

**A COMPREHENSIVE PLAN FOR THE TOWN AND VILLAGE
OF CASTILE (1969 EXCERPT)**

Burdette Randall
Rich Elise 455-1469

*a
comprehensive
master
plan
for*

THE TOWN AND VILLAGE OF
CASTILE
WYOMING COUNTY • NEW YORK

VOLUME 2
COMPREHENSIVE PLAN
AND
IMPLEMENTATION



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ABSTRACT: This report contains the second and third phases of the Comprehensive Plan for the Town of Castile: the Master Plan and recommended measures for implementation. The Master Plan section assimilates the data from Volume I: Basic Studies, and makes a series of recommendations in the form of four specific plans. The Land Use Plan (1) describes the recommended distribution of various land uses, and some of the characteristics desired of the future land use pattern. The Circulation Plan (2) proposes improvements for existing streets as well as construction of new highways or streets. The Community Facilities Plan (3) recommends the necessary public or private facilities and utilities in sufficient quantity and location to serve the projected population. The Financial Plan (4) analyzes sources of revenue and financing for the municipality and suggests priorities for the construction of capital improvements; in addition, a capital improvements program for the first six years is suggested. The final portion of the Comprehensive Plan is the Implementation section, which proposes Land Subdivision Regulations and a Zoning Ordinance; these two measures are designed to insure a high quality of development in Castile and are suggested as two of the most effective instruments in carrying out the recommendations of the Master Plan. In addition, this volume contains a special report addressing itself to the problems of the Silver Lake resort area in the Towns of Castile and Perry, and suggesting improvements and re-development measures to achieve a high quality of development in this area.



A COMPREHENSIVE MASTER PLAN

Prepared by the
Planning Board
of the

TOWN AND VILLAGE OF CASTILE
WYOMING COUNTY, NEW YORK

Planning Advisors:
Herbert H. Smith Associates
Rochester, New York

Volume 2
Comprehensive Plan &
Implementation

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TABLE OF CONTENTS

LIST OF TOPICS	Page
THE COMPREHENSIVE PLAN	1
The Need for a Comprehensive Plan	1
Goals and Objectives of the Comprehensive Plan	1
Proposals for the Future	3
Land Use Plan	3
Circulation Plan	11
Community Facilities Plan	16
Financial Plan	24
Appendix I	41
Appendix II	43
Silver Lake Study	44
Introduction	44
Problem Analysis	44
Economic Potential	49
The Future Plan	51
Summary	57
 PROPOSED ZONING REGULATIONS	
Article 1 - General Purpose and Administration	59
Section 100 Title of Ordinance and Enacting Clause	59
Section 101 Short Title	59
Section 102 Purpose and Intent	59
Section 103 Interpretation	59
Section 104 Validity and Separability	60
Section 105 Violations and Penalties	60
Section 106 Amendments	61
Section 107 Definitions	61
Article 2 - General Provisions	69
Section 201 Applicability of Regulations	69
Section 202 Preservation of Natural Features	69
Section 203 Regulations Applicable to All Zones	69
Article 3 - Permitted Modifications	73
Section 301 Height Modifications	73
Section 302 Undersized Lots	73
Section 303 Permitted Yard Area Modifications	74

LIST OF TOPIC (cont'd)	Page
Article 4 - Non-Conforming Uses	74
Section 401 Continuanace	74
Section 402 Abandonment	75
Section 403 Restoration	75
Section 404 Reversion	75
Section 405 Alterations	75
Section 406 District Changes	75
Section 407 Construction Approval Prior to Ordinance	75
Article 5 - Administration	76
Section 501 Enforcement	76
Section 502 Duties of the Zoning Officer	76
Section 503 Certificates and Permits	77
Section 504 Application Procedures	78
Section 505 Application Details	80
Section 506 Application Fees	81
Article 6 - Board of Appeals	81
Section 601 Creation, Appointment, and Organization	81
Section 602 Powers and Duties	81
Section 603 Procedure	83
Section 604 Board of Appeals Office	83
Section 605 Notice of Board Hearings	84
Article 7 - Establishment of Zones	84
Section 701 Zone Districts	84
Section 702 Zone Map	84
Section 703 Schedule	86
Article 8 - Zone District Regulations	86
Section 801 A-C, Agricultural-Conservation District	86
Section 802 L-R, Low-Density Residential District	96
Section 803 M-R, Medium-Density Residential District	98
Section 804 S-R, Seasonal Residential District (Silver Lake)	98
Section 805 B-1, General Business District	100
Section 806 B-2, Seasonal Business District	103
Section 807 I-1, Industrial Zone	105
Article 9 - Supplementary Regulations Governing Certain Uses, Buildings and Structures	107
Section 901 Uses Requiring Special Use Permit Application	107

LIST OF TOPICS (cont'd)

Page

PROPOSED LAND SUBDIVISION REGULATIONS

Article I	Declaration of Policy	121
Article II	Definitions	122
Article III	Procedure for Filing Subdivision Applications	125
Article IV	Specification for Sketch Plats and Subdivision Plats	130
Article V	Required Improvements and Agreements	134
Article VI	Development Standards for Subdivisions	140
Article VII	Penalty for Violation	148
Article VIII	Validity	149

