a petition containing signatures of at least 25% of electors, or 15,000, whichever is less, requires that a permissive referendum be held on such question.

The new law has been controversial. There are strong arguments for and against village consolidation. The village dissolution process is an expensive and time-consuming undertaking. The requisite dissolution study generally costs tens of thousands of dollars and takes months to complete. In the majority of villages, undertaking such a study, the decision to dissolve is ultimately rejected by village voters. In general, village taxes make up only a small portion of a resident’s tax bill and have grown more slowly than the tax levies of other levels of New York State government. Over the last fifteen years, State income taxes and school taxes have increased faster than town, village or county taxes.

Unfunded state mandates, escalating pension costs, healthcare, and operating costs have made smaller governmental agencies increasingly expensive to operate. Years ago, villages were incorporated to provide services not available in rural towns. Today, especially in suburban towns like Ellicott, there is often little difference in the services provided by the village or the town that surrounds it. Consolidation may offer one way to maintain the level of services while reducing costs.

Evaluating the pros and cons of consolidation is not a purpose of this Comprehensive Plan. However the passage of this law represents a change in the procedural landscape to which the community must adjust. Due to continuing fiscal challenges, government efficiency and consolidation is likely to be a topic of discussion for some time to come. Regardless of the direction of community debate, the following citizen sentiments regarding villages and government services should be considered.

- The desire for a seamless interface between the Town and its two villages.
- The expectation that local government should efficiently deliver high quality services and should continue to find ways to do more with less money.
- The villages are important to Ellicott’s identity and provide their residents with a sense of community.
- The sidewalks, parks, and nodal commercial activity found in the villages are important community assets.
- Any process that brings about change must include a broad public outreach effort so citizens understand the implications of the decision at hand.



A WORK PLAN FOR PROGRESS

This section contains the collection of immediate, mid-range and long-range actions the community will need to take to achieve its outlined goals and objectives. Although many are interrelated, the actions are designed to be completed independently.

The implementation section does not provide a step-by-step process for activity completion. Instead it provides a flexible framework for future action to guide future investment and decision-making by town and village leaders, residents, business/property owners, and regional stakeholders.

Immediate actions are activities, programs and planning efforts that could be initiated and/or completed within the next two years. Mid-range actions are those activities that would be initiated and/or completed in three to five years. Long-range actions would likely be initiated and/or completed more than five years after plan adoption. Many of the actions defined in each goal area will be ongoing and will require continuous effort or monitoring to sustain the desired outcome.

To help track progress, status columns are provided for all actions. Community leaders, Town staff, and committee members can use this column to track implementation progress. The Town can check off items as they are completed or use descriptive code to indicate the stage of completion (e.g., initiated, in progress, complete).

The availability of funding usually dictates the scheduling and progress of major capital investments and programming. Some of the actions identified in this section may be eligible for assistance through public funding programs. Although not an exhaustive list of resources, the grant funding opportunity key provided in the table below provides a starting point to assist identifying funding sources that might support implementation of the plan.

In many instances, these funding agencies are aware of additional resources that may be available to assist the town and villages in their pursuit of project funding.

Potential Grant Funding Opportunities		
1	New York State Empire State Development Corp.	Empire Opportunity Zone
2	NYS Department of Transportation (NYSDOT)	Safe Routes to School Program
3	NYSDOT	Transportation Enhancement Program
4	NYSDOT	Scenic Byways Program
5	NYSDOT	NYS Recreational Trails Program
6	NYS Department of Environmental Conservation (NYSDEC)	Clean Waters Program
7	NYSDEC	Clean Water Revolving Fund
8	NYSDEC	NYS Environmental Protection Fund
9	NYS Office of Community Renewal (NYSOCR)	Community Development Block Grant Competitive Round Program
10	NYSOCR	Open Round Economic Development Program
11	NYSOCR	New York Main Street Program
12	United States Department of Agriculture	USDA Rural Development Programs
13	NYS Department of State	Local Government Efficiency Grant Program
14	Kresge Foundation	Green Building Initiative

Residential Living

Actions

Immediate

- a. Modify the Town of Ellicott’s Zoning Code and develop design guidelines or standards to address residential development issues and concerns. These issues are described in the Future Land Use and Community Design section of the Plan.
- b. Ensure that residential development in or adjacent to sensitive environmental conforms to local, county and state guidelines and regulations governing development on or near natural features such as steep slopes, streams, highly erodible soils and lakefront areas.
- c. Encourage new residential development that is compatible in density and character with existing neighborhoods by establishing and utilizing design standards. New residential development should be compatible with the density, scale and style of immediately adjacent areas.
- d. Institute traffic calming techniques to slow traffic through residential areas, such as pedestrian crossing signs, street trees, temporary speed counter machines, and speed tables at crosswalks. In areas bordering the City of Jamestown or the Villages of Celoron and Falconer where sidewalks are already in place, sidewalks, curbs and narrower travel lanes may be appropriate traffic calming techniques the Town and Villages can use.
- e. Minimize potential conflicts among land uses through zoning code modifications to Town and Village zoning codes. Enhance buffering standards to protect residential areas from commercial and industrial uses.
- f. Identify areas within the town and villages where senior housing or assisted-living facilities could be located to accommodate the town’s aging population. Consider areas where sidewalks exist or where they may be easily extended to walking to shopping and community facilities.
- g. Work with the Ellicott Town Police to increase patrols in areas where unsafe speeding is reported regularly.

Potential
Grant
Opportunities

Completion
Status

Residential Living

Potential Grant Opportunities

Completion Status

Implementation

- h. Develop residential and commercial property maintenance codes.
- i. Continue and expand efforts to ensure consistent enforcement of property maintenance, zoning, and building codes.
- j. Reduce the number and types of non-residential uses permitted in single family residential areas to protect those areas from the negative impacts of incompatible uses. Consider regulating or restricting the size, number, and materials of storage buildings located on residential lots, the area and location permitted for parked vehicles, and the storage of commercial vehicles.
- k. Maintain and expand community volunteer days and park clean-ups, plantings, or similar events to promote community driven, neighborhood enhancement.
- l. Require site plan review for the location of new overhead utility lines.
- m. Require new utility lines be located underground in residential areas and prohibit conversion to above ground service in areas where underground facilities are currently installed.
- n. The Village of Celoron has recently implemented a more stringent policy toward enforcement of residential code violations. The Town of Ellicott and both Villages should collaboratively work together to identify and address code and nuisance issues that erode quality of life for residents and threaten neighborhood stability.
- o. To protect residents' quality of life, the Town and Villages should revise codes as required and work together to ensure that buffering of commercial development is maintained.
- p. The Town of Ellicott should update and revise its residential subdivision regulations to ensure the Town is requiring a

Residential Living

Potential
Grant
Opportunities

Completion
Status

quality and type of development that have lasting value and that will meet or exceed the expectations of the community.

Mid-Range

- q. Revise the Town of Ellicott Zoning Code in accordance with the Future Land Use Plan.
- r. Encourage development in the areas where sanitary sewers exist; in areas where extensions to existing sewers are planned; and in areas that may be connected to the existing sewer system.
- s. Study town wide multi-modal access needs to identify priorities for expanding and developing a town wide pedestrian sidewalk/trail network and bicycle routes to expand connectivity through the community, especially near schools, businesses, and parks.
- t. Develop a "welcome" packet to welcome new residents to the Town, provide community information, describe town and village services and regulations and promote local businesses.
- u. Identify and stabilize neighborhoods that are threatened by physical decline, vacant, and/or poorly maintained properties. Pockets of residential neighborhoods will be identified and surveyed where standards for physical structures are below average. The Town and Villages will continue to pursue aggressive enforcement of zoning and state building codes.

Long-Range

- v. To revitalize existing neighborhoods and encourage investment in existing neighborhoods, encourage new residential development and/or redevelopment in the Town and Villages. Draft simple design standards to ensure new construction is compatible with existing neighborhoods.

Residential Living

**Potential
Grant
Opportunities**

**Completion
Status**

- w. Establish local tax incentives to encourage the de-conversion of multi-family housing.
- x. Enhance housing opportunities for seniors.
- y. Continue to promote the town and villages as excellent places to live. The qualities of Ellicott as a residential community will be promoted: well respected school systems; affordable housing; strong neighborhoods; unsurpassed environmental assets; and convenient location.

Implementation

Economic Development

Actions

Potential Grant Opportunities

Completion Status

Immediate

- a. Promote Ellicott's three exits off Interstate 86 as attractive potential locations for new business.
- b. In general, commercial development in Ellicott has not expressed a high quality built environment, especially relative to architectural style and site design. Future commercial development will meet new standards.
 - Modify existing zoning to address off-street parking, lighting, landscaping and other design elements currently outlined in the code.
 - Adopt user-friendly commercial design standards and guidelines intended to provide for a higher quality and more functional built environment in the Town's commercial areas. Standards will address measurable attributes of development (i.e. massing, height, architectural treatment, landscaping) and guidelines will provide guidance for interpreting the Town's intent behind each standard.
 - New standards and guidelines for commercial development will also provide for enhanced landscaping and screening standards. For example:
 - Transitions will be provided and improved to protect residential properties.
 - Perimeter and interior landscaping will be required for off-street parking areas and drives, as well as extensive use of trees on site.
 - Lighting will be shielded from adjacent properties and rights-of-way.
 - Promote and encourage good commercial design and landscaping through an awards program.
 - Create a financial incentive program for

Economic Development

Potential Grant Opportunities

Completion Status

neighborhood commercial façade improvements, perhaps using Community Development Block Grant funds.

- c. Promote Falconer and Celoron as locations for small business to enhance their role as commercial, civic, and cultural centers within the community.
- d. Market town and village businesses and business districts to Chautauqua Lake visitors and other tourists drawn to nearby destinations.
- e. Establish simple design guidelines for new commercial retail development to improve the aesthetic appearance of Ellicott’s commercial corridors and gateways and to protect nearby residential neighborhoods from negative impacts of commercial activity and development.
- f. Consider inter-municipal site plan review on properties within 1,000 feet of town-village borders to ensure effective transitions and to ensure coordination of planning efforts.
- g. Work with Chautauqua County and other development agencies to market Ellicott as a business-friendly location.
- h. Continue to promote the town’s existing industrial parks to build tax base and expand the area’s employment opportunities.
- i. Continue to use a flexible strategy to fill space in the industrial parks.
- j. Identify potential businesses that could locate into vacated industrial spaces. Market vacant spaces in regional trade and real estate periodicals.

Mid-Range

- k. Promote Ellicott’s Cassadaga Creek water trail, and Celoron’s public access to the lake to attract visitors to the community.

Economic Development

	Potential Grant Opportunities	Completion Status
l. Continue Ellicott’s implementation of a “business friendly” streamlined development review process. Promote the ease of doing business within the town.		
m. Make streetscape improvements (sidewalks, lighting, street trees, landscaping, etc.) along Ellicott’s key arterials such as Fairmount Avenue to create a climate of investment for private sector development and to improve the perception of the community to both visitors and residents.		
n. Develop a street/ramp lighting plan for the I-86 exits to make night-time driving navigation safer and more intuitive and to encourage business development at these locations.		
o. The Town and the Village of Celoron should collaboratively work to fund and develop a strategic plan for the Dunham Avenue corridor to identify potential redevelopment opportunities and to attract investment		
p. Identify and capitalize on emerging market segments and services areas to encourage economic development opportunities within the Town and Villages (e.g. healthcare and educational institutions).		
<i>Long-Range</i>		
q. Form a Local Development Corporation (LDC) and solicit grant funds to expand economic development opportunities within the Town.		
r. Consider the creation of a Business Improvement District to provide a mechanism for business district maintenance and enhancements.		
s. Pursue adaptive reuse opportunities for former industrial sites that are no longer viable for that use. The retooled spaces could provide alternative housing choices, studio space or cultural attractions.		

Natural Resources

Actions

Immediate

- a. Ensure the members of the Town and Village planning and zoning boards receive annual training and are versed in the application of the New York State Environmental Quality Review Act and new EPA MS-4 Standards to development proposals.
- b. Protect the remaining Moon Brook wetlands, other sites, and the water quality of Chautauqua Lake by periodically revising Town site plan review standards to ensure they reflect up-to-date storm water management, erosion and sedimentation standards, and require adequate protection and buffering of wetlands, stream corridors and other environmentally sensitive features. The Town and the Village of Celoron should adopt a Lake Water Quality Overlay and include provisions to require site improvement standards that prevent erosion, set impervious surface standards, appropriately manage storm water, require a minimum 25-foot, naturally vegetated buffer along the lake shore and waterways. An overlay may provide an exception for existing non-conforming commercial properties.
- c. Amend regulations for junk yards, junked vehicles, and mining operations to include environmental standards addressing water quality issues.
- d. Minimize negative environmental impacts associated construction sites and facility operations through consistent monitoring and reporting.
- e. The Town and Villages should implement the practices and policies advocated by Ohio River Valley Water Sanitation Commission (ORSANCO) to protect and improve water quality in Chautauqua Lake and in area streams.
- f. Work with local conservation groups, such as the Chautauqua Lake Conservancy and others, to encourage additional preservation of resources.

Potential
Grant
Opportunities

Completion
Status

Natural Resources

	Potential Grant Opportunities	Completion Status
<i>Mid-Range</i>		
g. Develop an Ellicott Open Space Plan to identify and prioritize open space parcels for preservation and protection.		
h. Extend existing greenway corridors along creeks as part of a town-wide open space system.		
i. Encourage sustainable development practices in residential areas whenever possible in an effort to preserve open space and limit the environmental impacts of new development.		
j. Research grant opportunities and other methods for obtaining funds needed to conserve key open space areas.		
k. Encourage local officials and board members to participate in training sessions related to natural resource protection.		
l. Seek remediation of sites that have impaired environmental conditions (e.g. brownfields).		
<i>Long-Range</i>		
m. Investigate establishing local State Environmental Quality Review Act (SEQRA) thresholds that recognize local conditions.		
n. Work with adjacent communities to protect the Jamestown Aquifer, which is a key water supply that, in its current condition, needs very little treatment to be potable.		
o. Implement erosion and sediment runoff control measures to protect the confluence of the Chadakoin River and Cassadaga Creek.		
p. Address vandalism to parks and trails by targeting problem areas with regular police patrols, installing surveillance camera(s), and utilizing neighborhood watch groups.		
q. Consider adoption of an environmental resource overlay		

Natural Resources

**Potential
Grant
Opportunities**

**Completion
Status**

district to protect the natural resources (steep slopes, forested areas, and wetlands) located above it.

- r. Work with Chautauqua County’s watershed coordinator to solicit grant funding that can be used to address drainage issues throughout the town.
- s. Encourage redevelopment of existing or vacant sites before developing the town’s “greenfields.”
- t. Utilize site plan review and subdivision regulations, modified if necessary, to ensure that future development is designed in a manner that maintains the surrounding natural environment to the greatest extent possible.
- u. Institute minimum open space, landscaping, and tree planting/preservation requirements for future development located in the town .

Implementation

Parks, Recreation and Trails

Actions

Potential
Grant
Opportunities

Completion
Status

Immediate

- a. Develop a Parks and Recreation Master Plan to inventory existing facilities, evaluate existing and projected future community needs, and develop recommendations establishing priorities for future improvements.
- b. Work with local law enforcement to increase patrols of area parks and trails to deter criminal activity and vandalism.
- c. Develop a detailed plan to improve existing and create new trails along the lake and creeks. Work with the villages and abutting municipalities to develop a regional trail system.
- d. Continue to utilize the Town of Ellicott’s official website or maintain a separate site to advertise and showcase recreational and cultural events in the town.
- e. Expand fishing, kayaking, canoeing and other similar environmentally friendly water activities at Lucille Ball Memorial Park in Celoron.

Mid-Range

- f. Identify opportunities to connect existing and new park areas by developing a marked bikeway system and/or a recreational trail way system for non-motorized vehicles.
- g. Continue to support collaborative efforts to clean up land adjacent to the lake and its tributaries, the development of recreational boating, and the upgrading and maintenance of existing trails.
- h. Parks and trails facilities should be designed with materials and furnishes that are vandalism resistant to ensure these facilities remain available to the community and to reduce long term maintenance costs.
- i. Organize community groups to improve Town and Village parks and trails.

Parks, Recreation and Trails

Potential
Grant
Opportunities

Completion
Status

Long-Range

- j. The Town of Ellicott owns a small piece of land on the north shore of Chautauqua Lake at the end of Town Line Road in Elmhurst. This former boat launch site should be improved to provide residents on the north side of town access to the lake. Although the site is small, it could accommodate a small fishing dock and seating area. The Town owns land a short distance north on Town Line Road that might accommodate parking and other accessory facilities.
- k. Identify opportunities for new active and passive park spaces in the town and villages to ensure future resident demands can be addressed. Although current demands may not call for additional facilities, planning for future expansion by reserving existing municipally owned lands or other under utilized publicly owned sites will significantly reduce future costs.
- l. Explore the need for and feasibility of developing a joint community and senior center facility that could house multiple programs, activities, and events for residents of all ages.
- m. If future development increases population or demand for recreational opportunities increases within the Town and/or Villages, consider creating additional parks that that provide a balance of athletic facilities, playgrounds, picnic shelters and passive recreation space.

Implementation

Community Resources

Actions

Potential Grant Opportunities

Completion Status

Immediate

- a. Proactively market the Town and Village’s resources in order to increase community involvement and support.
- b. Develop an infrastructure plan in conjunction with the County and City to determine and prioritize infrastructure improvements that are beneficial to the entire community.
- c. Review and revise the Town Code. Streamline the existing code and identify and eliminate conflicts.

Mid-Range

- d. Develop a joint capital improvements plan that outlines significant public improvement projects in Ellicott, Falconer and Celoron for five-year intervals. The plan can include roadways, water and sewer systems, sidewalks, parks and trails, and other projects deemed appropriate.
- e. As staff positions in the towns and villages become vacant through retirement or natural attrition, explore options for creating additional multi-jurisdictional positions to improve inter-municipal collaboration and reduce administrative costs.
- f. Proactively market the Town and Village’s resources in order to increase community involvement and support.

Long-Range

- g. Conduct a feasibility study to examine the need for and potential impacts of dissolving one or more of the village governments.

Inter-Municipal Cooperation

Actions

Potential Grant Opportunities

Completion Status

Immediate

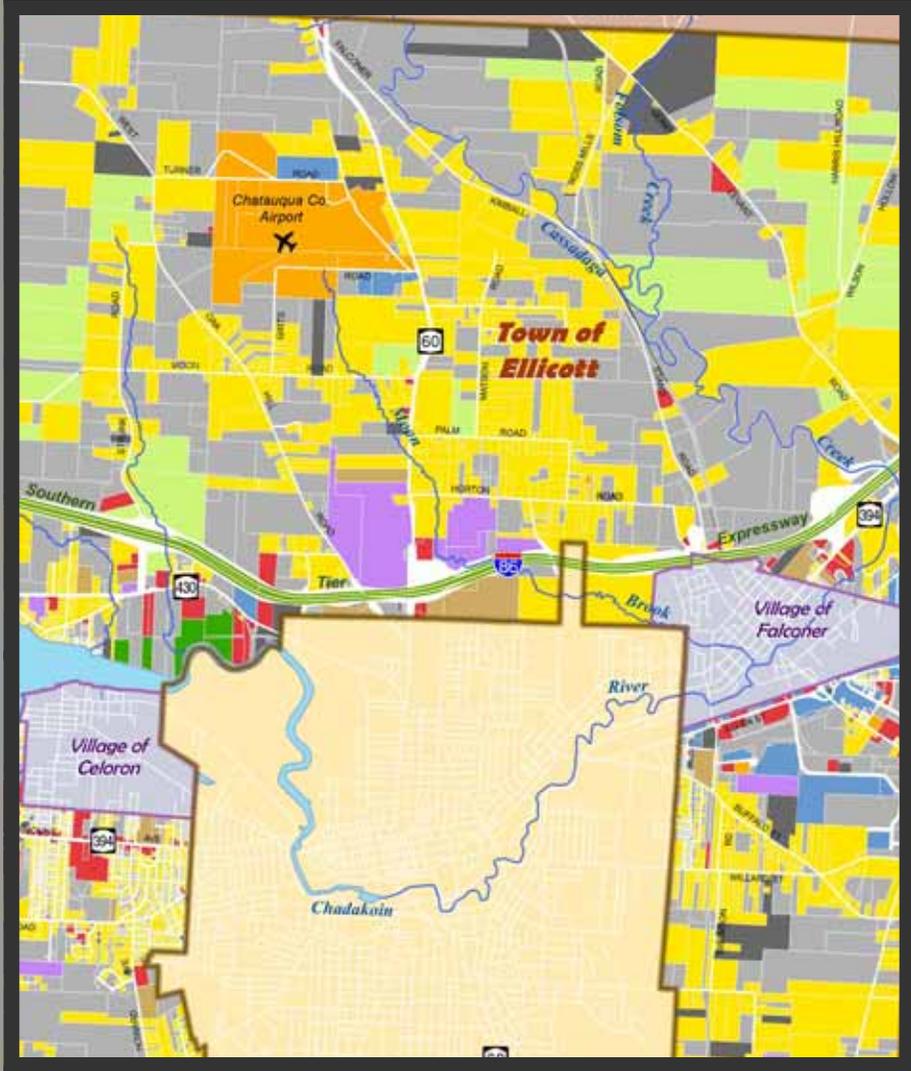
- a. Seek additional opportunities for facility and equipment sharing among the towns and villages.
- b. Explore opportunities for joint data collection and storage among the town and villages.
- c. The Town and Villages should work to adopt uniform notification standards for public hearings.
- d. Modify existing zoning code to promote the goals of the comprehensive plan.
- e. The Towns and Villages should participate in the planning updates of adjacent municipalities, including Chautauqua County.
- f. Continue the Comprehensive Plan Committee to work on the implementation of the Comprehensive Plan. Include representation from the villages of Celoron and Falconer.