LIST OF TABLES

Table 1	Public Improvements Program	25
Table 2	Register of Capital Projects (Village)	33
Table 3	Tentative Six Year Capital Program (Village)	34
Table 4	Tentative Six Year Capital Program (Village)	35
Table 5	Register of Capital Projects (Town)	36
Table 6	Tentative Six Year Capital Program (Town)	37
Table 7	Tentative Six Year Capital Program (Town)	38

LIST OF ILLUSTRATIONS

Master Plan - Town of Castile	5
Master Plan - Village of Castile	7
Recommended Development Standards	14
Typical School Park Complex	19
Plan for Silver Lake Area	53
Recommended Zoning Map - Town of Castile	117
Recommended Zoning Map - Silver Lake Area	119

Castile Town & Village Comprehensive Plan - Oct 1969

THE COMPREHENSIVE PLAN

The Comprehensive Plan is a statement of policy to guide the future physical growth and development of the Town and Village of Castile. It consists of a combination of both the written and graphic materials appearing in this report. As a guide to decision making, it encompasses a long-range general application of community-wide goals and desires. Planning on a long-range basis is important because physical improvements require considerable time to program and realize. The Plan is general so that it may be adjusted to meet the changing conditions and redefined community objectives. It projects the thinking of the Planning Board some twenty years into the future. It is important to understand that the Plan should be changed only when the community's goals and objectives which underlie the Plan are themselves modified. The planning function is an advisory one and the degree to which the plans are carried out is solely the responsibility of the governing body.

THE NEED FOR A COMPREHENSIVE PLAN

The population of Castile is expected to double within twenty years. This growth will create both problems and opportunities for the community. In order to minimize problems and capitalize on the opportunities presented, it is desirable to anticipate needs as early as possible and prepare methods for guiding development. As the community grows, it is necessary to guide expansion, upgrade existing community services and facilities or provide new ones, and coordinate improvements and development. This approach to growth will reduce problems of conflict and promote efficiency.

The Comprehensive Plan provides the means for attaining these objectives.

GOALS AND OBJECTIVES OF THE COMPREHENSIVE PLAN

Within a community as extensive as Castile, there are many alternative concepts which could provide the basis for future development. Consequently, it was necessary for the Planning Board, with the advice and assistance of the consultant to define the overall goals for community development along with the required supporting objectives. These objectives represent a definition of the desired direction and type of future development. As these directives become realities, changing conditions may make it desirable to modify the objectives. Should this occur, the Comprehensive Plan would also require re-examination and revision.

It is the goal of the Plan to maintain the predominantly rural character of Castile, encouraging the preservation of the community's valuable agricultural lands while providing for the forecast population growth. The achievement of this goal will enhance the community's economic base by preserving the present dominant economic activity -- agriculture. It will also improve the potential for a new industrial activity and for increased residential amenities. The general objectives which support and complement the Comprehensive Plan goal are as follows:

- o Maintain the Town and Village of Castile as a desirable place in which to live and work by employing high standards to guide future development and providing adequate community facilities and services within the context of sound fiscal policy.
- o Recognize that the future of Castile is closely linked to the surrounding communities, particularly the Town and Village of Perry. Consequently, planning activities must be coordinated with adjacent communities.
- o Guide development in a manner which will allow efficient extension and workable service areas for community facilities.
- o Encourage the development of a well-organized commercial and municipal complex in an area that is readily accessible to all sections of the community.
- o Encourage the upgrading of areas with marginal housing and mixed land uses in the Silver Lake area through the employment of municipal control and neighborhood development programs and by encouraging the private redevelopment of such areas for more exclusive land uses.
- o Provide for safe and efficient traffic circulation by developing a street system with functional standards for each type of street, eliminating the existing hazardous and unnecessary curves and street intersections, and by discouraging "strip" development that hinders the smooth and safe flow of traffic.
- o Continually strive to improve and expand community facilities and services, thus creating an environment amenable to high quality industrial, commercial, and residential land uses.

- o Broaden the Town's base in order to stabilize and keep residential property taxes at a reasonable level without curtailing community services by encouraging the expansion and addition of revenue-producing land uses such as business, retail trade and selected industrial use, in accordance with the Comprehensive Plan.

PROPOSALS FOR THE FUTURE

The Comprehensive Plan for the Town and Village of Castile is composed of four integral parts:

LAND USE PLAN	Describes the proposed distribution and characteristics of future commercial, agricultural, residential, industrial, public and semi-public development for the community.
CIRCULATION PLAN	Indicates proposals for improving existing streets and highways as well as proposals for the construction of new roadways.
COMMUNITY FACILITIES PLAN	Indicates the necessary public and private facilities and utilities in proper quantity and location to serve the future land use pattern.
FINANCIAL PLAN	Indicates priorities which should be attached to the various facility and service needs, and suggests ways in which their financing may be accomplished.