Mid-Range

- g. Establish an ongoing dialogue with towns similar to Ellicott in an effort to share ideas and information.
- h. Work with the County to initiate a county wide purchasing program for office supplies and equipment to leverage increased buying power and reduce materials costs for purchases that all municipalities must make.
- i. Work with neighboring communities to solicit state and federal funding opportunities to address shared issues and needs. Recent trends indicate that collaborative applications are more successful.
- j. Designate an inter-municipal development liaison to develop closer relationships among the County, City, adjacent Towns and Villages on economic and development issues that have impacts across borders.

Inter-Municipal Cooperation

	Potential Grant Opportunities	Completion Status
<p><i>Long-Range</i></p>		
<p>k. Collaborate with neighboring towns on projects that have a regional impact, such Chautauqua Lake and major corridors.</p>		
<p>l. Develop a regional marketing plan with neighboring towns to attract business and industry to the area.</p>		
<p>m. Identify specific actions in the Chautauqua County Comprehensive Plan that pertain directly to the town and villages and identify strategies to implement them.</p>		



FUTURE LAND USE AND COMMUNITY DESIGN

Given the community’s varied landscape—from lakeside to rolling hills and from rural to dense village environments—the intent and intensity of future development will have critical impacts on the town’s social, cultural, environmental, and financial well being. Ellicott’s future land use and community design decisions will dictate, to a large extent, Ellicott’s success in protecting its natural resources, promoting economic vitality, and ensuring the community’s overall quality of life.

This section of the comprehensive plan addresses two primary issues: future land use and community design.

Future Land Use

The future land use discussion provides a general description of how and where future development and preservation should occur throughout the town. It consists of a map and related narrative to describe the types and intensity of uses anticipated in the town and villages. The future land use plan is not directly enforceable, but its recommendations provide the legal foundation for future zoning revisions and updates.

The land use categories are broad by design and are intended to provide a framework for future zoning modifications. However, the land use categories are not intended to be utilized as future zoning districts. Generally, future zoning modifications support the overall recommendations outlined in the future land use plan. In cases where future zoning modifications contradict the future land use plan in an adopted comprehensive plan, the municipality should be prepared to substantiate the decision to deviate from that original plan.

The future land use map, shown on the next page, was created based on public input and steering committee guidance. It provides a blueprint for future development and managed growth. The future land use plan supports the community’s vision and many of the related policies. Also, the overview of future land use can provide distinct direction related to development approaches, site plan review, and subdivision regulations.

The Future Land Use Map is Figure 15 in Appendix B. Figure 15A contains the zoomed in future land use plans for Celoron and Falconer.

Rural Residential

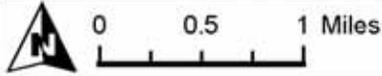
Ellicott’s rural character and open space are a critical part of the town’s landscape, image and local economy. The Rural Residential land use category, which comprises a significant portion of Ellicott’s land area, reflects the current land use pattern as well as the Town’s desire to maintain its rural character, agricultural lands and open spaces. Two primary land uses are anticipated within this future land use category: agriculture and large-lot residential.

Town of Ellicott, NY
 2008 Comprehensive Plan
 Future Land Use

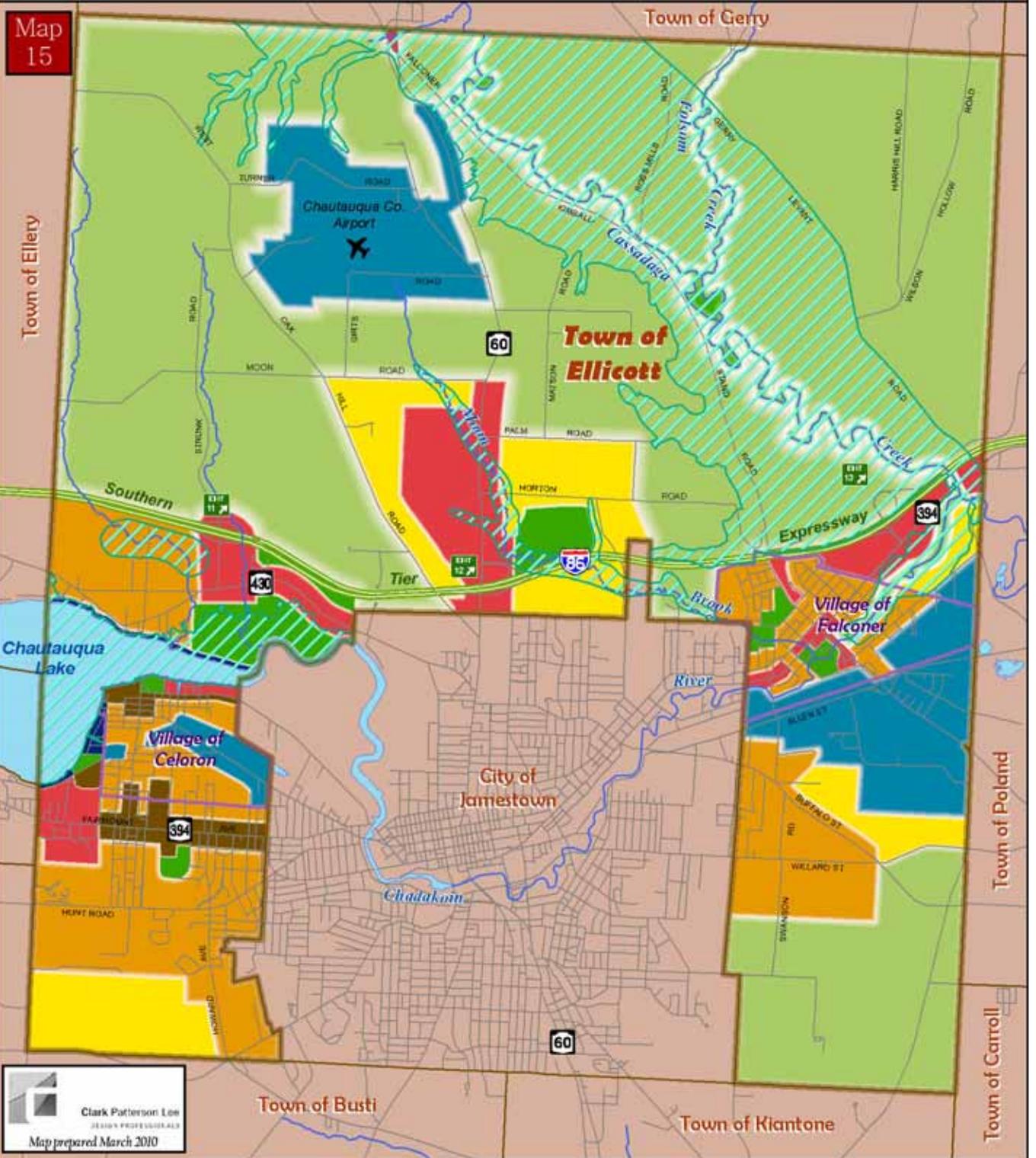
Legend

- | | | |
|-------------------------|--------------------------|--------------------------|
| Municipal Boundaries | Conservation | Low Intensity Commercial |
| Village Boundaries | Rural Residential | Corridor Commercial |
| Sensitive Environment * | Low Density Residential | Light Industrial |
| Lakeside Residential | Neighborhood Residential | |

Data Source: NYS GIS Clearinghouse & Chautauque Co. Planning Dept.



* Sensitive Environmental areas includes NYS DEC wetlands, floodplains and steep slopes (15% grade or more).



Future Land Use

Clark Patterson Lee
 DESIGN PROFESSIONALS
 Map prepared March 2010

Given the changes in topography, varying soil conditions and locations of contiguous acreage, new large-scale agricultural operations are not likely to locate within the Town in the future. However, the Rural Residential area would be the most appropriate location for future additions to or expansion of farming activities, including, but not limited to, crops, livestock, orchards and nurseries. The Town will need to ensure that all agricultural operations and agri-businesses located in the Town adhere to standards established by New York State Department of Agriculture and Markets to ensure negative environmental impacts associated with farming activities are minimized to the greatest extent possible.

As the name of the category suggests, large-lot single family development would be best suited in the Rural Residential areas. Residential lots in these areas would likely be five acres or more and rely solely on wells and septic system because public infrastructure would not be available in the near or mid-term future. In areas bordering potential future infrastructure expansion, the town should consider opportunities to encourage cluster development as a way to prevent extensive land consumption and sprawl development. Cluster development allows the creation of smaller lot sizes in exchange for conservation of contiguous parcels of open space or farmed land.

Low Density Residential

The transition between “town and country” can be challenging in rural areas. The Low Density Residential land use category provides a gradual transition between Rural Residential and Neighborhood Residential areas in the villages.

In the Low Density Residential areas, residential lots would be one to five acres and consist predominantly of single-family houses. In some areas, the size of the lot would be determined by the amount of land needed to accommodate well and septic systems. In areas where future public and water systems could be extended in the future, residential lots should be configured with the narrowest widths possible to make future connection to public systems more feasible and cost effective in the future.

Low-intensity farming-related uses, such as horse stables, nurseries, farm stands and limited number of small livestock (e.g. goats and chickens) would also be suitable in this future land use category.

Neighborhood Residential

The Town desires residential development that complements, transitions smoothly from, and maintains consistency with surrounding neighborhoods or commercial areas. Lot sizes in these areas would be denser than those in the rural or low-density residential categories and would likely be one acre or less. In the Villages, the lots sizes would be likely be considerable smaller, under a half acre. New dwellings should be designed to fit into the existing character of the area with garages and outbuildings set back behind the front building line. Setbacks would range between 30 and 70 feet off of the right-of-way, depending on lot size, to provide a transition between the more densely developed neighborhoods of the Town and Villages and the outlying rural parts of the Town.

Corridor Commercial

The Corridor Commercial areas would be designated for the higher intensity retail, service and office uses within the community. The areas are generally located along major corridors within the Town's and Villages and at key gateway points (e.g. interchanges). To a great extent this future land use generally mirrors existing zoning and/or current land use classifications.

Where possible, these commercial areas should develop in a nodal pattern to reduce linear commercial strips. Concentrating development along key roadways and intersections will provide opportunities to maximize investment potential, improve access management and create obvious connections among neighboring establishments. Retail, consumer oriented services, and office uses such as restaurants, barber and beauty shops, doctors' offices, book stores, and small scale insurance offices would be appropriate for these areas in the town.

The scale and style of development should complement and provide compatible amenities as those in surrounding areas. The functionality and appearance of commercial nodes in the town can be improved through consideration of an overall plan for circulation (e.g. shared access driveways, pedestrian circulation, rear parking) and design (e.g. landscaping, signage, building style and materials).

Adjacent to the interchanges, special attention must be made in order to draw visitors and motorists to these areas. Unique lighting in and around the ramps, dedicated signage, public art or monuments and landscaping are all amenities that can be incorporated to draw attention. At a minimum, unique lighting and signage should be a priority as these interchanges are dimly lit along I-86. The use of standard DOT-style "cobra-head" lights should be discouraged.

Neighborhood Business

The Neighborhood Business area is geared primarily towards providing a range of commercial opportunities for residents and visitors. In addition, the mixing of uses within a single structure should be encouraged. Although many mixed use scenarios could be accommodated, first floor retail and upper story office and/or residential would be most common in this area.

Development should complement surrounding areas and enhance the neighborhood fabric by including entrances that face the sidewalk and ensuring appropriate scale, style, and materials for buildings. "Big-box" style development is not recommended for these areas. Rear parking should be utilized to reduce visual clutter along the roadway and minimize pedestrian-vehicle conflict points and paved areas. Where feasible, on-street parking should be encouraged in these areas.

Although Fairmount Avenue is automobile-oriented, future redevelopment should be designed to the pedestrian scale (e.g. large windows, sidewalks, street lights, street benches/chairs, street and building or wall mounted signage, etc.). Shared access and parking should be pursued to the greatest extent feasible to limit curb cuts and pedestrian conflicts.

Light Industrial

Industrial properties are a valuable asset to the Town of Ellicott because they increase the assessed value of the Town, reduce the tax burden for residents and improve future business attraction opportunities. Based on the Future Land Use Map, the town would like to build upon its current industrial base and expand opportunities for light industrial development within its boundaries.

Light industrial properties and parks should include landscaping and buffering to improve the visual appeal from the public right-of-way and to provide a noise and visual buffer from adjacent uses.

Conservation

The areas that have been designated as Conservation, particularly locations around Chautauqua Lake, Chadakoin River and Moon Brook, contain unique natural features that should be preserved over time. These areas contribute to the quality of life to the Town and Village residents and should be expanded wherever possible in order to increase the amount of recreational and conservation opportunities to residents and visitors.

Land uses in the areas designated as Conservation should be low intensity and promote passive enjoyment of the parks, stream buffers, woodlots, wetlands and natural recreational areas. Future development should be limited largely to trails, pavilions, small lodges with minimal amenities, picnicking areas, open fields for various recreational pursuits, interpretive signage, fishing access and other similar activities.

Sensitive Environment

Lands included in this “overlay” area include areas where steep slopes (greater than 15% grade), NYS DEC wetlands and FEMA floodplains exist. Development in these areas must be handled with extreme care to ensure that the Town and Village’s environmental features are protected. These areas should be regarded as non-developable to the greatest extent feasible by the Town and the Villages as they add to the scenic beauty of the area as well as provide valuable environmental benefits.

As the Town and Villages move forward with any revisions to their zoning and subdivision regulations, additional criteria need to be established for this “overlay.” Regulations in each municipality should be identical since development in one location could impact nearby areas.

Community Design

Community design is an important consideration in determining future land use and development. The form that development takes influences property values, investment potential, infrastructure, and the overall quality of life in a community. Good community design is based on some commonly accepted “rules” of physical form. Each community must establish its own baseline “rules” that address a wide range of design issues, from building and site design to streets and neighborhoods. In the Town and Villages, the following issues must be adequately addressed directly in the zoning code, either as part of district regulations or in the form of stand alone design standards.

Context

Proposed development and redevelopment should be appropriately related to existing designs, styles, building forms and land uses. It is important that new development or redevelopment adequately retain, reflect and enhance the dominant visual qualities of the neighborhood or surrounding area.

By encouraging and promoting a sense of design continuity of design elements, details, styles and architectural features as well as other amenities, materials or treatments, the community will create buildings, signs, sites and public spaces that are context sensitive.

Site Planning

How buildings, parking, landscaping, lighting, infrastructure and other site features are configured on a lot will have a tremendous impact on the development’s appearance and performance. The scale and location of new buildings should be consistent in scale with nearby buildings and the context of the surrounding area. Building orientation should be aligned with the primary roadway it faces and entrances should be easily visible from the roadway.

Parking should be placed at the side or rear of the lot and screened from view whenever possible. Parking lots should be regularly shaped rectangles; parking lots should not follow irregularly shaped lot lines. Limit the amount of paved surfaces to what is needed on site and look for opportunities for shared parking, shared access and cross access between lots.

Corner lot development should be located as close to the intersection as possible to anchor the lot and maximize visibility. Corner buildings face two streets and should be oriented accordingly.

Provide pedestrian linkages from building entrances to nearby roadways, parking areas and adjacent pedestrian systems, to the greatest extent possible.

Form, Scale and Massing

Place a majority of the building mass as close to the road as possible to help define the street edge. In the Villages, especially along commercial corridors, a zero setback should be required to maintain traditional development pattern.

High-access, public functions (e.g. entryways, public art, displays) should be located prominently at the front of buildings, with less public uses (e.g., storage, loading, drive-throughs) located to the side or rear of buildings.

Facades walls should maintain ample transparency (windows and doors) to allow views into and out from the building. Blank façade walls should be prohibited. For larger commercial structures, building entries should be treated with different massing to enhance human-scaled appearance and improve visibility from many directions. Blank end walls should incorporate building components or design features. Blank rear walls should be screened with landscaping.

Landscaping

Provide onsite landscaping at the building edge, parcel edge and throughout the site to provide physical and visual relief. Landscaping should be utilized, to the greatest extent possible, to reinforce street edge lines and establish buffers between adjacent development, especially where uses vary.

Landscaped islands and other green space should be consolidated into useful areas. Avoid narrow grass or planting strips, which can fail over time. Landscaped islands should be utilized in larger surface parking lots to counterbalance environmental impacts of pavement, improve appearance and help define vehicular and pedestrian circulation.

Street trees, planted in the right-of-way or along parcel edges, should be encouraged everywhere in the town and villages. They are a relatively inexpensive streetscaping element that increases the appearance and value of commercial, residential and industrial development.

Streets

Across all development types, a pedestrian-oriented and human-scaled streetscape should be encouraged to the greatest extent possible.

In areas where sidewalks currently exist or may be desired, pedestrian connections should be maintained and/or expanded. Promote safe pedestrian movement, access and circulation. Public walking areas, including streets, sidewalks and public rights-of-way should be highly visible and clearly defined.

Street lighting should be scaled for comfort of pedestrians but provide adequate illumination for safety. Street lighting design should reflect the architectural vernacular of the surrounding area whenever possible. In the Town and Villages, historic decorative street lights would be appropriate. Overhead wires should not be permitted in any rights-of-way for any new developments.

Traffic calming techniques should be used where appropriate throughout the street system, such as curb bulb-outs, street trees, and raised crosswalks. These types of physical design measures reduce the negative impacts of vehicular use, modify driver behavior and improve conditions for non-motorized street users.

Materials and Details

Attractive, durable materials affect the quality of the physical environment and the public’s perception of the area and community. They instill pride and convey that people care about the area. Inexpensive building envelope materials deteriorate quickly and convey an unfavorable image. The use of smaller scale, natural materials such as stone or brick is encouraged whenever possible, especially on the front façade and near pedestrian areas.

The table below is intended as a general guide to the materials most and least appropriate for use within the Town and Village’s commercial areas.

The Town and Villages should actively promote preservation of historic buildings to enhance and promote the history, culture and architecture. For historically significant structures, replacement windows in elevations visible from any public right-of-way should match the original windows in size, materials, and configuration to the greatest extent possible.

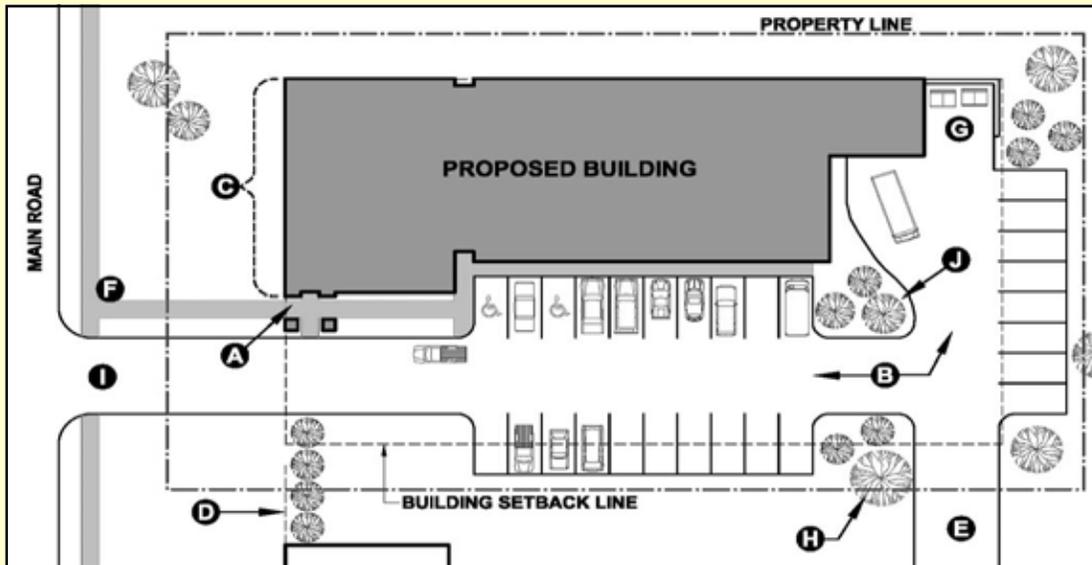
Protect, respect, and expand the design of green space, landscaping and open space within the Town and Villages and encourage public and private development that enhances this character with landscape design details such as trees, lawns, plantings, fountains and public gathering areas.