LAND USE PLAN

Four major land use categories have been set forth in the Land Use Plan: agricultural, residential, commercial, and industrial. While plan proposals related to the Town and Village's future recreation and open space facilities could logically be included in the discussion of a Land Use Plan, the public nature of this type of use is such that they may be discussed more readily in the Community Facilities Plan. The land use segment of the Comprehensive Plan establishes the land use character of all areas within the physical limits of the Town and Village. Existing development patterns and trends have served as important guides in the determination of future land use types and densities; large-scale modification of the land use patterns of these sections are not

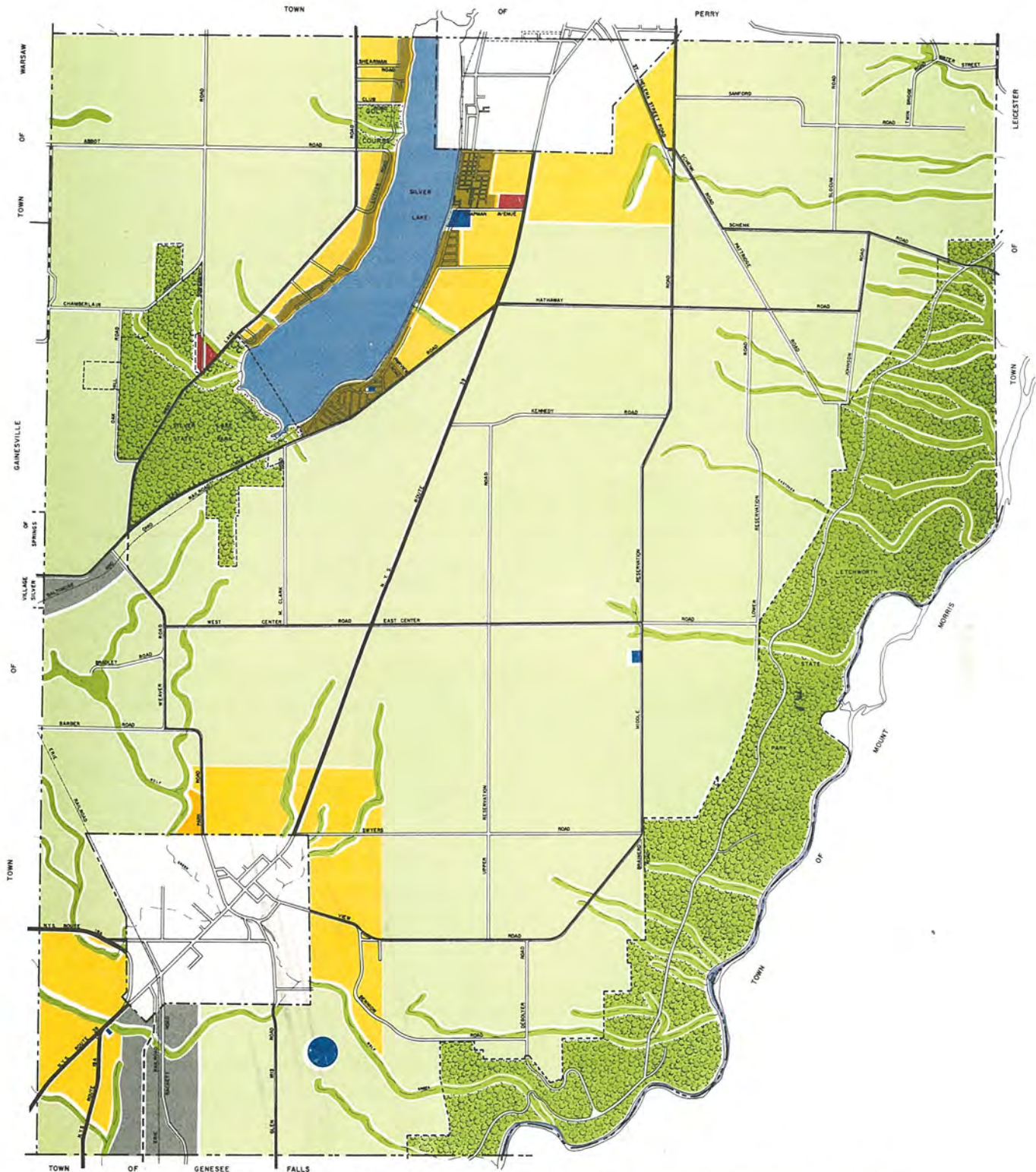
recommended. The Comprehensive Plan Map depicts the plan for future land use showing area of business, industry, residence, agriculture, recreation and other community facilities.

The following land use objectives have been defined for Castile in order to serve as the basis for the Land Use Plan:

- o Maintain the Town's rural-agricultural character through the application of appropriate density regulations.
- o Discourage unplanned roadside "strip" residential development which is expensive to service, could create traffic problems, and represents an inefficient use of land.
- o Discourage the growth of unsightly and unsafe "strip" commercial development along major traffic arteries but permit the development of businesses oriented to motor transportation in limited locations along regional routes, providing adequate standards for access control to properties, off-street parking, and the limitation of advertising signs.
- o Protect natural drainageways in order to minimize the cost of public improvements made necessary by new development.
- o Restrict development in areas where the structural and drainage capabilities of the soil are poor.
- o Encourage the retention of large areas of agriculture land in their natural state as a legacy to future generations.

Agricultural Land Use

Agricultural production in the State of New York has increased considerably since the beginning of this century, with an increase in capacity of more than one-third since 1900. From simple beginnings, modern farming has become the product of a complex technology created by mechanization, improved strains of livestock and crop varieties, and intensive, enlightened management. The average farmer in the State has doubled the size of his farm since 1900, and his average capital investment has increased from \$5,000 to \$50,000.



TOWN OF CASTILE MASTER PLAN

WYOMING COUNTY

NEW YORK LAND USE



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND WAS FINANCED IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 70 OF THE HOUSING ACT OF 1961, AS AMENDED.