DEVELOPMENT MATERIALS GUIDE		
ELEMENT	RECOMENDED	AVOID
Walkways	Concrete	Asphalt
	Stamped concrete	Gravel
	Pavers	
Facade	Common brick	Standard gray concrete block
	Stone veneer	Vinyl siding
	Stucco	EIFS (exterior insulation finish systems)
	Ground face concrete block	Metal siding
	Split face concrete block	
	Cement fiber siding	
	Cedar clapboard or shingles	
	Imitation (Cultured) stone	
Trim	Painted or stained finish grade wood	Bare wood
	Cement fiber panels	Rough lumber
	Aluminum	Preservative treated lumber
Accessories	Traditional style opaque awnings	Internally illuminated vinyl awnings

Commercial Design Considerations

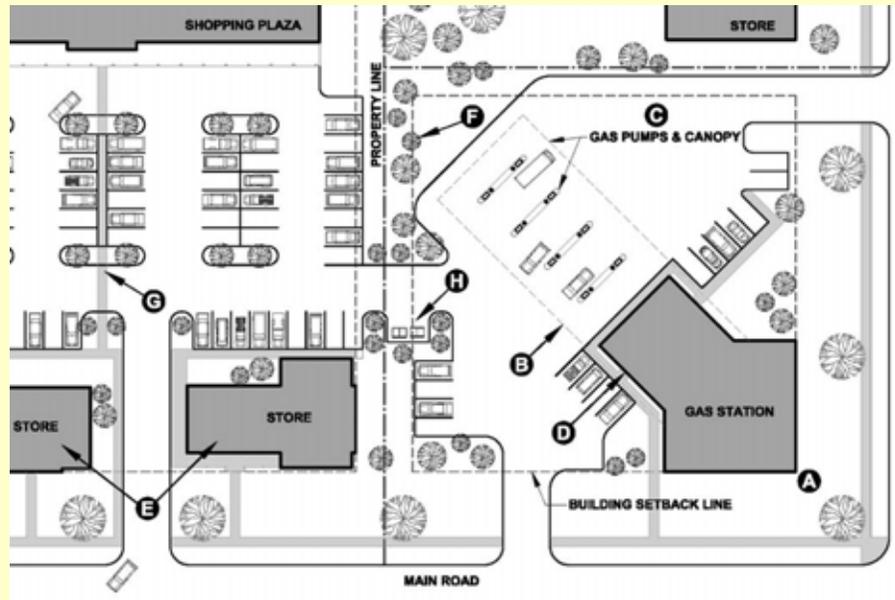
As one of the community's most visible areas, commercial development requires considerable focus on design in order to ensure it adds value and contributes positively to a community's sense of place. The following diagrams have been incorporated into the plan to demonstrate several different community design elements presented in this section:

Site: General Design Elements



- A. Prominent building entrance is visible from the street and is easily accessed from parking and public sidewalk. A better design would include an entrance facing the street. In the villages, building entrances should always face the street.
- B. Parking is located at rear and side of building and is screened from abutting homes.
- C. Prominent façade with large windows faces street.
- D. Street edge is defined by building and landscaping.
- E. Parking connects to adjacent property.
- F. Sidewalk across street frontage with connection to building entry.
- G. Loading docks, service areas and trash facilities are not visible from the street. Fences and or landscaping screen these areas from abutting properties.
- H. Mature existing trees are saved and incorporated into site design.
- I. A single driveway serves property.
- J. The parking lot has a simple efficient design that minimizes the amount of pavement required. Landscaped areas are large enough to allow plantings to thrive and have a visual impact.

Site: Defining Street Edges and Incorporating Landscaping Features



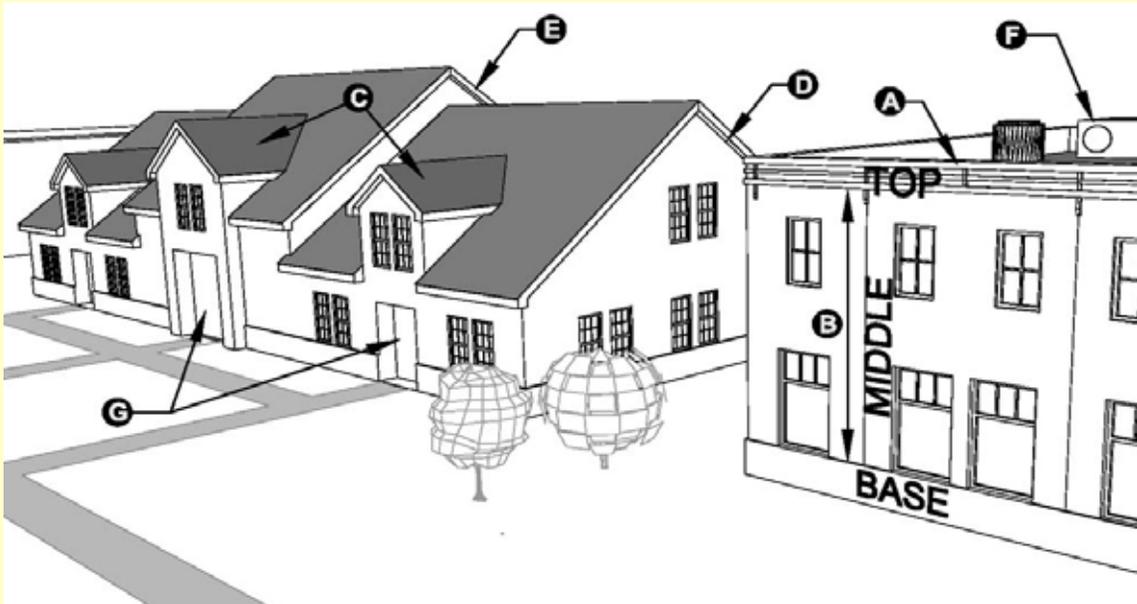
- A. Corner lots are especially important in defining the street. Corner buildings should be designed to locate building mass as close to the intersection as possible to help anchor the lot. Two facades, each incorporating large areas of glass, give corner businesses excellent exposure.
- B. Gasoline filling canopies incorporated into the architectural design of the adjacent retail store.
- C. The preferred way to lay out a gas station is to place the pumps toward the rear of the lot while having the convenience store out in front near the street. This gives the store greater visibility, reduces the prominence of the pumps and parked cars and pulls the curb-cuts away from the intersection permitting safer, easier access.
- D. Store entrance is conveniently accessible and visible from the pump, parking and street.
- E. In many cases shopping plaza parking areas are oversized. Existing shopping plazas set back far from the street can be improved by developing the land at the front of their lot. This helps to improve the character and visual quality of the street and allows for “one-stop” shopping using shared parking.
- F. Screen large parking areas from abutting residential properties and streets.
- G. Large parking areas incorporate landscape islands and sidewalks to reduce the apparent expanse of asphalt and to create a safer more comfortable pedestrian environment.
- H. To use space efficiently, adjoining properties share a common dumpster and have interconnected parking areas.

Building Design: Facades, Scale, and Massing



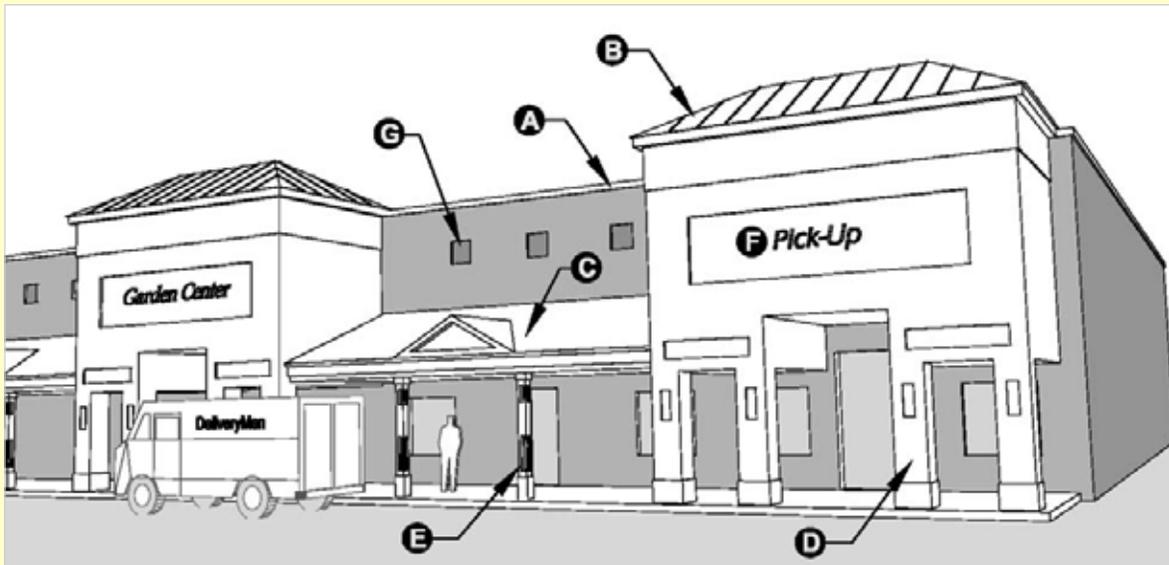
- A. Place the largest mass of the building near the street. The building's most public functions such as retail space, showrooms, and dining areas should be located toward the street.
- B. Loading, warehouse spaces and utilitarian functions are hidden from view in the rear.
- C. The front façade is articulated into smaller divisions to give it a human scale.
- D. Many large windows create transparency at the main façade facing the street. They also make the building appear interesting and inviting.
- E. Garage Doors and Utility entrance are located at the rear and sides of building.
- F. The primary entrance is treated as a prominent architectural feature and provides visitors with protection from the weather.
- G. Large "big-box" mass in rear is screened by human scale wing at street.
- H. Large blank walls may be broken up with pilasters or other features.

Building Design: Roof Forms and Massing



- A. The highest section of the building should be oriented toward the street. The cornice is the transition between the wall and the roof. The cornice should reflect the scale of the building and should not be overly large, bold, or “inflated” roof to accommodate a giant logo or sign lettering. Flat-roof structures should be simply articulated to express their form rather than concealed by a mansard roof, large cantilevered soffit or other applied form.
- B. Traditional articulation of the base, middle and top of facades is encouraged.
- C. Sloped roofs, projecting gables, dormers and other variations in roof forms break down the scale of larger structures.
- D. Roof overhangs from 6 inches to 18 inches are typical of our region’s vernacular architecture and lend shadows and visual interest to facades.
- E. Variations in roof height may be used to highlight the main entrance or the most important part of a building.
- F. Air handling units, condensers, satellite dishes and other equipment placed on the roof should not be visible from the street.
- G. The roof should be designed to divert rain and snow away from pedestrian areas such as walkways and building entrances. The use of porches, loggias, canopies, awnings or similar protective designs are encouraged.

Building Design: Improving the “Big Box”



- A. The typical big box is usually a featureless mass articulated only by the point of entry and would not have most of the architectural features depicted in the other sections of the concept.
- B. Roofline variations and massing projections can be used to reduce the apparent scale of the building and make the façade more interesting. These features may highlight specialty areas, exits, or customer pick-up zones. The size, scale, motif and use of materials for the front façade design should be kept consistent across the façade in order to tie the entire composition together. The use of a variety of design styles across the façade is not recommended.
- C. A single-story porch provides a human-scale entrance and visually breaks down the building mass.
- D. Piers and posts should be visually proportional to the mass they support.
- E. Small scale materials, variations in color and greater detail make entrance areas inviting and easy to find.
- F. Appropriately scaled signs are incorporated into the design of the façade.
- G. Use repeating windows or recessed panels of contrasting color or texture rather than horizontal stripes to add façade interest.

Zoning Recommendations

Existing Zoning

Like many other communities, Ellicott regulates the development and use of land through zoning. The Town drafted their current zoning code in 1976 with subsequent amendments added over time. As shown in Map 13, the predominant zoning classifications in the Town are dedicated to agricultural residential and residential uses. This illustrates the fact that the majority of the Town maintains a rural landscape outside of the Villages, although there are very few farms. Residential districts are located around the lake and adjacent to the City of Jamestown; these are typical areas due to the proximity of high-volume roads, retail, services, and the presence of the lake itself.

The commercial (mercantile and shopping districts) are located along major thoroughfares or around the interstate interchanges due to their high visibility and traffic volumes. Industrial parks and districts typically found on the outskirts of communities due to their high probability for nuisances and intensive nature. This is the case in Ellicott as these districts are located around the airport and outside of the Village of Falconer. In general, the current purpose and dimensional requirements of each of the districts are as follows:

Residential – Primarily intended for the development of residential dwellings housing no more than two families with an attached or detached garage. Community facilities, home occupations and apartments are some of the specially permitted uses allowed. Lot sizes are dictated according to the minimum building area for a multi- (600 square foot) or single-story (900 square foot) structure.

Agricultural-Residential – The district is intended to promote and encourage agriculture and agricultural-related enterprises while allowing lower density residential development. In addition to those uses permitted in the residential district, the agricultural-residential district also permits any structure wholly devoted to agriculture, public and private stables, mobile home courts/parks, farm stands, and new mobile homes on single lots. Land intensive developments that serve public needs such as hospitals, airports, cemeteries, and educational facilities as well as quarries, camps, and golf courses are permitted as special uses. Dimensional requirements are similar to the requirements in the Residential district, with the exception of slightly larger setbacks.

Professional Office – Professional offices, which are classified as those offices that are licensed by the NYS Education Department, are the primary uses for this district as well as residential dwellings; no special uses are permitted. Buildings are limited to a maximum of

3,000 square feet in size and, together with other impervious surfaces, cannot cover more than 15 percent of a lot. A buffer zone of at least 20 feet is required where professional offices abut residential properties.

Neighborhood Business – The Neighborhood Business district is intended to provide a mix of personal services, restaurants, limited retail, professional businesses, and residential dwellings within a small geographic area to fulfill the daily needs of residents. Lot dimensions and bulk requirements are similar to those in the Professional Office district, with the exception that buildings may be larger (4,000 square foot building area).

Mercantile – The Mercantile district expands the commercial and retail development in the Town by allowing more intensive commercial uses. In addition to those uses allowed in the previous districts, auto-oriented businesses, wholesale or retail stores, taverns, and theaters and other places of amusement are permitted uses. Development is allowed at a much denser scale with up to one-quarter of a lot occupied by a structure.

Shopping Center – As the district name suggests, the purpose of this district is for the development of commercial and service-oriented shopping centers to serve residents of the Town and surrounding communities. In addition to providing services to the community, any development should preserve the existing residential character by limiting traffic congestion and parking. Permitted uses include those that are allowed in the Mercantile subject to the overall intent of the district. Developments within the district shall cover no more than 1/5 of the total lot and maintain at least a 30 foot buffer from adjacent residential uses.

Industrial – Uses permitted in this district are limited to industries that generally utilize materials that are already processed or refined and do not present a hazardous threat to public safety or welfare. Industries that utilize hazardous substances or are engaged in heavy manufacturing processes are not permitted. Lot coverage for developments in an Industrial district is not specified with the exception of a 10 foot setback from the property line for storage or excavations.

Industrial Park – The Industrial Park district is intended for enterprises which provide manufacturing and industrial services, research and development, professional services, and transportation/distribution of commercial goods for other industrial businesses. Uses in an industrial park are typically not open to the public and sometimes serve as logistical centers. Protection of the environment and adjoining districts is provided through performance and buffering standards to ensure nuisances are contained and controlled.

In addition to these districts, the Town also has a floodplain/floodway overlay district to regulate development within the designated FEMA floodplains. Uses within the floodplain are generally limited to uses which will not have any intensive impacts to the land and increase the flood potential to surroundings areas; open recreation and agriculture are the only general uses allowed. Development is allowed along the border of the floodway provided it is setback a minimum of 75 feet from the bottom slope of any watercourse to provide an adequate buffer for runoff. Along the Chautauqua Lake shoreline, development is also permitted provided it is no closer than 50 feet from shore and built to a specific elevation. These regulations help to protect the integrity and quality of water resources in the Town.

Future Zoning Revisions

Revise Residential Zoning District

The current residential district does not accurately reflect the town's diverse residential development patterns, which vary in scale, density and overall configuration. The future land use map depicted three residential categories. Future amendments to the zoning code should consider establishing districts that reflect the anticipated range of parcels sizes as well as the anticipated amenities required in each of the defined residential areas. For example what parts of the town should require sidewalks and which should not? Where would pedestrian street lighting be mandatory and where would it be inappropriate.

Design Standards

There are a couple of ways in which the design standards recommended in this chapter can be implemented. A community design manual can be created and incorporated by reference into the Town's zoning ordinance as mandatory policy. Alternatively, design standards can be written directly into the zoning code. To have the most efficient and greatest impact, the revision/rewriting of the zoning code and the development of design standards should occur in tandem.

Encourage Mixed Use

In areas where deemed appropriate, the zoning map and code should be revised to encourage mixed use development. Mixed use development should adhere to the design principles outlined in this document and any standards established by the Town subsequent to the adoption of this plan. The scale, intensity and uses should be compatible with the immediately surrounding area and promote positive investment within the community.

Access Management

Given the Town’s goals of maintaining and improving neighborhoods, enhancing its corridor commercial and neighborhood commercial areas, the Town may want to incorporate access management requirements as part of any future zoning code update. Access management guidelines will outline transportation improvements that will help the Town achieve its future land use and development goals.

Incentive Zoning

The Town should consider offering zoning incentives to applicants who provide amenities that would assist the Town in implementing specific physical, cultural, and social policies described in this comprehensive plan.



The community’s range of development patterns, types and styles need to be adequately reflected and planned for in future zoning amendments



CONCLUSION

The Comprehensive Plan developed for the Town of Ellicott and the Villages of Celoron and Falconer is the culmination of over a year of review, public outreach and planning discussion. The community and community leaders are motivated to seize on this opportunity to capitalize on the Town's abundant assets and to overcome the challenges facing the region and local community. Continuing the Comprehensive Plan Committee as an implementation committee and facilitating increased communication and collaboration between Ellicott, Celoron, Falconer and neighboring communities are key steps that will help ensure successful implementation of the plan.

Ellicott is unusually rich in natural resources and scenic beauty. Protection and promotion of these assets is fundamental to enhancing residents' quality of life and expanding the Town's economic base. The Future Land Use section of the plan provides a guide for zoning changes and growth management. Because community character is a critical element of Ellicott's growth strategy, managing growth and development to harmonize with and enhance the visual quality of the community is a necessity. The Comprehensive Plan provides the foundation for Ellicott's future growth management strategy.

The Comprehensive Plan contains a community vision, policies, and recommendations that will be used by community leaders, government officials, citizens and business people to inform and prioritize decision making, actions, and investment decisions. The Comprehensive Plan has been designed to be a user-friendly resource. It is intended to be a "living" document which promotes thought and discussion and which motivates action. Achievement of the vision embodied in the plan depends on the continued commitment and involvement of the broad array of stakeholders who have contributed to its creation. Working together, as a community in the truest sense, is the best way to guarantee a healthy and prosperous future for the residents of Ellicott, Celoron, and Falconer.



ACKNOWLEDGEMENTS

A Comprehensive Plan is only as good as the people who provide the valuable insight and feedback that make the Plan come together. Many thanks go out to all of the community members who participated during the planning process at the various public meetings that were held. Their valuable input, feedback and ideas were crucial in the development of this Plan.

In particular, special recognition must be given to the Town and Village staff and residents on the steering committee who dedicated a significant amount of time and energy into creating this plan.

Town of Ellicott Planning Board

Daniel Evans, Planning Board Chairman

Gary Swanson

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Town of Ellicott

Mike Erlandson - Town Clerk

Randy Woodbury - Code Enforcement Officer

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Rob Heintzleman - Town Board

Steve Hoglin - Zoning Board of Appeals Chairman

Paul Shanahan - Town resident

Sheila Webster - Town resident

Gary Swanson - Town resident

Village of Falconer

Sam Ognibene - Village representative, Street Superintendent

Village of Celoron

Warren Gertsch - Village representative

Clark Patterson Lee provided consulting services for the creation and coordination of the Comprehensive Plan.



OVERVIEW

Community planning is a complex process that demands thorough documentation and thoughtful analysis. Determining the direction and vision for a community's future requires us to carefully examine past and present conditions.

Understanding the current social, economic, physical and natural environments and their evolution provides a sound basis to make decisions about the future.

The inventory and analysis portion of the plan documents a wide range of conditions that affect the social, economic and environmental character of the Town of Ellicott. The topics selected in this section were based on input received from the Steering Committee and the public. Goals and steps to guide change in these critical areas are addressed by the plan's vision and policies.

Information needed to complete this analysis was obtained from a variety of reliable resources such as the United States Census, the New York State Department of Transportation, the New York State Department of Environmental Conservation, the Chautauqua County, the Southern Tier-West Regional Planning Council, Town of Ellicott and the Villages of Falconer and Celoron.

In the demographics section, historical data was provided, where available, to identify and understand trends in the community. Observing changes over time allows us to make educated assumptions about future conditions. Where appropriate, information at the County level has been included as well, providing context and an understanding of regional dynamics that may be affecting the town.

It is important to note that information from the 2000 Census was used, the most recent data available at the time the inventory was compiled. As more data become available, namely from the 2010 Census, the information contained in this analysis should be reviewed to ensure the accuracy of the existing conditions information, which helped formulate the community's future direction and corresponding policy statements.



BRIEF HISTORY OF THE COMMUNITY

The Town of Ellicott was established in 1812 from the Town of Pomfret. Ellicott was one of the first three towns established in Chautauqua County. Portions of the Town were taken to establish the Towns of Busti, Carroll, and Poland. Jamestown was originally a village within the Town of Ellicott. In 1886, when Jamestown was incorporated as a city, it became an independent municipality.

The Town was named after Joseph Ellicott, the well-known surveyor and cartographer who worked for the Holland Land Company and was responsible for mapping out most of Western New York (also known as the “Holland Purchase”). The first settlers came to the Town of Ellicott sometime in 1806, prior to its official establishment in 1812, and built homes along the Chadakoin River and in the vicinity of the present day hamlet of Levant.

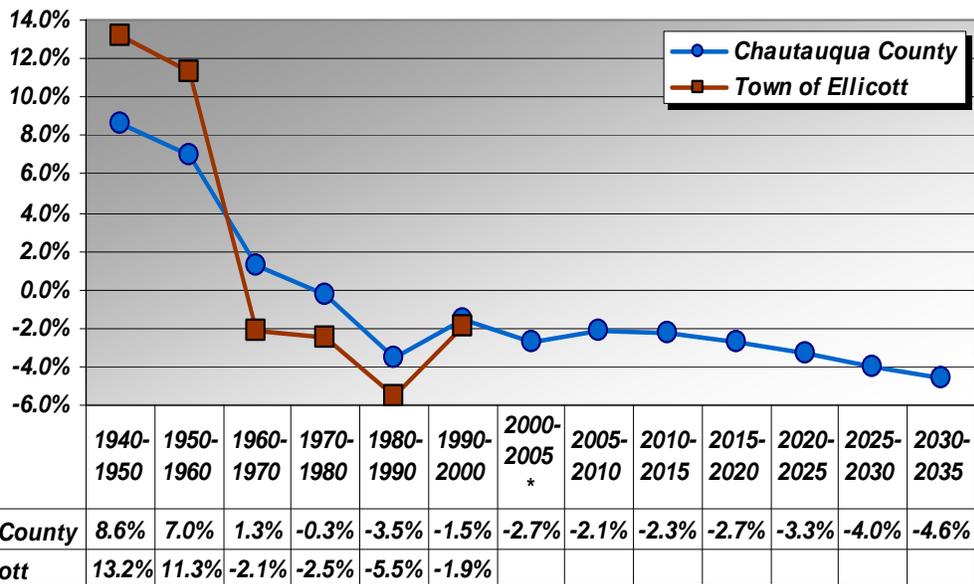
These settlers built mills along the Cassadaga Creek and Chadakoin River to take advantage of the valuable stands of timberland found north of the Town in areas such as Ross Mills. Gristmills were also some of the first industries established in the Town, which also took advantage of the power of the Chadakoin River.

Early settlements were established in Jamestown, Falconer, and Celoron, due to their proximity to the river and the trade routes that were established along it. Two rail lines reached the area by 1840. The Erie Railroad and the Dunkirk, Allegheny Valley & Pittsburgh Railroad ran through the hamlet of Ross Mills and the Village of Falconer. The remaining portions of the town were used predominantly for farming and timber harvesting.

Today, the town includes the villages of Celoron and Falconer. Other hamlets in the Town include: Fluvanna (north of the Lake on the border of Ellicott and Ellery), Levant (eastern Town line, north of Falconer on SR 394 & CR 65/Gerry-Levant Rd), West Ellicott (west side of Town, between City and Busti), and Ross Mills (north of Falconer on SR 380 & Ross Mills Rd). The Village of Celoron was incorporated in 1896 and Falconer was incorporated in 1891.

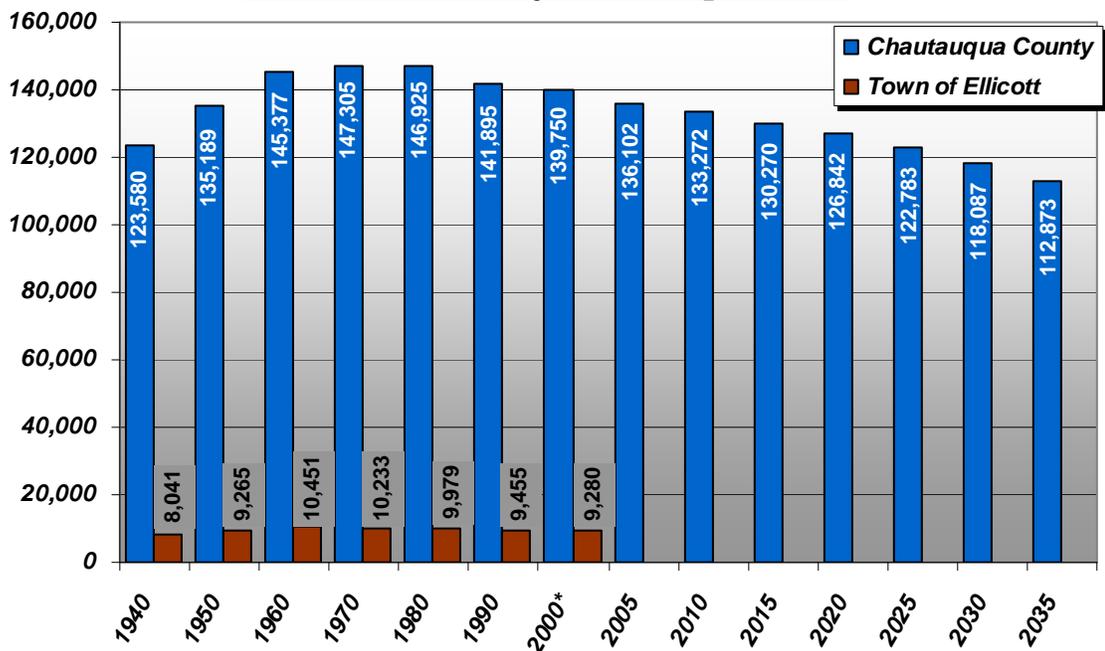
Historical & Projected Population

Percent Change



* Projected population data for the Town of Ellicott is unavailable.

Historical & Projected Population



* Projected population data for the Town of Ellicott is unavailable.

DEMOGRAPHICS

Population

Between 1990 and 2000, the Town of Ellicott's population declined by approximately 175 people, or 1.9 percent, according to the U.S. Census Bureau. These figures also include the Village of Celoron and Falconer. Excluding the population figures for Celoron and Falconer, the Town of Ellicott had a population decline of 125 people, or 2.2 percent.

The population figures for the town mirror the trends occurring in the county. Prior to 1960, the population of both the town and county were increasing. By the 1960s, the town's population began to steadily decline with the county following suit in 1970's.

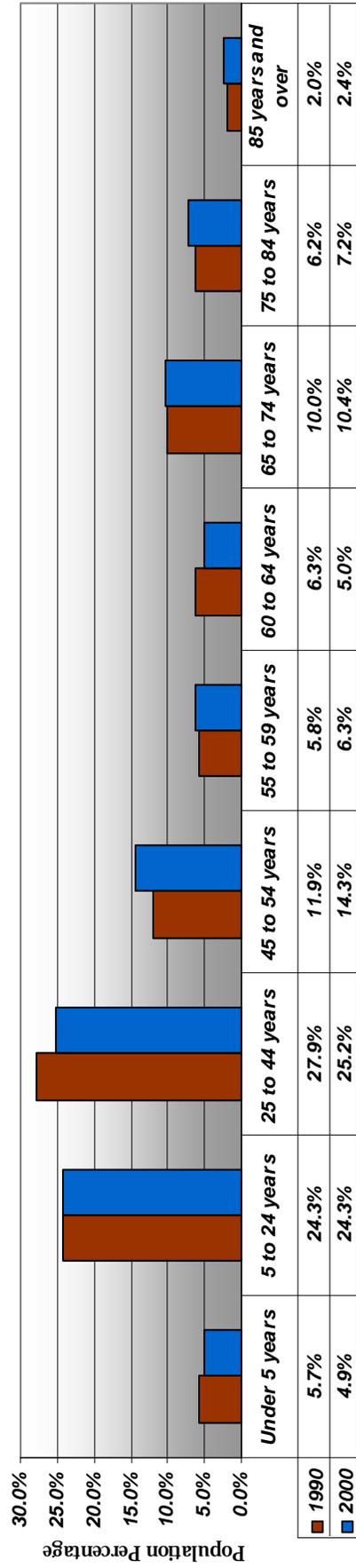
According to projections provided by Cornell University, the county population will continue to decline until 2035. It is predicted that population loss in the next few decades will exceed the loss experienced between 1980 and 1990 (-4.6 percent). Although figures for the town are not available, historical data suggests that the town will continue to mirror county trends.

Potential Community Impacts

Decreases in the community's population can have far reaching effects on future sustainability and success.

- Potential increase in unoccupied housing, which can impact the maintenance and appearance of residential areas.
- Fewer residents to support local businesses and the local economy, which may lead to failed businesses. Local merchants may have to determine ways to attract new markets outside the town in order to survive.
- Decreasing population in a community can convey a perception that the community is failing, which might make attracting new residents even more difficult.
- A loss of population will diminish tax revenues and may force local governments to reduce services or raise taxes.

Age Breakdown
Town of Ellicott



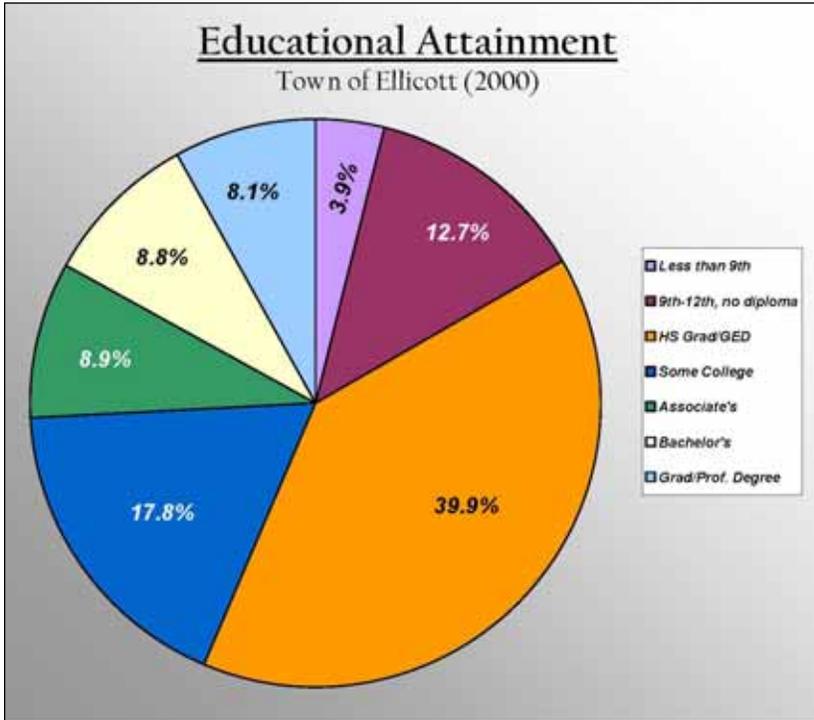
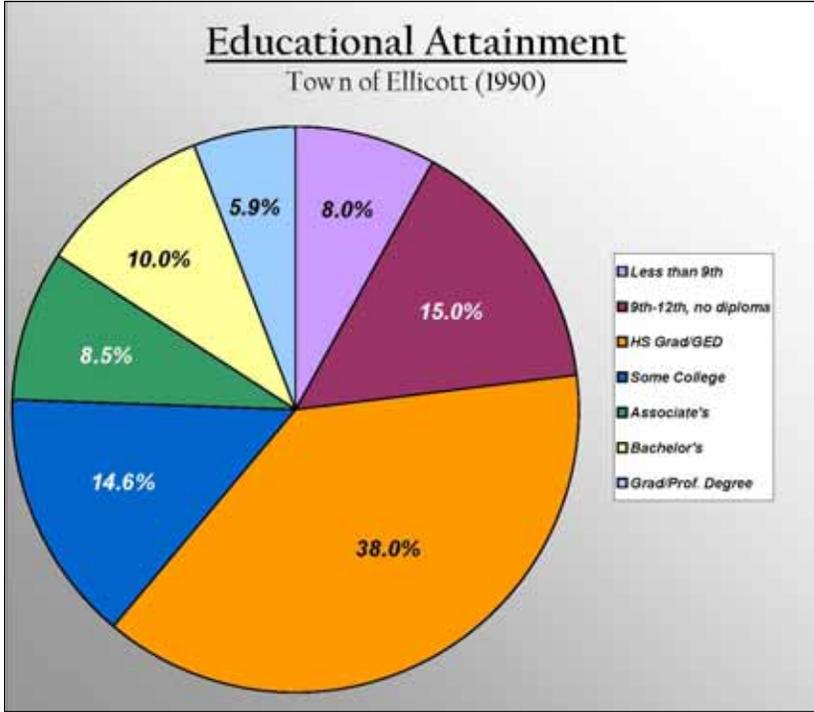
Age

The age breakdown in the town remained relatively stable between 1990 and 2000. However, the two age groups that had the most noticeable changes were the 25-44 and 45-54 age cohorts.

The number of residents aged 25 to 44 years decreased 2.7% and the number of residents aged 45 to 54 increased 2.5%. The changes may reflect a stable population that has just gotten older. However, given the slight decrease in children under the age of five, it is possible that these changes reflect the relocation of families with young children. The 25-44 age group represents adults at the early stages of their careers. A drop in this group's number suggests young adults may be leaving the community to start their career.

Potential Community Impacts

- People in the 25-44 age cohort are those who invest in the community through home ownership or property rental, home improvements, and repair.
- Decreasing numbers of young children may impact local school enrollment and the tax burden being shared by fewer residents.
- An increase in the number of retirees and senior citizens may lead to a shift in development desires and styles; condominiums, senior housing or assisted living facilities and associated amenities.



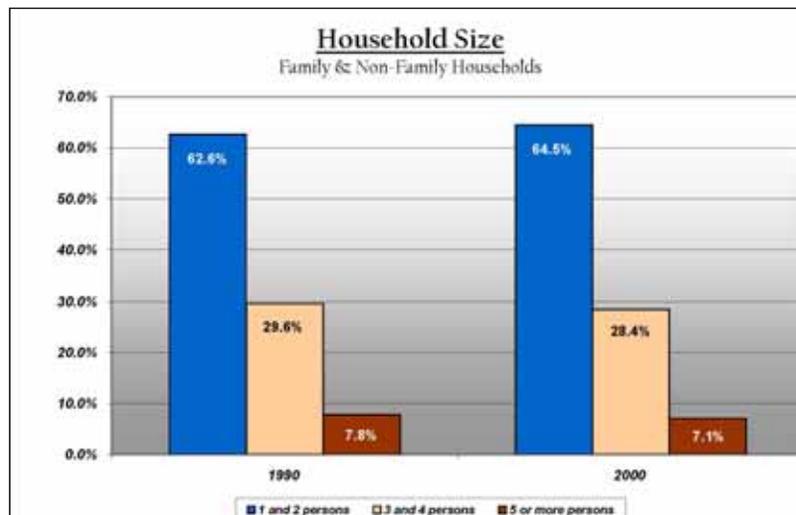
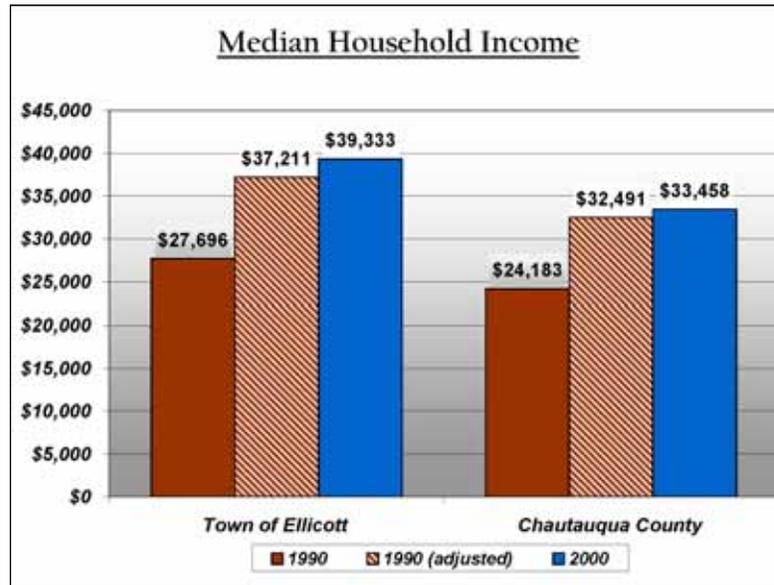
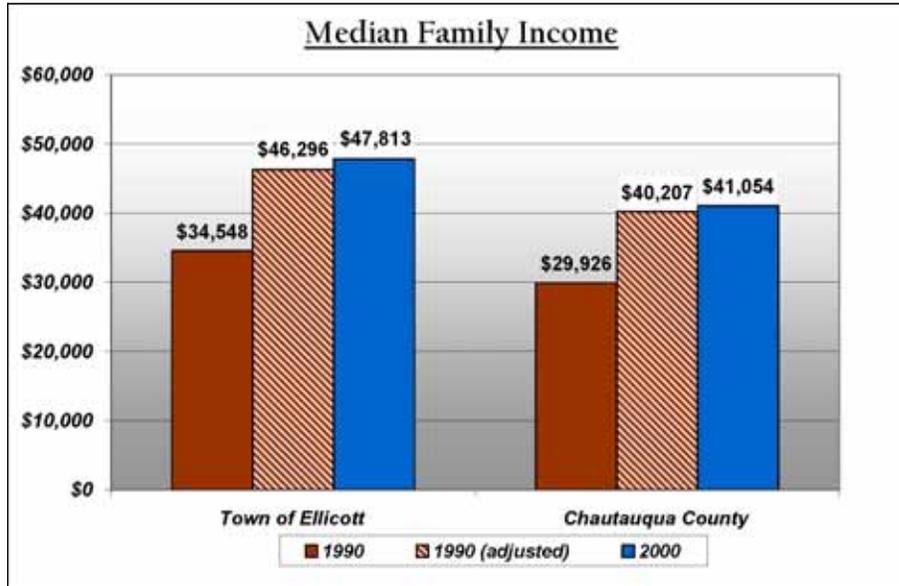
Education

In addition to reflecting a community's educational system, educational attainment is often tied to assumptions about the community's employment base. Educational attainment can be a factor in determining businesses' decisions to locate into one community versus another.

Between the 1990 and 2000 census, residents who had some higher learning experience increased from 39% to 43.6%. Looking at surrounding communities' educational attainment percentages in 2000, Ellicott lands in the middle of the pack: Ellery—56.8%; Busti—56.4%; Jamestown—44.9%; Ellicott—43.6%; Carroll—42.5%; Poland—39.8%; Gerry—34.2%

Potential Community Impacts

- The increase in college attendance may have a positive impact on the town's ability to attract employers and businesses requiring a skilled work force.
- There are surrounding communities with higher educational attainment that may compete for new business development.



Income

Household and family incomes provide insight into the community's economic condition. Income reflects employment, purchasing power and potential investment capability within the community.

In Ellicott, the median family and household incomes were higher than the median incomes in Chautauqua County in 1990 and 2000. When the statistics are adjusted as constant dollars, the community's median family income increased 3.3% to \$47,813 during that 10-year period, which is less than rate of inflation. The median household income increased 5.7% in the same time period.

Potential Community Impacts

- Relatively flat median income growth is often an indication of a stagnant economy and limited high-paying jobs. Income has a significant impact on potential development opportunities within the community.

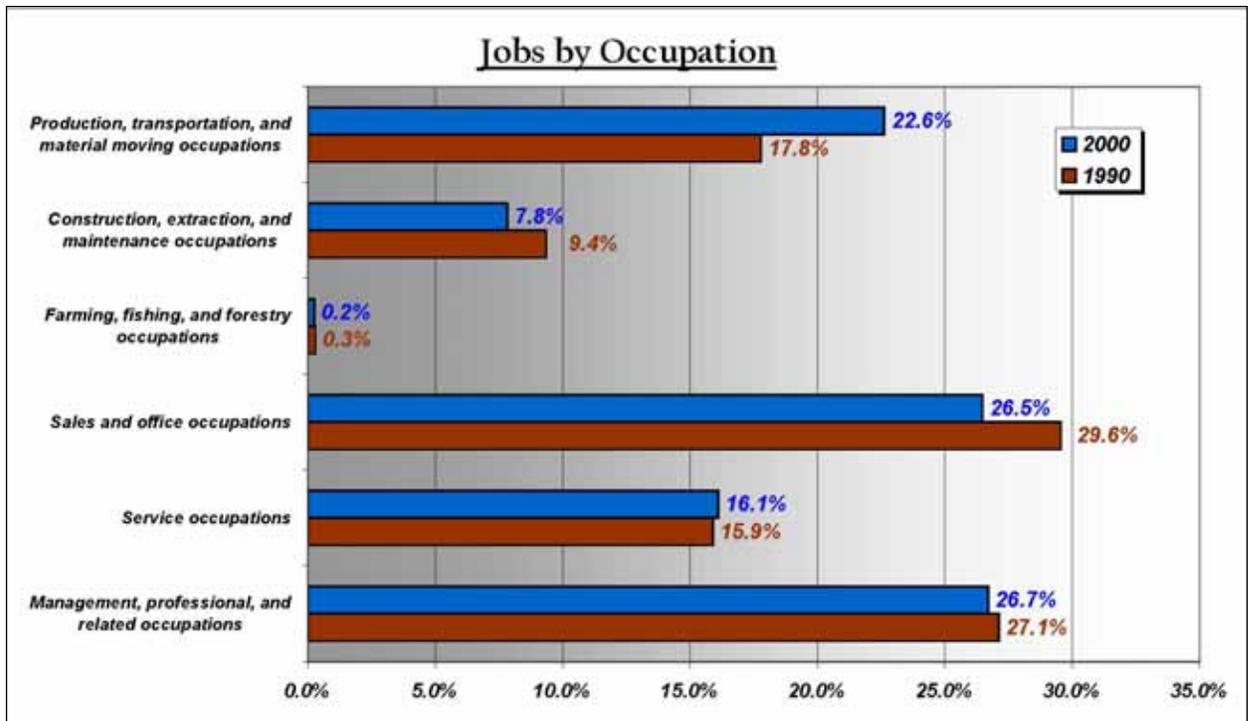
Household Size

Ellicott's largest percentage of family and non-family households (64.5%) consist of one to two persons, according to the 2000 Census. Households containing three to four persons comprised 28.4% of the town's population and those containing five or more persons comprised 7.1% of the town's households. Since 1990, the breakdown of household sizes has changed little.

Potential Community Impacts

- An increasing percentage of one to two person households may indicate a loss of families, mirroring the age breakdown trends observed.
- If household trends continue, future housing development may need to change in response.