THE MATERIAL CONTAINED HEREIN WAS PREPARED SOLELY ON THE BASIS OF LAND USE CONSIDERATIONS PROFESSIONAL JUDGMENT CONCERNING OTHER RELATED CONSIDERATIONS INCLUDING LEGAL, ENGINEERING AND ARCHITECTURAL, USE ARE WITHIN THE PURVIEW OF THE PLANNING PROFESSIONAL.

BASED ON 1964 AND 1965 AERIAL PHOTOGRAPHS - DRAWN BY BILL BURGESS, 1967

- AGRICULTURE
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - SEASONAL RESIDENTIAL
 - COMMERCIAL
 - INDUSTRY - AGRICULTURE
 - PARKS & RECREATION
 - PUBLIC & QUASI PUBLIC
 - CONSERVATION AREAS
- CIRCULATION**
- PRIMARY ROADS
 - SECONDARY ROADS
 - ALL OTHER ARE MINOR ROADS
 - DASHED LINE INDICATES PROPOSED ROAD

A higher standard of living in the year 2000 will mean that the thirty million residents of New York will have a greater per capita capacity to consume than today's seventeen and one half million residents. Demands on resources will not only be greater; they will be different. A glimpse of future demands is visible now in our need for recreation space, in spreading urban centers, and increasing requirements for water. The difficulties of meeting these demands are with us already.

The fertile areas of Castile should be preserved as an agricultural resource. The spread of urban population cuts further into farm areas each year; therefore, it becomes more necessary each year to preserve the highly productive agricultural lands for farming purposes. This, in turn, means the discouragement of non-farm residential development in such areas.

The primary objective of this category is to preserve prime agricultural land within the Town. Residential uses, however, have not been entirely precluded from this category. Development in these areas is planned for large lots with a maximum density of one housing unit on five acres. Such a requirement will not only help to encourage development in more appropriate places, but will help retain the community's economic base.

The majority of the Town's land has been designated for this type of use. (approximately 14,100 acres.)

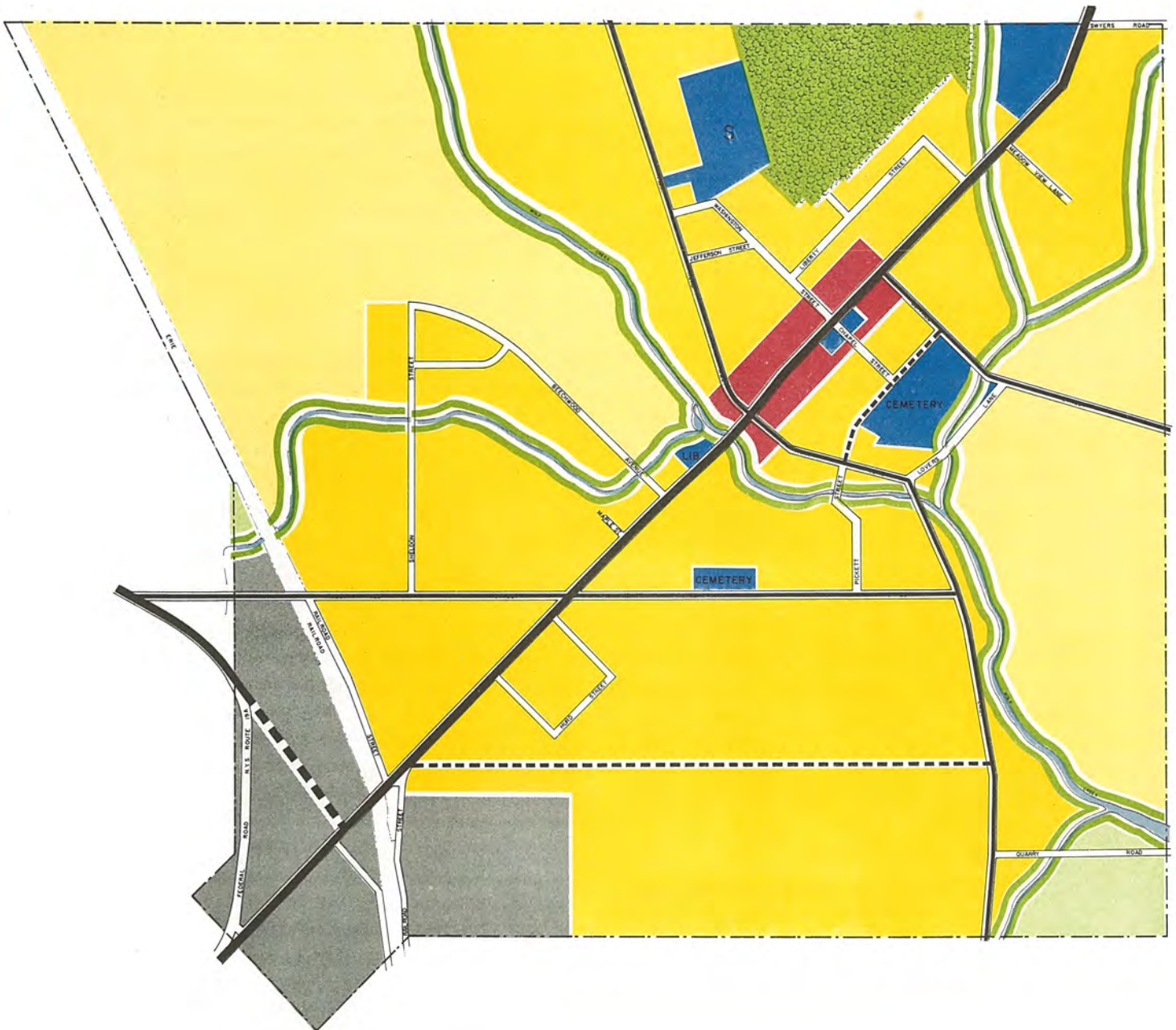
Residential Land Use

Within the time span contemplated by the Plan, the Town and Village of Castile can anticipate a population of 4,830, or almost double the current figure. It is expected that the population in the Village will increase from 1,337 in 1968 to 2,753 by 1990.