Industry	Percent (1990)	Percent (2000)
Manufacturing	27.5%	27.9%
Educational, health, and social services	22.1%	20.8%
Retail trade	13.0%	12.5%
Arts, entertainment, recreation, accommodation & food	7.7%	8.6%
Professional, scientific, management, administrative, and waste management	5.5%	4.5%
Wholesale trade	4.5%	3.7%
Construction	3.8%	4.3%
Transportation & warehousing, utilities	3.7%	3.9%
Finance, insurance, real estate, & rental and leasing	3.6%	3.5%
Other services (except public administration)	3.5%	6.8%
Information	2.2%	1.2%
Public administration	1.8%	2.4%
Agriculture, forestry, fishing & hunting, mining	1.1%	0.0%



Employment

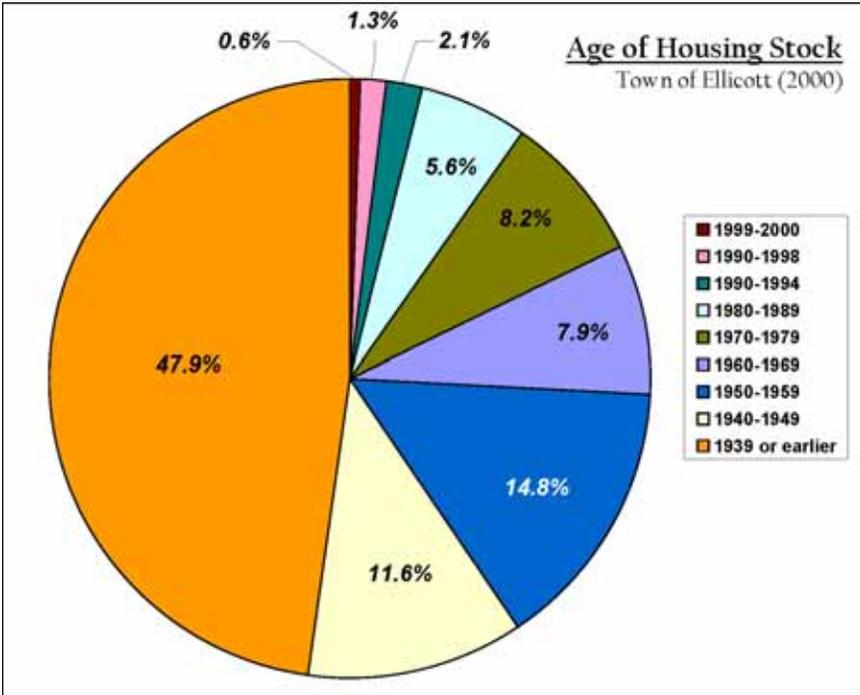
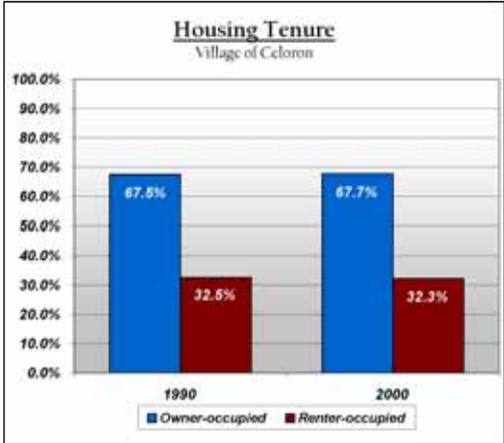
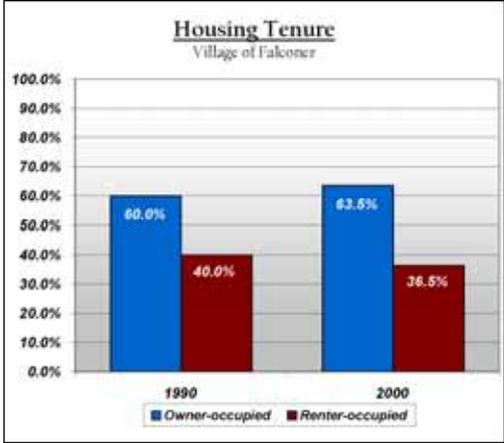
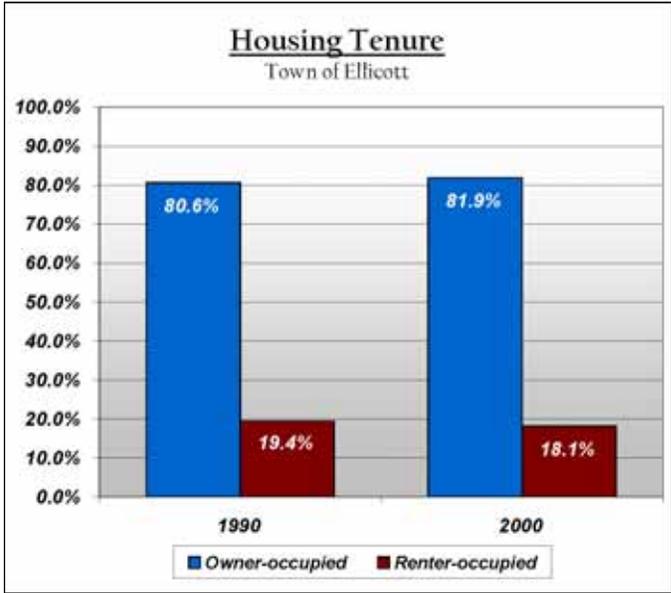
Manufacturing continues to employ the largest number of Ellicott residents (27.9% of labor force). Manufacturing employment remained stable between 1990 and 2000, increasing by 0.2%. Other leading employment sectors were the educational, health, and social services industry (20.8%) and the retail trade (12.5%).

The general breakdown across the employment industries remained largely unchanged. One notable reduction was in agriculture, forestry, fishing & hunting, mining, which decreased from 1.1% to 0%. The other services industry almost doubled, increasing from 3.5% in 1990 to 6.8% in 2000.

Management, professional and related occupations and sales and office occupations comprised the largest percentages of jobs, with 26.7% and 26.5% respectively. However, those percentages decreased from 1990. The single job category that saw an increase was production, transportation and material moving occupations, which comprised 22.6% of Ellicott residents' jobs.

Potential Community Impacts

- Continued support and potential growth in manufacturing related industries may be an area of opportunity in the future.
- Growth in the service industry mirrors national trends.



Housing

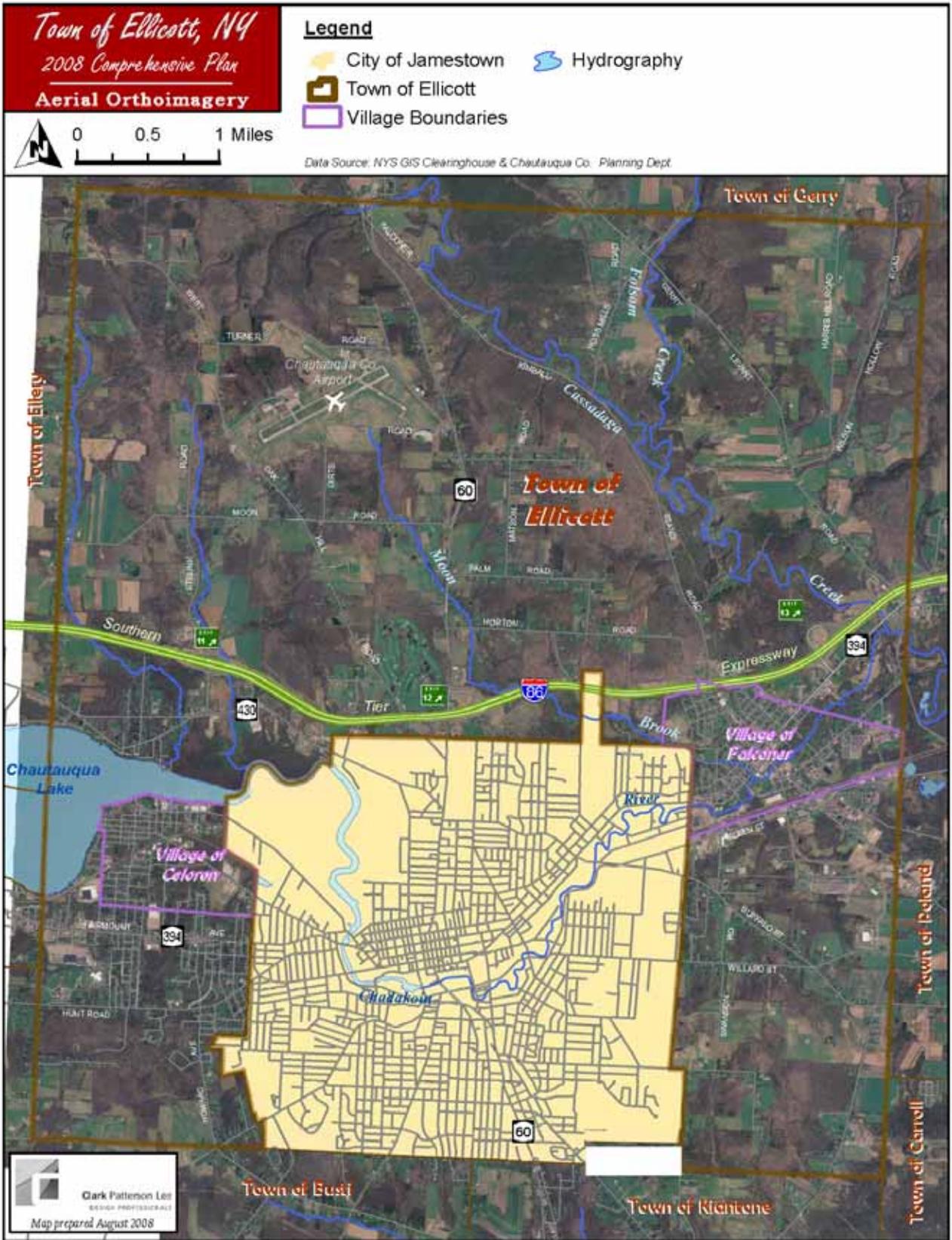
The condition and home ownership level of Ellicott's housing stock is an important factor in determining how successful the community will be in attracting new residents. From a town-wide perspective, an increasingly large percentage of households in Ellicott are owner occupied (74.6%), which represents a slight increase from 1990 (72.7%).

These data include the entire Town and Villages. When reviewing the Villages separately, the occupancy rates are much different. Around two-thirds of the homes are owner-occupied in Falconer and Celoron. The number of renters has decreased 3.5 percent since 1990 in Falconer, while the distribution of renters and owners in Celoron have remained relatively the same (less than one-half of one percent change).

Almost half of the town's housing stock (47.9%) was built in 1939 or earlier and almost three quarters (74.3%) was built in or before 1960. Only 0.6% of the housing stock was built between 1990 and 2000. In Celoron and Falconer, houses built prior to 1939 encompass a greater percentage, 61.8 and 66.9 percent, respectively.

Potential Community Impacts

- Maintaining existing housing and expanding housing options will be required to ensure Ellicott retains existing residents and attracts new residents.
- A mix of owner-occupied homes and rented homes allows a healthy mix of living options for a variety of incomes and lifestyles.
- The higher percentage of owner-occupied units indicates stability in residential areas.
- Older housing stock can have both positive (historical & possible architectural details) and negative (potential building code and safety issues) impacts.



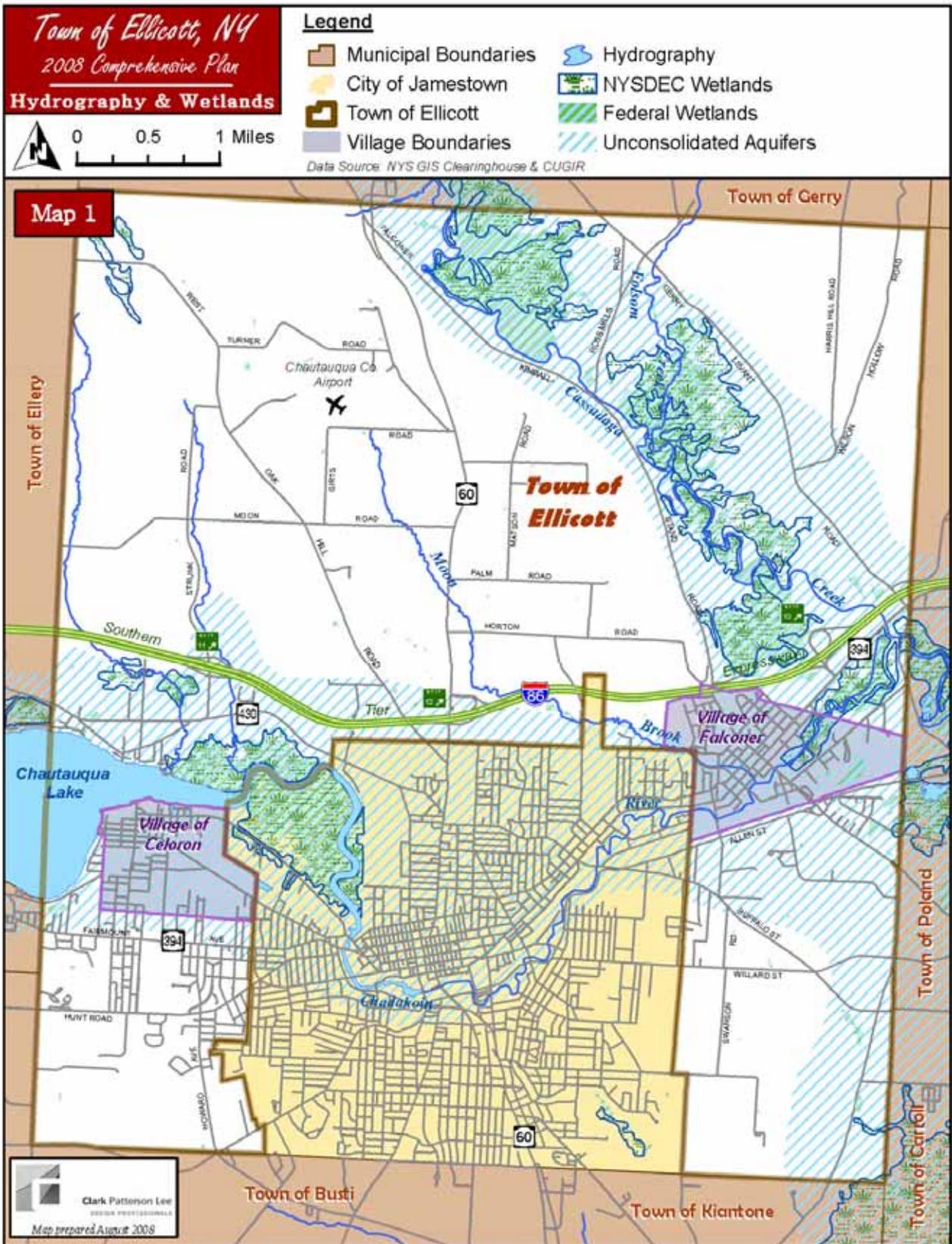
PHYSICAL RESOURCES

The mapping of existing natural and man-made features in a community is equally valuable when determining long range development goals and plans. Mapping these features helps community leaders determine the extent of their sensitive environmental features, such as old growth forests, streams or steep slopes; State or Federally-regulated features, such as wetlands or floodplains; or locally-known features, such as prominent hills, bluffs or other features.

In addition to features that are visibly seen, mapping can also include subsurface elements that can impact development and design, such as prime agricultural soils, underground aquifers, bedrock depth and other soil features. Man-made features such as roadways, sewers, waterlines, bridges and canals impact future development by limiting the extent of new construction and its density.

By incorporating these maps into a plan, community leaders can more accurately determine the physical location where new development should be encouraged, where it should not be allowed and what areas should be preserved for the good of the environment and community's quality of life.

This section provides general mapping of features in the Town of Ellicott as well as a brief description of the highlighted feature. Full-page maps are found at the conclusion of this section.



Hydrography and Wetlands (*Map 1*)

Ellicott's most important hydrological water features are Chautauqua Lake, the Chadakoin River, and Cassadaga Creek. These water bodies have been instrumental in the settlement of the Town as they were the source of power for lumber and grist mills in the past and today provide recreational and economic opportunities.

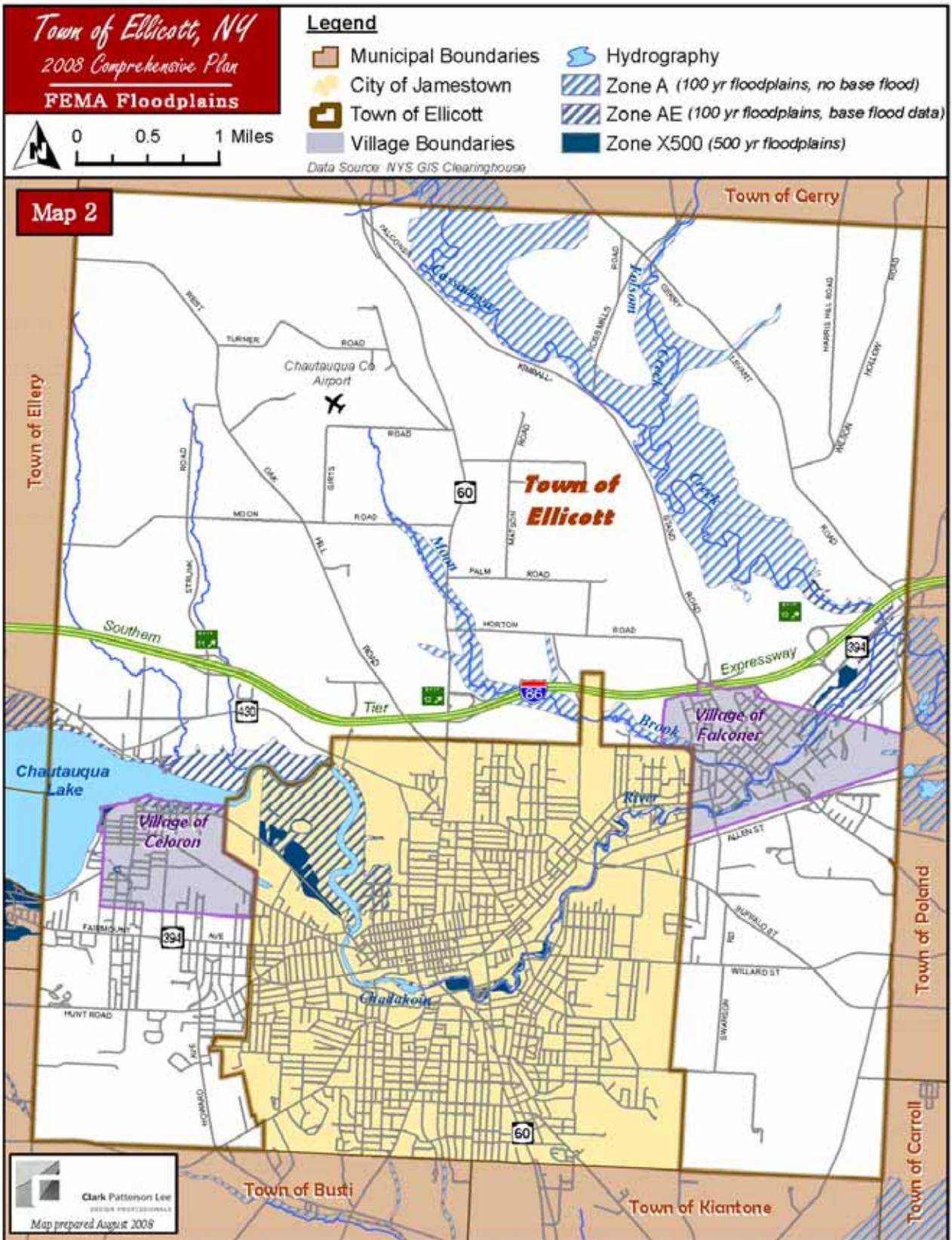
The water level of the lake is controlled by Warner Dam, a 12-foot high dam that is located adjacent to the border of the City of Jamestown on the Chadakoin River. Chautauqua Lake is used for recreational and tourism purposes and is a prime location for bass, walleye, and muskellunge fishing. The lake empties into the Chadakoin River and, after intersecting with Moon Brook and Cassadaga Creek, flows south into the Allegheny River.

All of these water bodies are part of the Conewango watershed, a branch of the Ohio River drainage basin. All the rivers, creeks, and brooks in the Town are designated as Class C waters according to the NYS Department of Environmental Conservation (NYS DEC) indicating that they are suitable for non-contact recreational activities and support fisheries.

Wetlands are classified into two jurisdictional categories. Any wetland larger than 12.4 acres falls under the jurisdiction of the NYSDEC. Smaller wetlands are considered waters of the United States and therefore fall under the Army Corps of Engineers jurisdiction. In both cases, development that will disturb a wetland designated under either category will require permitting and mitigation measures.

Federal and NYSDEC wetlands are located in the northwest portion of the town, south of Gerry Levant Road, as well as in the area along the northeast shore of Chautauqua Lake bordering the northwest corner of the City of Jamestown. Development bordering these areas will need to be carefully designed to protect the wetlands and preserve the wildlife, habitat, and hydrological benefits these areas provide.

The Conewango and Cassadaga aquifers are also vital hydrological resources for the Town; they are the primary source of potable water for over 40,000 residents in the region. The aquifers are confined or artesian and are susceptible to contamination from pollution in runoff or leaching through soil. Development in and around these resources needs to be managed in order to protect and maintain their integrity.



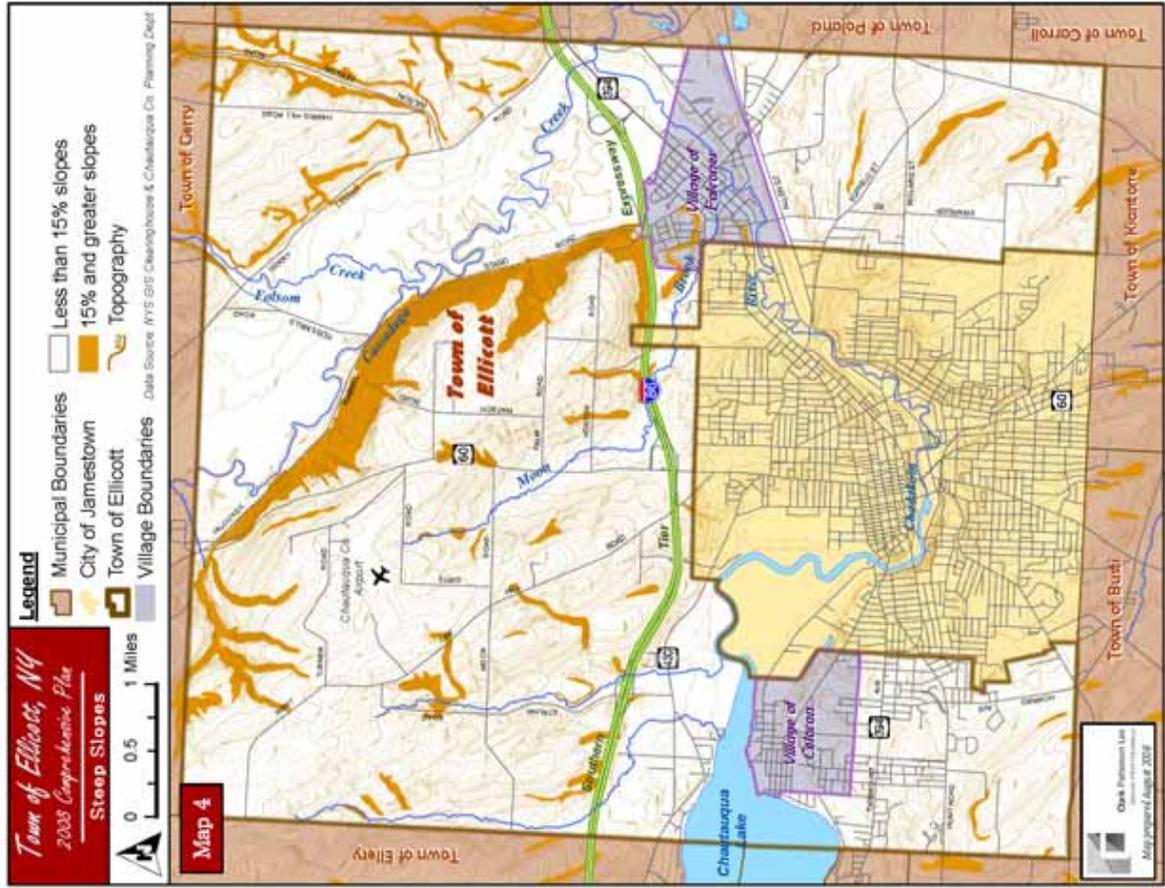
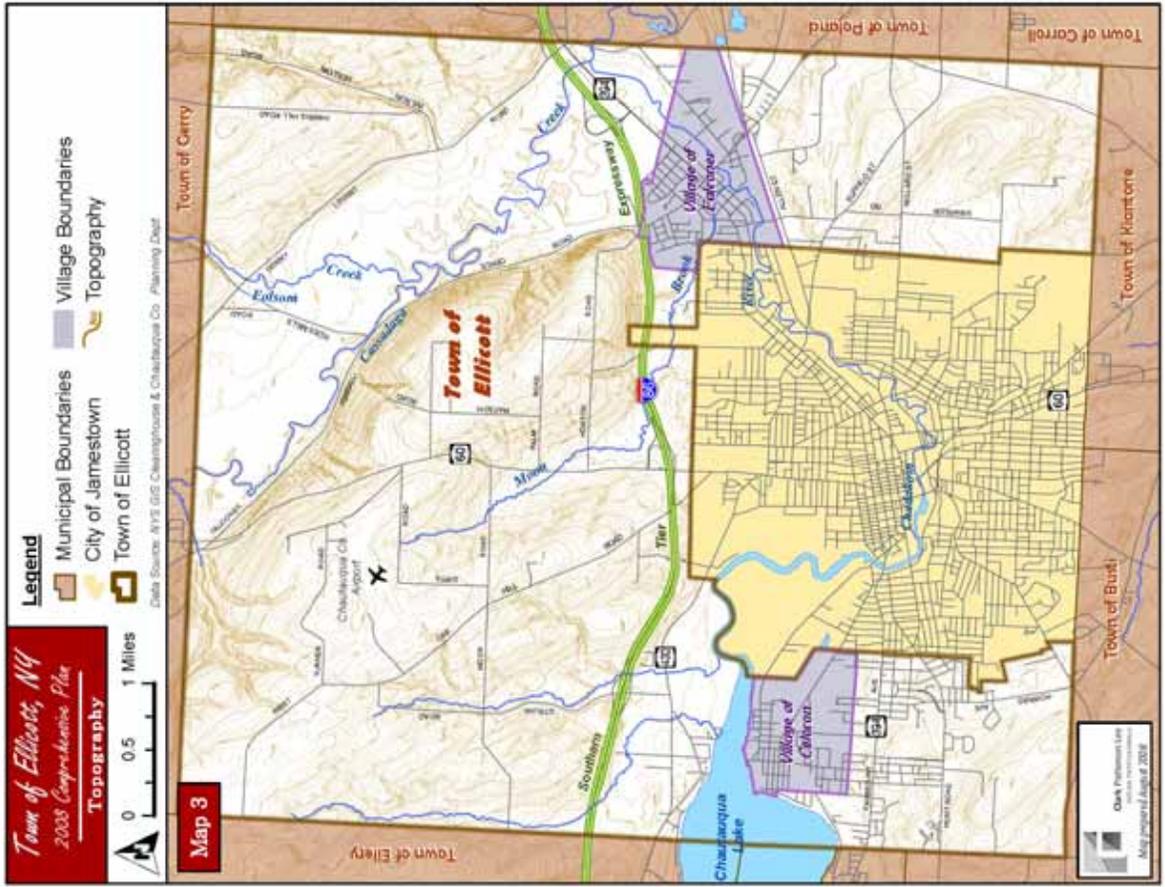
Floodplains (*Map 2*)

The Federal Emergency Management Agency (FEMA) is responsible for the management of the National Flood Insurance Program which enables property owners to purchase flood insurance protection in participating communities in exchange for developing local regulations to reduce flood damage. FEMA maintains and updates maps that delineate the extent of floodplains in the town. Most of these areas are adjacent to water bodies that are prone to flooding at certain periods. According to digital flood mapping, 100-year floodplains exist in the low-lying areas surrounding Moon Brook, Cassadaga Creek, Folsom Creek, Chadakoin River, and Chautauqua Lake.

One hundred-year floodplains are areas in which the maximum flood water is expected to occur on average once every one-hundred years or has a one-percent chance of occurring in any given year. Zones labeled AE have minimum base flood elevations that indicate the elevation resulting from a 100-year flood; Ellicott regulates site development and construction based on the base flood elevation. Those areas designated as Zone X500 are areas that have a 0.2-percent chance of a flood occurring each year.

Floodplains are also known as riparian areas and are diverse ecosystems whose soils are rich in nutrients; these areas are typically the most fertile for farming. However, due to a higher probability of flooding and damage associated with it, development in these areas is discouraged.

Town-wide Maps



Topography (Map 3) & Steep Slopes (Map 4)

Ellicott's unique terrain is the result of thousands of years of glacial activity. The glaciers carved out valleys, streams, lakes and rivers, rounded hill profiles, and deposited large amounts of fertile sediment. The region has long reaped the benefit of these natural processes in the form of prime agricultural land, scenic vistas, recreation, and tourism.

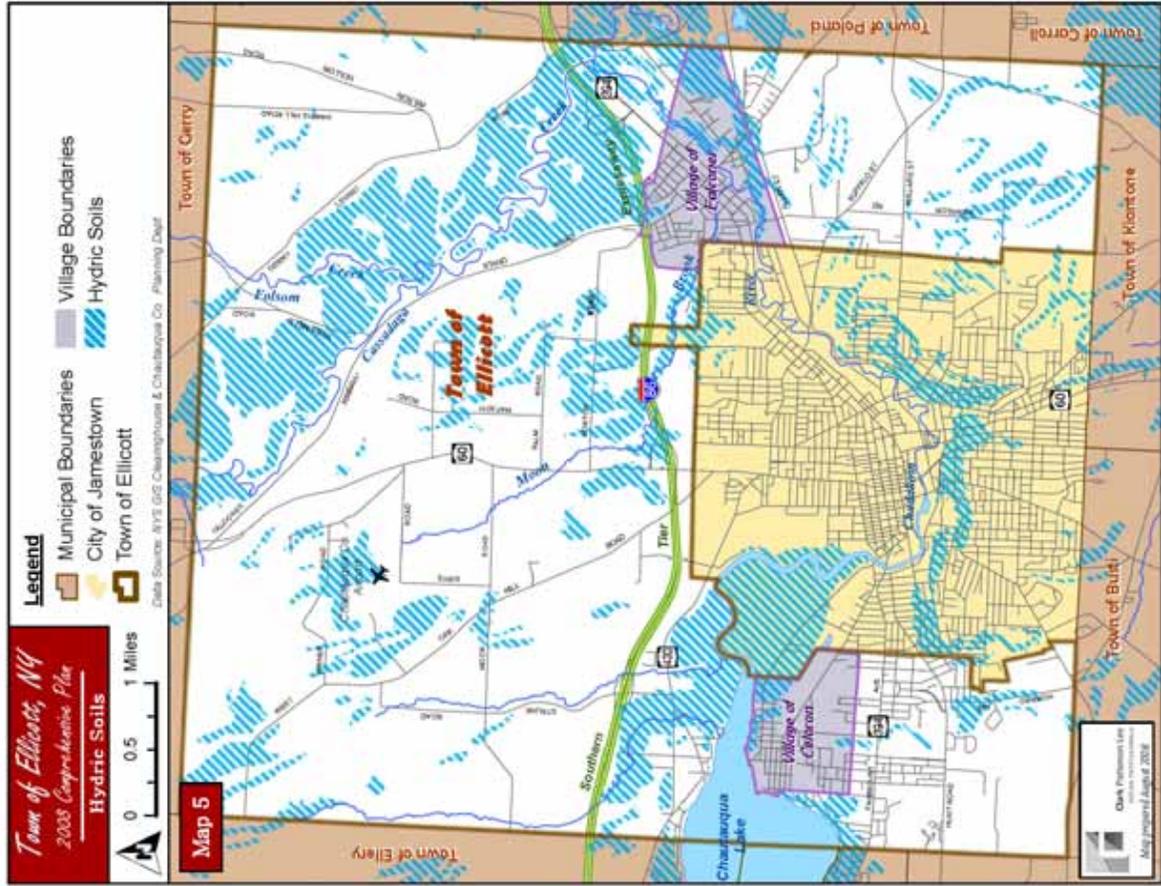
Ellicott enjoys a diverse landscape including gullies and valleys, rolling hills and woodlots, and steep slopes. The topography helps to define Ellicott's character and overall sense of place. Therefore, residents and land owners must recognize the landscape's critical impact on the community and take measures to protect it.

Map 3 depicts steep slope areas in Ellicott. Steep slopes are generally classified as areas with slopes greater than 15 percent. However, this generic definition should be considered carefully during the review process, especially in areas where soils classified as highly erodible are present on slopes less than 15 percent.

Areas north of the airport and on the west side of Falconer Kimball-Stand Road have the highest concentrations of steep slopes in the town. There are smaller pockets of steep slopes and moderately steep slopes throughout the town, including areas within the Villages of Celoron and Falconer.

Generally, good planning and sound development practices dictate that development on steep slopes should be avoided, especially in areas with erodible soils. In borderline areas, careful design considerations and site engineering are required to ensure safety and protect the town's natural resources.

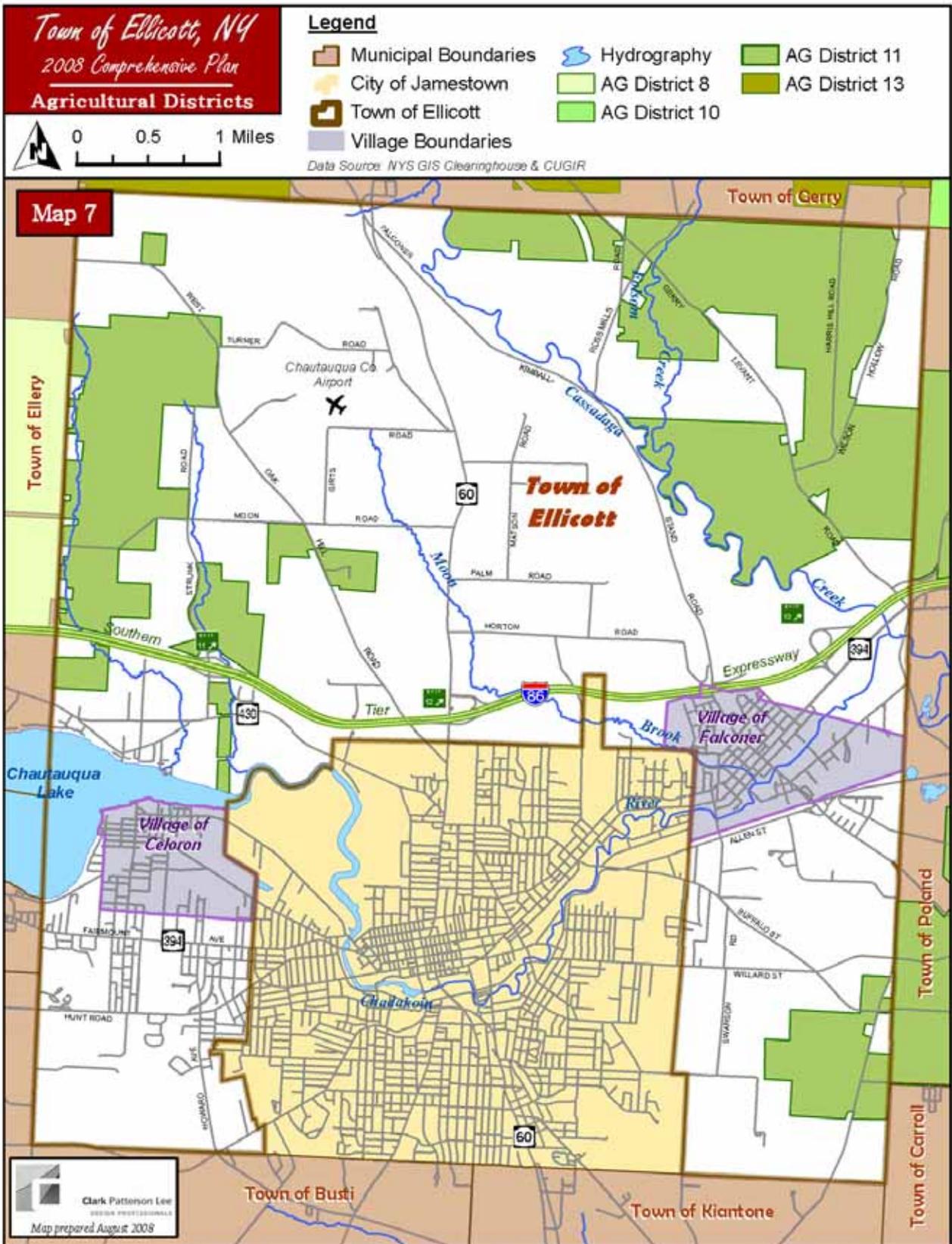
Town-wide Maps



Prime and Hydric Soils (Map 5 & 6)

Prime agricultural soils are soils classified by the U.S. Department of Agriculture (USDA) as soils that are best suited for food, feed, forage, fiber, and oilseed crops, and tend to produce the highest yields with minimal inputs of energy, economic resources, and environmental impact. According to the USDA Natural Resources Conservation Service (NRCS), the organization responsible for maintaining county-wide soil maps, these soils are found throughout the Town as illustrated in Map 6. As the most viable soils for farming, non-agricultural development on these soils should be minimized to the greatest extent possible.

Hydric soils are typically found in areas of prolonged saturation or flooding. These soils are important because they are generally found in wetlands or flood-prone areas and have very high water tables. The United States Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) maintains a listing of hydric soils as part of their county-wide soil surveys. Hydric soils should be held to the same standard of protection as wetlands, as they are generally indicators of high groundwater and susceptibility to flooding. In the Town of Ellicott, these soils are predominantly found on the east end of Chautauqua Lake, along Cassadaga Creek, and the southern and eastern portions of the Village of Falconer.



Agricultural Districts (*Map 7*)

Agricultural Districts are state-certified, county-administered districts that encourage the continued use of viable farmland for agricultural production. These districts are designed to avert the conversion of farmland to non-agricultural development through the use of tax incentives and protection from overly restrictive laws from a local municipality, including nuisance suits.

Agricultural District #11 is primarily located in the northeast corner of the Town and along the Ellicott-Ellery town border, north of Interstate 86. A smaller portion of the District is also located in the southeast corner of the Town as well.

According to the U.S. Department of Agriculture's Census of Agriculture, the number of farms in the County has decreased while the average size of a farm has increased by approximately 7 percent. The increase in farm size reflects state and national trends as smaller family-run farms are being replaced by larger agricultural business operators.

Approximately nine percent of the acreage in the Town of Ellicott is still used for agricultural operations, predominantly as field crops, based on land use codes in the town's parcel data.



Transportation Network (*Map 8*)

Various modes of transportation are found in the Town of Ellicott including an extensive road network, a major rail line, and a regional airport. The Chautauqua County/Jamestown Airport, located east of State Route 60, is a commercial facility with scheduled airline service to Dulles International Airport in Washington, D.C. In addition, Federal Express operates daily freight service from their distribution complex located at the airport. Owned and operated by the County of Chautauqua, the airport has four runways and averages approximately 92 flights per day (as of December 2006).

The road network throughout the Town is owned and maintained at three municipal levels: local, County, and State. The Southern Tier Expressway/Interstate 86 is the primary roadway that traverses east to west through the Town of Ellicott and serves multiple counties throughout the southern portion of New York State. Originally State Route (SR) 17, Interstate 86 was officially designated in 1999 and is also referred to as the Southern Tier Expressway, the Daniel Patrick Moynihan Interstate Highway, and the Quickway. The interstate provides access to the town via three exits located north of Chautauqua Lake, the City of Jamestown, and the Village of Falconer. In 2002, the Average Annual Daily Traffic (AADT) for Interstate 86 was 11,200 vehicles at the State Route 60/Jamestown exit (exit 12). Other important routes include SR 394, which connects the Village of Falconer, downtown Jamestown, and the Village of Lakewood in the Town of Busti; SR 60, the primary north-south route; and SR 430, which intersects with SR 60 and serves the northern portion of Chautauqua Lake. The majority of the local roads located throughout the Town have existed since the 1900's or earlier and serve as links between the various hamlets. Approximately 84 percent of the roads in the Town are owned and maintained locally with 64 percent of those owned by the Town.

According to the Chautauqua County and Town of Ellicott Highway Departments, no significant, long-term projects are scheduled for any of the Town or County roads except for regular maintenance or milling and paving operations. According to the State DOT, the only road projects within the Town include repaving I-86 from the Lake to the Cattaraugus County Line and rehabilitation of the sidewalks along Route 394 in the Village of Celoron.

The Norfolk Southern Railway, a Class I railroad, is located in the southern portion of the Town and runs through the Village of Celoron and City of Jamestown. This rail line is only used for hauling freight; passenger service does not operate on this line and the closest service is the Amtrak Lake Shore Limited with a station in Dunkirk. However, bus service is available in the City of Jamestown for transportation to Dunkirk.

Bus service through the Chautauqua Area Regional Transit System (CARTS) is limited to service within the City of Jamestown and from the City to the Village of Celoron and Lakewood in the Town of Busti (Blue and Teal Line) and the Village of Falconer (Orange Line).