In planning future residential development for Castile, three levels of residential densities, in addition to those residences permitted in the agricultural districts, were proposed: low-density residential, medium-density residential, and seasonal residential. The following sections describe the characteristics of each category and the amount of land proposed for that use.

Low-Density Residential

Low density residential land uses are intended for single-family, detached dwelling units not exceeding one unit per acre. Low-density residential development has been planned in two general areas. The first area is located southeast of the Perry Village line and is a logical extension of residential development in Perry.



THE VILLAGE OF
CASTILE
 TOWN OF
 WYOMING COUNTY NEW YORK

MASTER PLAN

LAND USE

- AGRICULTURE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRY - AGRICULTURE
- PUBLIC PARKS

- PUBLIC & QUASI-PUBLIC
- CONSERVATION AREAS

CIRCULATION

- PRIMARY ROADS
- SECONDARY ROADS
- ALL OTHER ARE MINOR ROADS
- DASHED LINE INDICATES PROPOSED ROAD



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCED THROUGH A FEDERAL GRANT FROM THE URBAN DESIGN ADMINISTRATION OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND WAS FINANCED IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE MATERIAL CONTAINED HEREON WAS PREPARED SOLELY ON THE BASIS OF LAND USE CONSIDERATIONS. PROFESSIONAL ENGINEERS, ARCHITECTS, OTHER RELATED PROFESSIONS INCLUDING LEGAL, ENGINEERING AND ARCHITECTURAL ARE NOT WITHIN THE PURVIEW OF THE PLANNING PROFESSION.

PREPARED FOR THE PLANNING BOARD BY HERBERT H. SMITH ASSOCIATES-ROCHESTER, NEW YORK

The second area of low-density residential development is located in and adjacent to the Village of Castile and basically represents an extension of the existing low-density residential land-use. The presence of water, community facilities, and favorable topography makes this area a desirable location for this use. The Comprehensive Plan for Castile provides approximately 1,878 acres of low-density residential land in the Village and Town.

Medium-Density Residential

The medium density residential category is proposed for single-family housing units situated on lots no smaller than 20,000 square feet, and for two-family structures. This is the highest density of year-round residential development planned for the community and is located adjacent to the northwest corner of the Village between Wolf Creek and Weaver Road. Approximately 21 acres is devoted to this use.

Seasonal-Residential

The category of seasonal-residential refers to a type of housing, rather than to a density. Actually, this category includes provisions for housing at both the low and medium-low densities. All of the seasonal housing found in the Town, and all of that seasonal housing designated by the Comprehensive Plan, is found along the shores of Silver Lake.

To insure that Silver Lake will develop to its fullest potential, a special Land Use Plan has been prepared for the area. (This plan will be found in a special section of the Comprehensive Plan for the Town of Castile.) It provides approximately 363 acres for medium density (One unit per 20,000 square feet) residential development of a seasonal nature.

Commercial Land Use

Commercial development in Castile is and will continue to be almost completely local serving in nature. Most of the commercial development in the Silver Lake area can be considered local-serving in nature in that it caters to the daily needs of seasonal residents. Thus, the primary objective in planning for commercial development is that it be conveniently located for community residents. It must also be efficient from the view point of local businessmen.

Both objectives can be accomplished by:

...Selecting a location for commercial development that is readily accessible to all sections of the community.

...Encouraging the development of commercial areas that are attractive, compact, and well-organized, with adequate off-street parking. This enables the customer to conveniently complete his shopping at "one stop.." Furthermore, studies have shown that businesses (especially similar ones) are more successful when grouped together.

In light of these considerations, the Comprehensive Plan calls for an expansion of the Central Business District from about 8 acres to nearly 15 acres by the end of the planning period. This growth is felt necessary to meet the needs of the expanding population.

In addition to the Central Business District, a seasonal commercial area has been planned in the Town adjacent to Silver Lake. This area is located at the intersection of Sewerby and West Lake Roads and contains approximately 12 acres. This location has been chosen to serve the needs of the expanding seasonal population in the Silver Lake area. It will also provide an opportunity to establish convenience-type retail and service outlets for persons residing in the Silver Lake area on a year-round basis.

Industrial Land Use

In recent years manufacturing activities in Wyoming County have been increasing to plant expansions and the construction of new plants. Industrial production should continue to expand in the County in the future as firms continue to seek large tracts of open land.

A manufacturer or wholesaler tries to locate near the center of population concentrations and proximate to major transportation facilities. Location is one of the major concerns of both wholesale and manufacturing activities. With improved transportation facilities, a wholesale distribution center located in Central Wyoming County would be in an advantageous position to reach the markets of Rochester and Buffalo. Castile, however, currently has poor access to major transportation routes and therefore should not expect major industrial growth in the immediate future.

It is possible, however, that if major transportation routes, such as the now hazardous U. S. Route 20A were improved, industrial growth in the Castile area might occur at a more rapid pace in the future. Some of the major advantages which Castile offers for industrial development are: (1) large tracts of undeveloped land suitable for one-floor manufacturing operation; (2) relatively low cost of land; and (3) availability of rail and highway transportation. The attraction of industry is highly competitive.

In future years, the Town and Village can boost their economy by undertaking an active program of industrial attraction. Such a program should be designed to "sell" Castile to potential investors, and, if properly initiated, could bring new business and population into the area.

A program of industrial promotion would be much more successful if plans for the construction of an expressway from Dansville to Buffalo, which has been proposed were to come to fruition. This facility would lie to the south of Castile but would lessen the travel time to Buffalo considerably.

The Comprehensive Plan designates two areas for future industrial development within the Town and Village. One of these areas is in the Town only: south of East Lake Road and west of Weaver Road as realigned. This area extends to the western Town boundary to either side of the Baltimore and Ohio Railroad. It contains approximately 65 acres.

Village — The second area is partially in the Village and partially in the Town. Within the Village, it includes land between Route 19A, the Erie-Lackawanna Railroad and Route 39 as well as land east of Route 39, to either side of the Erie-Lackawanna Railroad. This industrial designation extends to the southern Town line on both sides of the railroad. This industrial area is approximately 341 acres in area.

These locations have been planned to accommodate offices, light production assembly, light manufacturing uses, and research and development facilities. Any future Zoning Ordinance should incorporate strict controls to insure that industrial uses will not become detrimental to adjoining property owners. These controls regulate such potential problems as adequate off-street parking, buffer areas between different uses, landscaping and shrubbery, and loading and unloading areas.

In addition to the designated industrial area, the Comprehensive Plan recommends that the Town make provisions to permit selected light industrial uses within the agricultural-conservation and low-density residential areas. This can be regulated by zoning through the special use permit procedure. The objective of this proposal is to provide the Town with additional flexibility for attracting industrial development without setting aside large tracts of land specifically for such uses. Under this provision, restricted industrial uses would have to meet the area and lot requirement of the zone in which the development is proposed. In addition, the site would also have to front on a road which is improved to meet the anticipated traffic demands.

Industrial development in agricultural and low-density residential areas would be restricted to light industrial uses including scientific or research laboratories devoted to research, design, and/or experimentation and related administrative offices. As it is the primary goal of the Comprehensive Plan to retain the Town's rural character, indiscriminate use of agricultural land for industry should not be permitted.

CIRCULATION PLAN

The necessity of providing improved facilities for the movement of vehicular traffic is one development principle upon which almost everyone will agree. Present-day life is so closely geared to automobile and truck traffic that failure to provide properly for their movements will reflect directly on the economic life of the community. It is essential that the location and design of new highway and street facilities be planned well in advance of their need. It is also essential that the traffic-carrying capacity of existing roads is protected to the fullest extent possible.

The circulation system in Castile is comprised of State, County, and municipal roads and streets. In the future, municipal streets will become the major element of the system. The roads in the Town and Village function as a public utility in providing for the movement of vehicles. The roads also serve the private interest by providing for varying degrees of service to land uses along them. Major circulation problems are likely to occur where conflict exists between these two functions.

A concentrated effort to improve the circulation system is deemed essential to help the Town and Village grow in a more orderly and efficient way in future years. This objective leads to several other objectives for the future circulation system.

- o Maximize the efficiency facilities by separating through and local traffic routes, requiring adequate off-street parking in all new developments and, where practical, eliminating unnecessary through streets and intersections.
- o The provision of a functional street classification system where different streets serve different functions, and thus, the right-of-way and pavement widths can be varied to meet the needs of the different streets within the system.
- o Establish an intra-municipal system of collector streets so as to allow the movement of local traffic free from conflict with regional traffic and to create greater community cohesiveness.
- o Coordinate efforts with surrounding communities to establish an organized inter-municipal road system beneficial to all municipalities.

Street Classification System

The amount of traffic which flows on a street is directly related to the existing land use pattern. Different uses and varying intensities of uses generate different traffic volumes and different kinds of traffic. Each vehicle has a specific use and the roadways should be designed and built to fit these uses.

A functional street classification system involves the establishment of several categories of roads, each having different right-of-way and development standards. Three different types of roads appear necessary to serve the future needs of Castile. Each class of roadway should be developed and improved to maintain certain minimum standards in order to enable each road to properly fulfill its designated function in the overall Circulation Plan.

A proposed street classification system for Castile has been recommended by the consultant. Appropriate standards for this classification system are on the succeeding pages. The following is a summary of each type of road, its function within the overall system, and its role as a traffic carrier.

Major Roads

Major roads carry traffic to and from the various traffic generators and accommodate all types of traffic including automobiles, trucks, and buses in large volumes and at relatively high speeds over long distances. Major roads connect Castile with the Rochester and Buffalo Metropolitan Areas and with the other development concentrations throughout western New York. Presently, New York State Routes 39 and 19A are the only major roads serving the Castile area. Additional major roads are not expected to be needed during the planning period. Therefore, only these two roads are designated for this functional category.