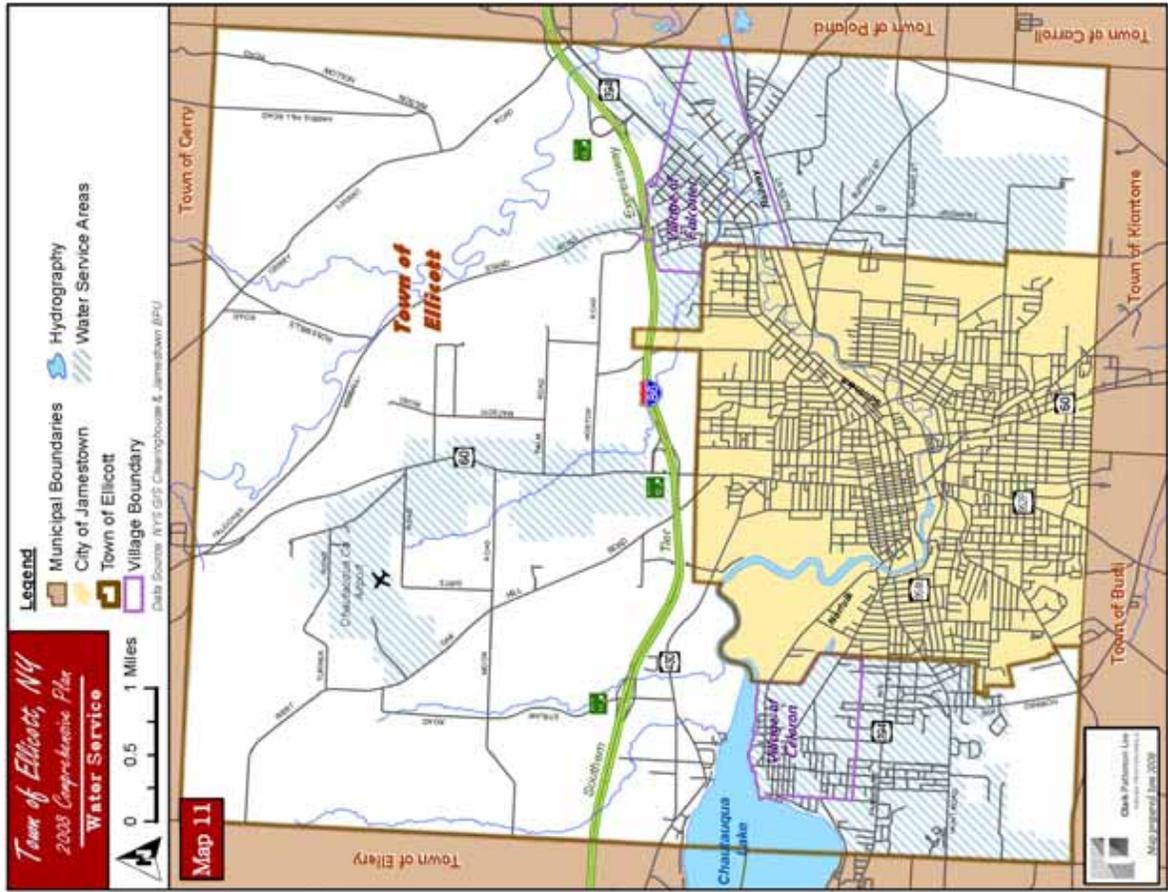
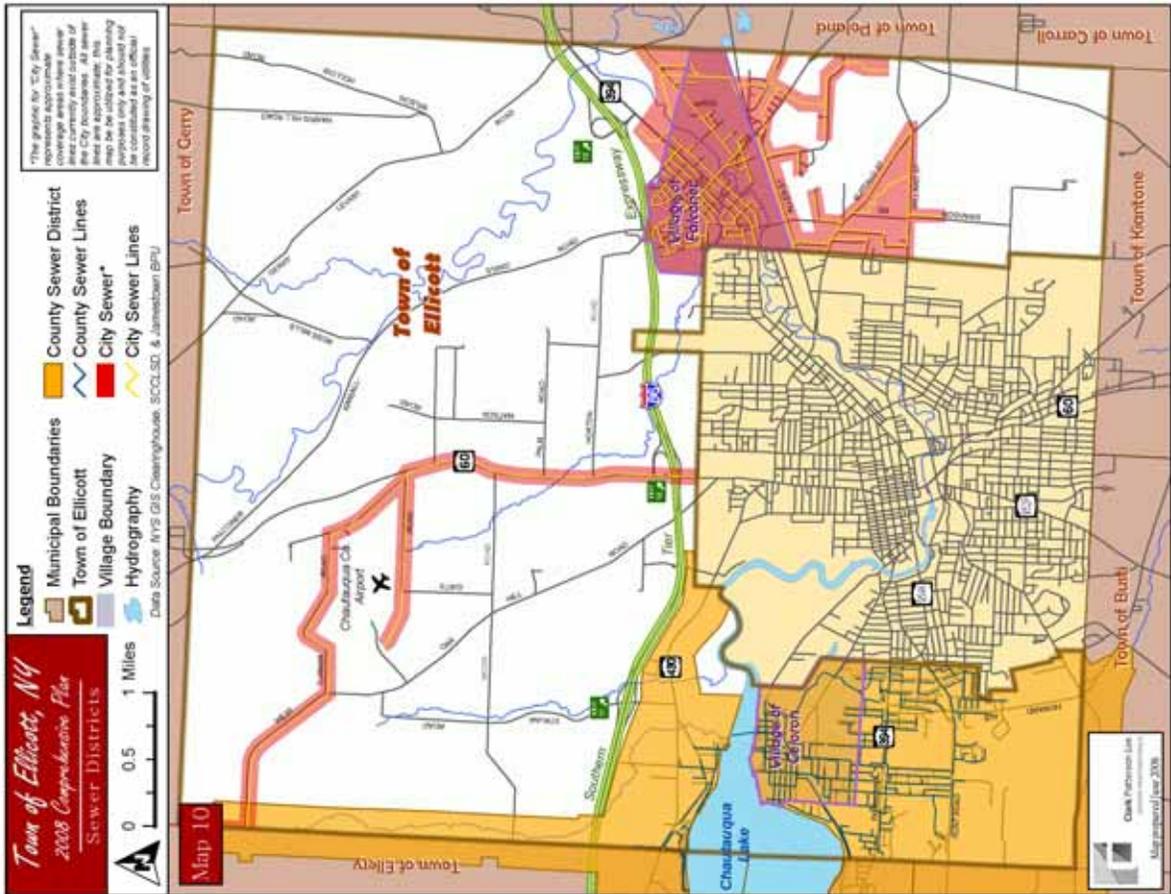
School Districts (*Map 9*)

In the Town of Ellicott, five school districts provide elementary and secondary education to residents including the Bemus Point, Cassadaga Valley, Falconer, Jamestown, and Southwestern School Districts. However, within the Town, the only public school facilities belong to the Southwestern and Falconer Central School Districts. These two districts each have a single campus incorporating multiple academic buildings for different grade levels, athletic facilities, administrative offices, and bus garages.

The Southwestern Middle School, Elementary School, and Senior High School are located on Hunt Road in the southwest corner of the Town. In 2005-2006, 660 students were enrolled in Pre-Kindergarten through fifth grade, 386 in grades six through eight, and 563 in grades nine through twelve. From 2003-2004 enrollment figures, this represents a 6.8 percent, 15.0 percent, and 4.6 percent decrease in students in the Elementary, Middle, and Senior High School, respectively. All three schools have maintained a 95 percent attendance rate between 2002 and 2005 and a student to teacher ratio of around 12 to 1.

Harvey C. Fenner Elementary School and the Falconer Middle School/High School span the municipal boundaries of the Town and Village of Falconer, but are predominantly located in the Town. According to the School District's 2005-2006 report card, produced yearly by the State Department of Education, the District's enrollment in grades Pre-Kindergarten through twelve was 1,403 students, up slightly from '04-'05 (1,395) but lower than '03-'04 (1,420). The district has sustained a 96 percent attendance rate between 2002 and 2006 and a student to teacher ratio of approximately 13 students for each teacher.

Town-wide Maps



Sewer Districts & Water Service Areas

(Map 10 & 11)

Utility infrastructure and service is provided by various agencies, both local and regional. Sewer service for residents and businesses along the western border with the Town of Ellery and surrounding Chautauqua Lake is provided by the South and Center Chautauqua Lake Sewer District (SCCLSD).

The SCCLSD was formed in 1969 based upon environmental and health problems associated with multiple sewage disposal systems, both municipal and private, on-site systems. In 1980 the treatment plant was fully operational and the villages of Celoron and Lakewood in Ellery were connected in 1985. The District serves more than 5,000 people in the area and has sufficient reserve capacity for incorporating future regional growth. At the present time, service within the district in the Town is only available for the Fluvanna area and from Village of Celoron to the area immediately south of Hunt Road.

The City of Jamestown also provides sewer service through the Board of Public Utilities (BPU) for residents and businesses in the Town. Service is limited to the Village of Falconer as well as the industrial areas to the south and along the eastern City border to the intersection of Buffalo Street and Willard Street. A sewer line is also located along SR 60 but is limited only to properties adjacent to the roadway. In addition, the line is only tappable from the northern City boundary to the airport.

Water service is available through the Jamestown BPU to residents and businesses in the City as well as the majority of West Ellicott, the Villages of Celoron and Falconer, the majority of the eastern portion of Ellicott and along SR 60 to the airport. As shown in Map 1 (Hydrography & Wetlands), most of the Town is located in the Conewango and Cassadaga aquifer, which has been the source of drinking water for since the late 1800's. Over 11 million gallons of water is minimally treated and stored at the BPU's Buffalo Street and English Hill reservoirs.

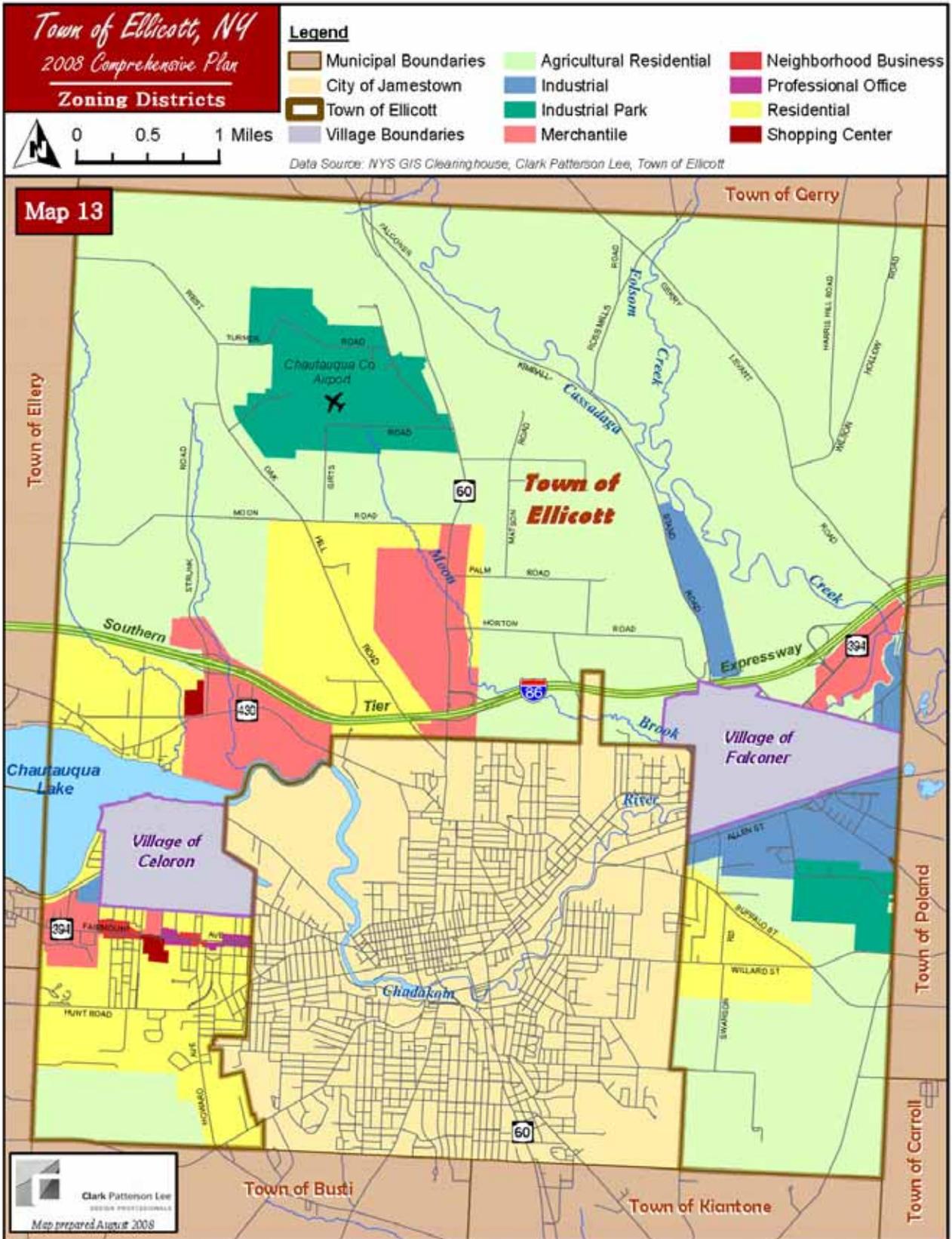
Electric & Gas Service (*Map 12*)

Electric service is provided to the Town through the Jamestown Board of Public Utilities (Jamestown BPU) and National Grid. Map 12 illustrates the service area for electricity from the Jamestown BPU, which covers approximately half of the Town, both Villages, and the City of Jamestown.

Jamestown BPU is a municipally owned agency that produces its own electricity through a central boiler system within the City that operates predominantly on coal. The system is supplemented through natural gas and hydroelectric power provided by Niagara Falls. Electricity produced locally and owned by the surrounding municipalities translates into low-cost power in comparison to other areas in the region.

The current production system is currently undergoing a review to determine the appropriate replacement for their aging plant. National Grid provides service to almost all Towns within the County including Ellicott; however, mapping was not available at this time. Sufficient capacity is available through both agencies for future connections.

National Fuel, based in Williamsville in Erie County, provides natural gas service for the majority of western New York as well as portions of northwest Pennsylvania. Although it is not shown on the map, National Fuel's service territory does include all of Chautauqua County, including the Town of Ellicott.



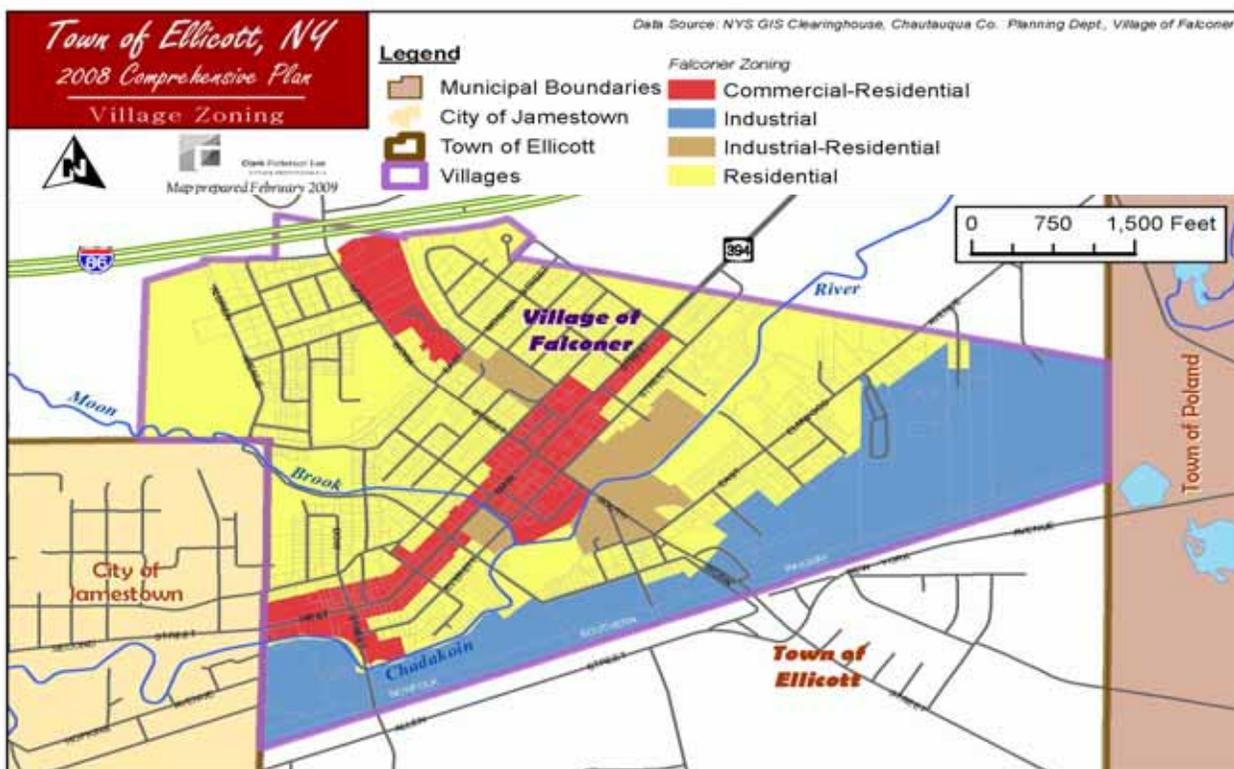
Note: The Village of Celoron's current zoning map was not available for inclusion in this document.

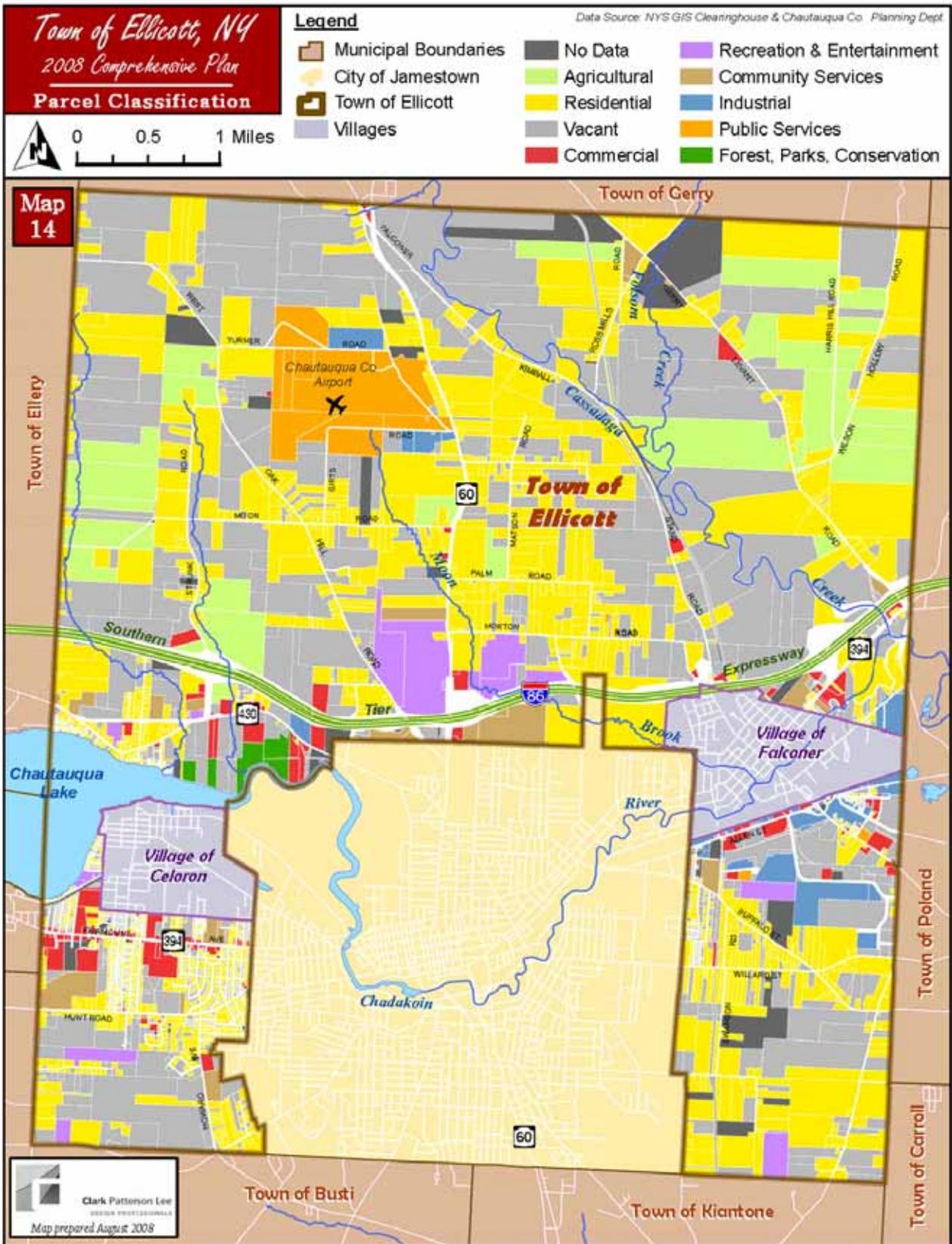
Zoning (Map 13)

Like many other communities, Ellicott regulates the development and use of land through zoning. The Town drafted their current zoning code in 1976 with subsequent amendments added over time. As shown in Map 13, the predominant zoning classifications in the Town are agricultural residential and residential.

The agricultural residential district is located north of Interstate 86 and some smaller areas in the southeast and west. This illustrates the fact that the majority of the Town is still rural outside of the Villages although there are very few farms. The residential districts are located adjacent to Jamestown and the Villages and around the Lake, which are areas that are typically developed due to the proximity of high-volume transportation routes, retail, and other services.

Other districts in the Town include industrial; mercantile, or commercial; neighborhood business; professional office; and shopping center. These zones are located primarily outside of denser residential areas and in locations that have higher traffic volumes. As seen on the map, these areas are adjacent to the Interstate 86 exits as well as the Fairmount Avenue corridor south of Celoron.





Parcel Classification (*Map 14*)

The New York State Office of Real Property Services (NYS ORPS) maintains a property type classification system which consists of nine major three-digit categories that describe the primary use of real property throughout the State. Each class is broken down further to provide a more detailed description depending on how the property is used within the major class. The Town of Ellicott's Assessor's office, in cooperation with Chautauqua County, maintains parcel data for all properties in the Town. The County Planning Department has digitized this information utilizing a Geographic Information Systems (GIS) program that provides detailed information including parcel size, value, and property classification. According to the 2007 parcel data, Ellicott contains approximately 4,462 parcels encompassing over 16,678 acres of land. The total assessed value of the land is over \$344 million, which includes structures and improvements to the land, while the land itself is worth over \$70 million. The following is a breakdown of the land uses in the Town according to the categories defined by NYS ORPS.