Secondary Roads

In the Town of Castile, as in most rural communities, a major part of the transportation system is composed of secondary roads. They carry moderate volumes of traffic at fairly high speeds from the dispersed rural residential dwellings to the major roads and traffic generators such as schools, churches, and community centers. In addition, they move traffic between Castile and other neighboring communities such as Gainesville, Perry and Genesee Falls. The secondary roads proposed by the Comprehensive Plan are West and East Lake Roads, Middle Reservation Road, View Road, Park Road (to Weaver Road), West Center Road, East Center Road, Schenk Road, St Helena Street, Hathaway Road, and Glen Iris Road. Secondary roads in Castile form what might be called the "frame" of the existing circulation system and as such will play an important role in future growth and development.

Minor Streets

Although several of the remaining streets in Castile perform more than one function, they can generally be grouped together as minor or local access streets. The majority of these streets are presently utilized only to provide access to individual properties; however, some, including Sowerby Road, Slocum Road, and Rockett Road,

provide outlets for inter-community travel. In rural areas, the distinction between secondary roads and minor streets which serve the access function only is not readily discernible. As the density of development increases, the need for a functional classification of streets which may involve additional groupings will become more apparent.

An established functional and physical hierarchy of roads such as that described is a basic fundamental of any highway system. The recognition that different streets must perform separate and independent functions is essential. The designation of functionally separated streets allows the routing and regulating of traffic. The efficiencies and economics of a circulation system cannot be realized without functional separation. Pavement width, depth of road base, thickness of paving, curb and gutter designs, intersection designs, street lighting, and other physical features may be varied according to road function. In addition, types of land uses, setbacks, and other development standards may be varied for roadside properties in accordance with road types.

New Roads Proposed

The Comprehensive Plan contains several new Street proposals. The most extensive of these are a north-south street and an east-west street through the proposed industrial area. One of these runs approximately parallel to the southern Village boundary, running in an east-west direction about 1,000 feet north of the Village line. The other approximately parallels the railroad to the west of it extending from an existing dead-end street in the Village to the southern Town boundary.

Road Improvements

In addition to the two new roads to serve the industrial area, several road improvements are recommended by the Comprehensive Plan. One of these is to realign the intersection of Route 19A with Route 39 by moving it to the north and creating a right-angle intersection. It is suggested that Route 19A be aligned with the roads serving the industrial areas to the southeast of Route 39. This will relieve a potential future problem of access to this route from industrial development which may be secured in the future and replace the awkward alignment presently existing at the intersection of these two highways.

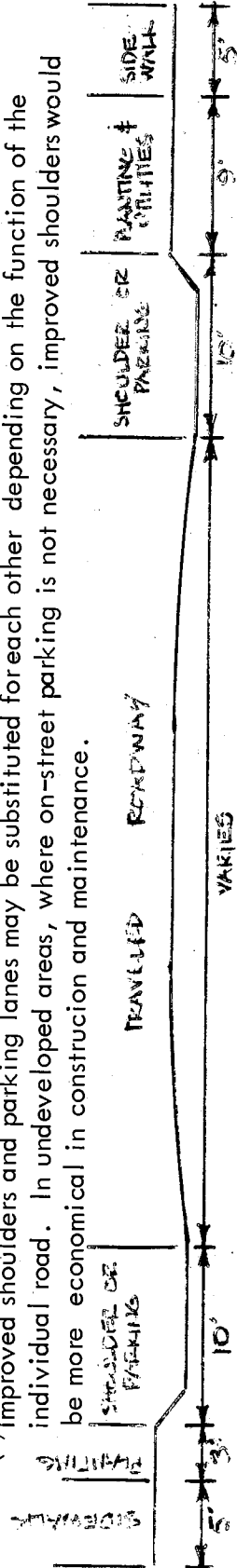
A second recommendation is that the intersection of St. Helena Street and Middle Reservation Road be realigned so that St. Helena Street will face directly across Middle Reservation Road into Schenk Road. This will provide for a much smoother flow of traffic passing through Perry into Castile, with Letchworth State Park as a destination.

RECOMMENDED DEVELOPMENT STANDARDS

	MAJOR ⁽¹⁾	SECONDARY	MINOR
MOVING TRAFFIC LANES			
(a) Required	4	2	2
(b) Paved Width	48'	24'	20'
PARKING LANES			
(c) Number Provided	None ⁽²⁾	2 ⁽²⁾	1
(d) Paved Width	--	--	--
IMPROVED SHOULDERS			
(e) Improved Width	20' ⁽²⁾	20' ⁽²⁾	None
LANDSCAPING & UTILITY SPACE			
(f) Space Required	12'	12'	12'
SIDEWALKS			
(g)	10'	10'	10'
TOTAL RIGHT-OF-WAY REQUIRED	90'	66'	50'

(1) Two outside lanes may be temporarily used for parking or improved shoulders where present traffic volumes do not require four lanes of moving traffic.

(2) Improved shoulders and parking lanes may be substituted for each other depending on the function of the individual road. In undeveloped areas, where on-street parking is not necessary, improved shoulders would be more economical in construction and maintenance.



TYPICAL ROADWAY CROSS SECTION

Source: Standards developed for the Town and Village of Castile by Herbert H. Smith Associates
 Data compiled and prepared by Herbert H. Smith Associates

A third road improvement recommended by the Comprehensive Plan is that the intersection of Weaver Road with East Lake Road be moved to the east sufficiently to establish a four-way intersection with West Lake Road being the northern leg.