Agricultural (100)

Although a large portion of the Town is zoned Agricultural-Residential, parcels which are classified as agricultural make up less than 1 percent (24 parcels) of the total parcels in the Town. These parcels are predominantly located in the northeastern and western portions of the Town and make up Agricultural District 11. According to the 2002 Agricultural Census from the USDA National Agricultural Statistics Service, the average size farm in Ellicott (62 acres) is considerably less than the average farm size in the County (148 acres). Almost fifty percent of the parcels classified as agricultural are considered agricultural vacant land (class 105) which is land that is used as a part of an operating farm but does not contain living accommodations. Although this land is classified as vacant, it is most likely used in the production of field crops, which makes up the majority of the agricultural parcels in the Town. The remaining three parcels are used in the raising of livestock, presumably cows.

Residential (200)

Just less than fifty percent of the Town is classified as residential. These parcels also represent approximately 57 percent of the total assessed value of the Town. The parcels are located throughout the Town, with no single area seen as

having a higher concentration of development. However, the size of parcel does vary throughout Ellicott. Adjacent to the Villages of Celoron and the City of Jamestown, the parcels range from quarter-acre up to five-acre lots, on average. South of Falconer, the parcels become larger and range from five to 25 acres, while north of the Lake the parcels are between 10 and 50 acres. Only a few parcels are greater than 100 acres; they are generally located within the County Agricultural Districts and can be assumed to be old farm lands that are for sale.

A closer analysis of the residential parcels reveals that 89 percent of the parcels are single-family and six percent (125 parcels) are classified as residential with 10 or more acres of land. The amount of residential parcels that have large tracts of land with a single house can typically be prime areas for future subdivisions or tract homes, should the Town encourage this type of development or wish to preserve open space. Less than one-percent of the total residential parcels are classified as multi-family or seasonal.

Vacant (300)

The second largest land use in the Town is vacant land; 1,944 parcels encompassing over 7,281 acres of land, which is 8.2 percent greater than the total acreage of residential land. The vast majority of these parcels (82 percent) are classified as vacant residential properties that may or may not contain small improvements such as garages or barns that are not being rented out or used for living accommodations. The largest number properties are located north of Interstate 86; many of these are greater than 10 acres in size. The number of vacant properties in the Town indicates that there could be a great amount of development potential in the future or that the market for purchasing property in this area is lower. The land is owned by various private individuals or development companies, with many local individuals owning multiple parcels of land. Some of the largest landowners include Brigiotta's Farmland Produce and Garden Store (34 parcels), Chautauqua County (25 parcels), and National Grid (16 properties).

Commercial (400)

Commercial properties make up the third largest land use category in terms of the number of parcels and the sixth largest in size (345 acres), yet comprises over 18 percent of the total value of the Town. Commercial uses are predominantly located adjacent to the Villages and the City of

Jamestown. The parcels consist of various personal services, offices, restaurants, and retailers. Route 394/East Fairmount Avenue contains the largest concentration of commercial properties such as Wegmans, Home Depot, Sam's Club, and other chain stores. Distribution, storage, and warehouse facilities are found south of the Village of Falconer due the presence of the Norfolk and Southern Railway.

Recreation and Entertainment (500)

Moon Brook County Club and the Chautauqua Area Girl Scouts' Camp Timbercrest occupy 47 percent and 16 percent of the land classified as recreation and entertainment. Both of these facilities are located north of Interstate 86 and are centrally located in the Town. Other recreation and entertainment uses in the Town include the Falconer Rod and Gun Club, the Jamestown Boys and Girls Club, and the athletic fields just outside of Celoron on Chautauqua Lake.

Community Service (600)

Community services are typically uses that provide services to the public or serve some sort of community interest. In Ellicott, the greatest number of parcels are classified as either religious organizations, such as churches (10 parcels), or cemeteries, which account for almost 50 percent of the total acreage. The largest cemeteries in the Town include Lakeview Cemetery, north of I-86, the Fluvanna cemetery, and the Catholic cemetery, north of Buffalo Street. The only two schools located in the Town, the Southwestern CSD campus on Hunt Road and Harvey C. Fenner Elementary School just north of Falconer, comprise the second largest land use in this category. In addition, the schools make up approximately 44 percent of the total value of all the community services in the Town (over \$26 million total). Other community services in the Town include the Chautauqua County Humane Society, Celoron Hose Company, Fluvanna Fire Association, libraries, and American Legions.

Industrial (700)

Industrial uses are primarily concentrated around the rail line south of Falconer and around the airport, due to accessible transportation. Industries comprise the third largest total land value in the Town (over \$29 million) behind residential and commercial uses. Some of the industries located around the rail line include Producto Machine Company, Acu-Rite, Inc., Bush Industries, MRC Bearings, Weber-Knapp Company,

Valeo, and Hanson Aggregates. The Chautauqua County Industrial Development Agency (IDA) owns land surrounding the airport classified as industrial lands. The largest industrial use in the Town in terms of land use is Bush Industries (61.8 acres) followed by MRC Bearings (31.6 acres) and Acu-Rite, Inc. (31.1 acres).

Public Services (800)

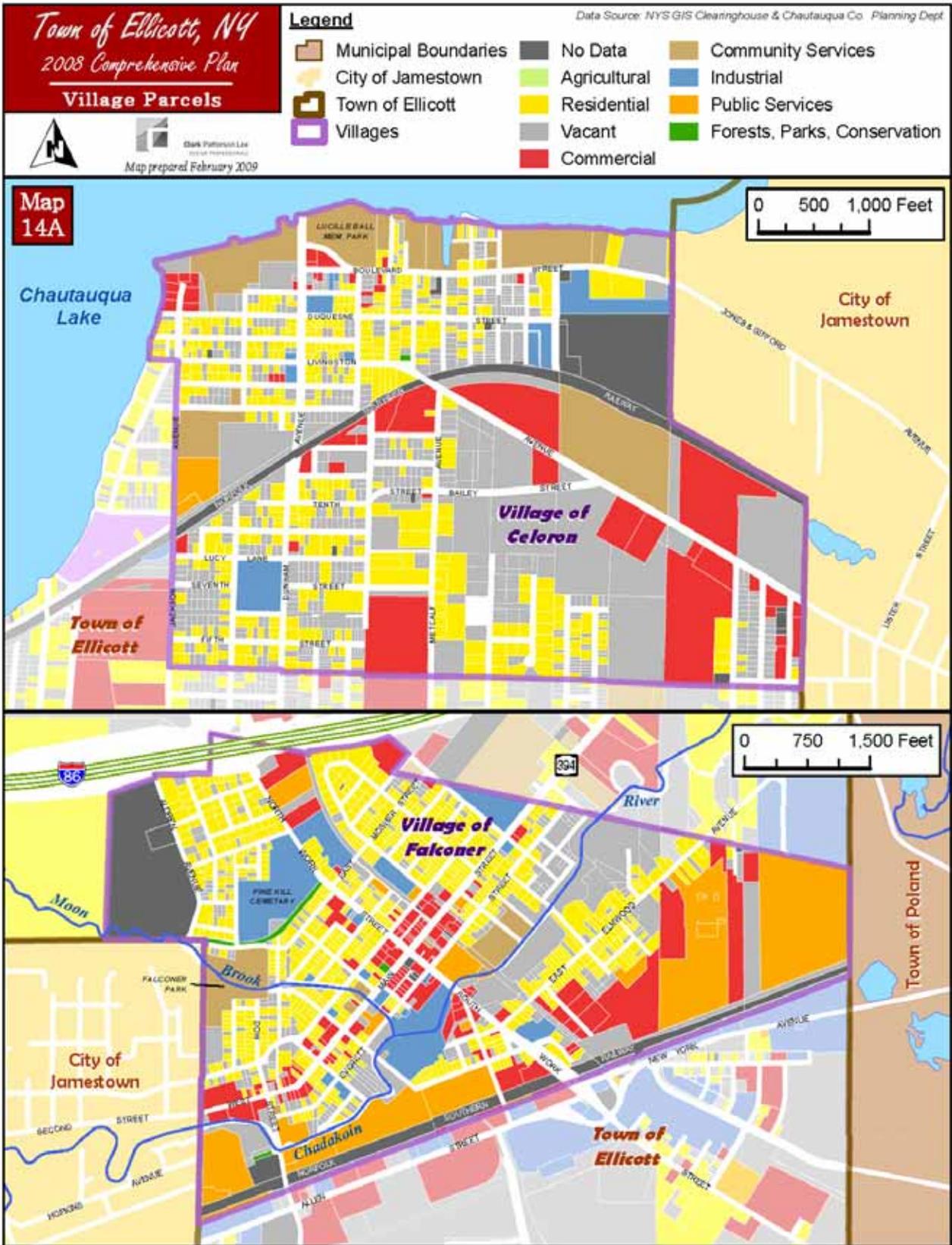
The Chautauqua County Airport is the single largest public service in the Town, as illustrated in Map 14. The airport occupies approximately 520.6 acres of land and worth more than \$4.7 million. Public utility infrastructure and facilities such as electric substations, water and sewer treatment plants, and communication facilities are also classified as public services and consist of approximately five percent of the total parcels in this category.

Forest, Parks, & Conservation (900)

Within the Town, there is very little land classified as forest, parks, or conservation space. These uses are predominantly located around the north end of Chautauqua Lake and owned by one single entity, the Chautauqua Watershed Conservancy. These lands comprise less than 70 acres of land or less than one-half of one percent of the Town.

Town of Ellicott Parcels

CODE	PROPERTY CLASS	NO. OF PARCELS	% OF TOTAL	ACREAGE	% OF TOTAL	ASSESSED LAND VALUE	% OF TOTAL	ASSESSED TOTAL VALUE	% OF TOTAL
100	Agricultural	24	0.5%	1,483.50	8.9%	\$698,340.00	1.0%	\$1,551,850.00	0.5%
200	Residential	2,100	47.1%	5,917.43	35.5%	\$35,868,300.00	50.6%	\$196,109,970.00	57.0%
300	Vacant	1,944	43.6%	7,281.72	43.7%	\$12,613,220.00	17.8%	\$13,692,935.00	4.0%
400	Commercial	145	3.2%	345.05	2.1%	\$12,456,700.00	17.6%	\$63,722,200.00	18.5%
500	Recreation & Entertainment	15	0.3%	427.73	2.6%	\$1,441,000.00	2.0%	\$4,738,000.00	1.4%
600	Community Service	36	0.8%	317.30	1.9%	\$3,275,700.00	4.6%	\$26,304,300.00	7.6%
700	Industrial	34	0.8%	284.82	1.7%	\$3,189,400.00	4.5%	\$29,446,900.00	8.6%
800	Public Services	20	0.4%	550.76	3.3%	\$1,276,800.00	1.8%	\$8,719,498.00	2.5%
900	Forest, Parks & Conservation	6	0.1%	69.94	0.4%	\$44,300.00	0.1%	\$44,300.00	0.0%
0	No Data available	138	3.1%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
	TOTAL	4,462	100.0%	16,678.25	100.0%	\$70,863,760.00	100.0%	\$344,329,953.00	100.0%



Village Parcels (*Map 14A*)

In comparison to the Town of Ellicott, the Villages have a much denser development pattern and lots are typically much smaller. Between the Villages, the breakdown of uses by parcel classification is quite different according to 2007 parcel data.

The Village of Celoron has approximately 1,180 parcels on over 370 acres of land. The total assessed value of the Village, which includes the value of the land and any structures located on them, is over \$35 million. The largest number of parcels (648) are classified as vacant; most of these are residential parcels that are scattered throughout the Village. A large portion of vacant parcels are found between Livingston Avenue and Metcalf Avenue in the southeast corner of Celoron. Subsequently, these vacant lands also make up the largest land use in terms of acreage (161.84 acres).

Residential uses make up the second highest use in Celoron in acreage and amount. However, more than half of the total assessed value of the Village is from these residential uses, over \$20 million in 2007. Only 4.2 percent of the Village is classified as commercial; there is no discernable center to the Village where commercial uses are typically located. Most of the land is found around Livingston Avenue in the southern portion of the Village. Fairmount Avenue, located in the Town just south of Celoron, is a more dominant “commercial core” for the Village and contains many regional and “big-box” style retail stores.

The waterfront is predominantly made up of uses classified as community service, with the Lucille Ball Memorial Park the most prominent property. This parcel is also the location of the boat launch and the Summer Wind Lake Cruises company. The Norfolk Southern Railway bisects the Village north and south; larger commercial or vacant uses are generally found adjacent to the railway.

Falconer has a much different breakdown of parcels in comparison. With slightly more parcels than Celoron (1,302) and one and one-half times as much land (556.96 acres), the total assessed value of the Village is over \$100 million. Residential parcels make up the largest number in terms of size and amount, as well as total assessed value. Commercial and industrial uses make up the second highest value, 14.2 and 14.6 percent respectively. The commercial uses are

generally found along West Main Street as well as some larger uses between East Elmwood Avenue and the railway. Industrial uses are adjacent to the railway, taking full advantage of the railway for transportation of materials.

However, Falconer is not immune to vacant parcels. Approximately 25 percent of the land is classified as vacant, both in number and acreage. Similar to Celoron, many of these vacancies are residential uses that are scattered throughout the Village. A higher concentration of properties are located adjacent to the Chadakoin River, which runs through the Village.

In both Villages, the number and amount of vacancies represent important opportunities for infill development in order to increase tax revenues, assessed value and improve the overall appearance of both communities.

Village of Celoron Parcels

CODE	PROPERTY CLASS	NO. OF PARCELS	% OF TOTAL	ACREAGE	% OF TOTAL	ASSESSED LAND VALUE	% OF TOTAL	ASSESSED TOTAL VALUE	% OF TOTAL
100	Agricultural	0	0.0%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
200	Residential	440	37.3%	83.29	22.0%	\$2,433,520.00	33.3%	\$20,542,300.00	58.5%
300	Vacant	648	54.9%	161.84	42.7%	\$1,421,900.00	19.4%	\$1,708,000.00	4.9%
400	Commercial	49	4.2%	63.70	16.8%	\$889,500.00	12.2%	\$4,496,600.00	12.8%
500	Recreation & Entertainment	11	0.9%	51.36	13.6%	\$2,311,700.00	31.6%	\$4,268,100.00	12.2%
600	Community Service	9	0.8%	13.19	3.5%	\$192,500.00	2.6%	\$3,595,800.00	10.2%
700	Industrial	2	0.2%	3.93	1.0%	\$56,200.00	0.8%	\$440,400.00	1.3%
800	Public Services	1	0.1%	0.14	0.0%	\$3,200.00	0.0%	\$33,400.00	0.1%
900	Forest, Parks & Conservation	2	0.2%	1.35	0.4%	\$8,400.00	0.1%	\$8,400.00	0.0%
0	No Data available	18	1.5%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
TOTAL		1,180	100.0%	378.80	100.0%	\$7,316,920.00	100.0%	\$35,093,000.00	100.0%

Village of Falconer Parcels

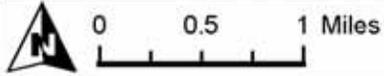
CODE	PROPERTY CLASS	NO. OF PARCELS	% OF TOTAL	ACREAGE	% OF TOTAL	ASSESSED LAND VALUE	% OF TOTAL	ASSESSED TOTAL VALUE	% OF TOTAL
100	Agricultural	0	0.0%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
200	Residential	773	59.4%	152.82	27.4%	\$6,571,200.00	45.0%	\$49,249,300.00	49.0%
300	Vacant	332	25.5%	129.22	23.2%	\$1,511,693.00	10.4%	\$1,767,743.00	1.8%
400	Commercial	124	9.5%	73.88	13.3%	\$2,929,290.00	20.1%	\$14,283,200.00	14.2%
500	Recreation & Entertainment	12	0.9%	20.82	3.7%	\$364,100.00	2.5%	\$785,500.00	0.8%
600	Community Service	18	1.4%	65.46	11.8%	\$1,467,700.00	10.1%	\$11,811,900.00	11.8%
700	Industrial	22	1.7%	109.61	19.7%	\$1,695,900.00	11.6%	\$14,640,400.00	14.6%
800	Public Services	4	0.3%	5.16	0.9%	\$56,700.00	0.4%	\$7,871,351.00	7.8%
900	Forest, Parks & Conservation	0	0.0%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
0	No Data available	17	1.3%	0.00	0.0%	\$0.00	0.0%	\$0.00	0.0%
TOTAL		1,302	100.0%	556.96	100.0%	\$14,596,583.00	100.0%	\$100,409,394.00	100.0%

Town of Ellicott, NY
 2008 Comprehensive Plan
 Future Land Use

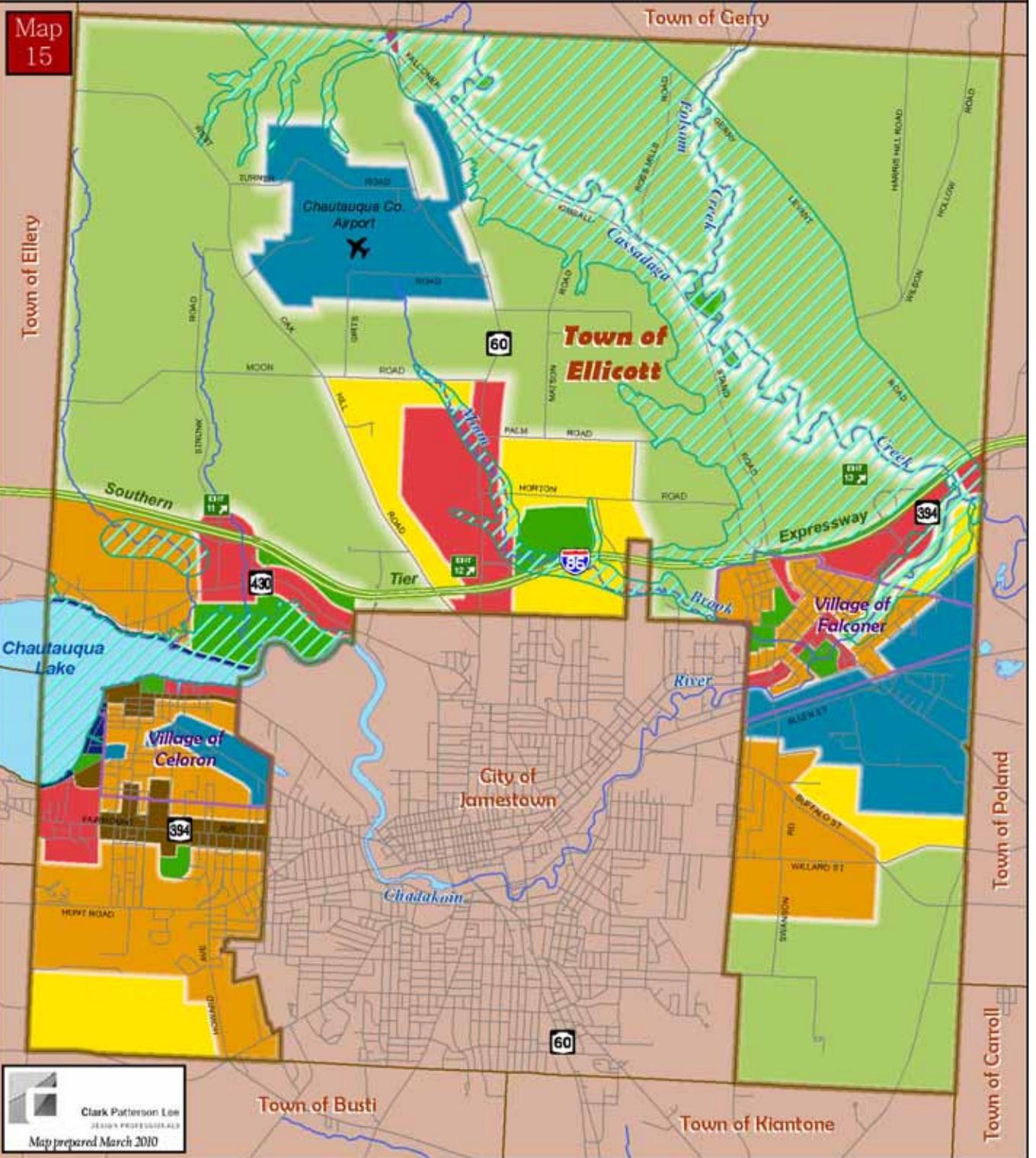
Legend

- | | | |
|-------------------------|--------------------------|--------------------------|
| Municipal Boundaries | Conservation | Low Intensity Commercial |
| Village Boundaries | Rural Residential | Corridor Commercial |
| Sensitive Environment * | Low Density Residential | Light Industrial |
| Lakeside Residential | Neighborhood Residential | |

Data Source: NYS GIS Clearinghouse & Chautauque Co. Planning Dept.



* Sensitive Environmental areas includes NYS DEC wetlands, floodplains and steep slopes (15% grade or more).



Clark Patterson Lee
 DESIGN PROFESSIONALS
 Map prepared March 2010

Town-wide Maps

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STATE ENVIRONMENTAL COMPLIANCE

The State of New York requires any municipal government, division or agency of government, whether State or local, assess the environmental impact of an action or project. With the development of the updated Comprehensive Plan for the Town of Ellicott, this compliance, known as the State Environmental Quality Review Act or SEQRA, is fulfilled with the completion of a Long Form Environmental Assessment Form (EAF). The following pages include the Long Form EAF as well as the determination of significance and resolution.