Problems and Recommendations

Development along New York State Routes 39 and 19A, in the southwestern portion of the Town, has resulted in a mixture of strip commercial and residential land uses, many of which lack proper parking facilities and adequate means of ingress and egress. This situation increases the potential for traffic accidents. It is therefore recommended that the Planning Board enforce the zoning measures to discourage further strip roadside development.

Village - Regional traffic along Main Street in the Village conflicts with local traffic. Turning movements, stopping, parking, and cross-traffic all inhibit the free flow which is desirable for regional arterials. The movement of traffic through the Village at relatively high speeds creates a dangerous situation for local motorists and pedestrians. To prevent this situation from getting worse, off street parking should be provided near existing commercial establishments and that access be provided to parking lots from a local street rather than from Main Street wherever possible.

Village - Three streets in the Village -- Beechwood Avenue, Hurd Street, and a portion of Chapel Street -- have widths between ten and twelve feet which is generally considered inadequate for modern automobiles. Parking in these areas could impede the movement of emergency vehicles, thereby creating a serious safety hazard. It is therefore recommended that these streets be considered for widening in the future and that parking on them be prohibited.

It is recommended that a conscious effort be made to include aesthetics as a fundamental element of future street design. This will include the control of street planting, building setbacks, and roadside clutter such as signs and billboards. Such measures will insure a favorable community appearance in the future.

Bus Transportation

The low population density in Castile limits the economic feasibility of inter-community bus service. In developed areas where densities are higher and commercial activities greater, there is more of a need for public transportation. The Grand Island Transit Company, however, operates daily bus service through Castile from Buffalo to Wellsville and Hornell. Daily stops are made at Silver Lake, within the Village of Castile, and south of the Village at the intersection of New York State Routes 39 and

19A. The trip to Buffalo takes about two hours and fifteen minutes, while it takes about one hour and forty-five minutes to Wellsville. In addition to connecting Castile with Buffalo, Wellsville, and Hornell service is also provided to Warsaw, Silver Springs, Perry, Letchworth State Park, Portageville, and several other adjoining communities. Within Castile, the bus connects the residential concentrations near Silver Lake with the commercial center of the Village of Castile as well as with the Village of Perry. At Buffalo, connections can be made to all parts of the United States and Canada via all modes of transportation. This service is very desirable and reasonable efforts should be put forth by local officials if required, to assure its continuance.

Rail Transportation

At the present time, the Town and Village of Castile are served by two rail lines: The Erie-Lackawanna and the Baltimore and Ohio Railroads. Each line is used solely for transporting freight. No passenger service is available within the area. Such services are important, however, for industrial development in the Town and Village.

Air Transportation

The Perry-Warsaw Airport located on U.S. Route 20A in the Town of Perry about eight miles north of the Village of Castile is the nearest airport facility to Castile. The airport is operated by a private company which leases the facility from the municipalities of Perry and Warsaw. No commercial airlines operate from this airport, its primary purpose being to provide charter flights, serve private pilots, and receive and ship air freight. Scheduled air carrier service is available to residents of Castile from the large airports at Buffalo and Rochester.

COMMUNITY FACILITIES PLAN

Community facilities may be defined as those services to persons and land-owners within a community which cannot satisfactorily be provided on an individual basis but which are provided by the local government or private groups or agencies. Generally, these facilities and services will provide for the educational, recreational, cultural, administrative, safety, health, and welfare needs of the community.

It is obvious that today's citizen is better educated, more aware, and more demanding than his predecessor. Standards for public safety, education, recreation, utilities, and municipal administration have continually been expended and improved.

Most notable have been the changes in educational and recreational criteria. As Castile continues to grow, the Town will experience a need for expanded administrative facilities, more complete public works facilities and services and expanded recreation areas.

The standards of services and facilities and facility and services needs were developed and identified in the Education Facilities and Municipal Facilities and Services Reports prepared as part of the planning program.

The primary objective of the community facilities plan is to provide the citizens of Castile with a full range of community facilities and services. These specific objectives would help in achieving the primary objective:

- o Reserve land for future public uses in the Town and Village. Wherever possible, these sites should be acquired before they are actually needed and in advance of development.
- o Utilize standards that would encourage new developments to provide land for the creation of neighborhood recreation facilities.
- o Set aside marginal lands and drainageways as areas of permanent open space and passive recreation.

School Facilities

School Facilities for the Castile area are administered by the Letchworth Central District No. 1, located in the Letchworth Central School in Gainesville. Students in grades K through 5 who reside in the Castile portion of the district attend the Castile Elementary School, while secondary students (grades 6-12) are bussed to the nearby Letchworth Junior-Senior High School in Gainesville.

The Community Facilities Report conducted in 1968 determined a need for eight additional classrooms at the Castile Elementary School site to meet the projected 224 increase in student enrollments by 1990. It was also determined that the condition of the present structure was such that it would probably have to be replaced before the end of the planning period. It is therefore recommended that a new elementary school be constructed, providing 23 classrooms, just to the north of the existing school.

Recreation Facilities

It is anticipated that an additional 36.6 acres of recreation land will be required

within the Town and Village during the planning period. The formulation of a plan for future recreation facilities in Castile should be integrated with the anticipated development of the elementary school. A school site should not only provide playground space for organized school activities, but should also function as a playground for surrounding areas. These sites should be utilized for informal after-school play or summertime recreation activities as well as any organized recreation program sponsored by Castile. The sketch on page 19 shows how a school and park can be combined on one site for maximum utility.

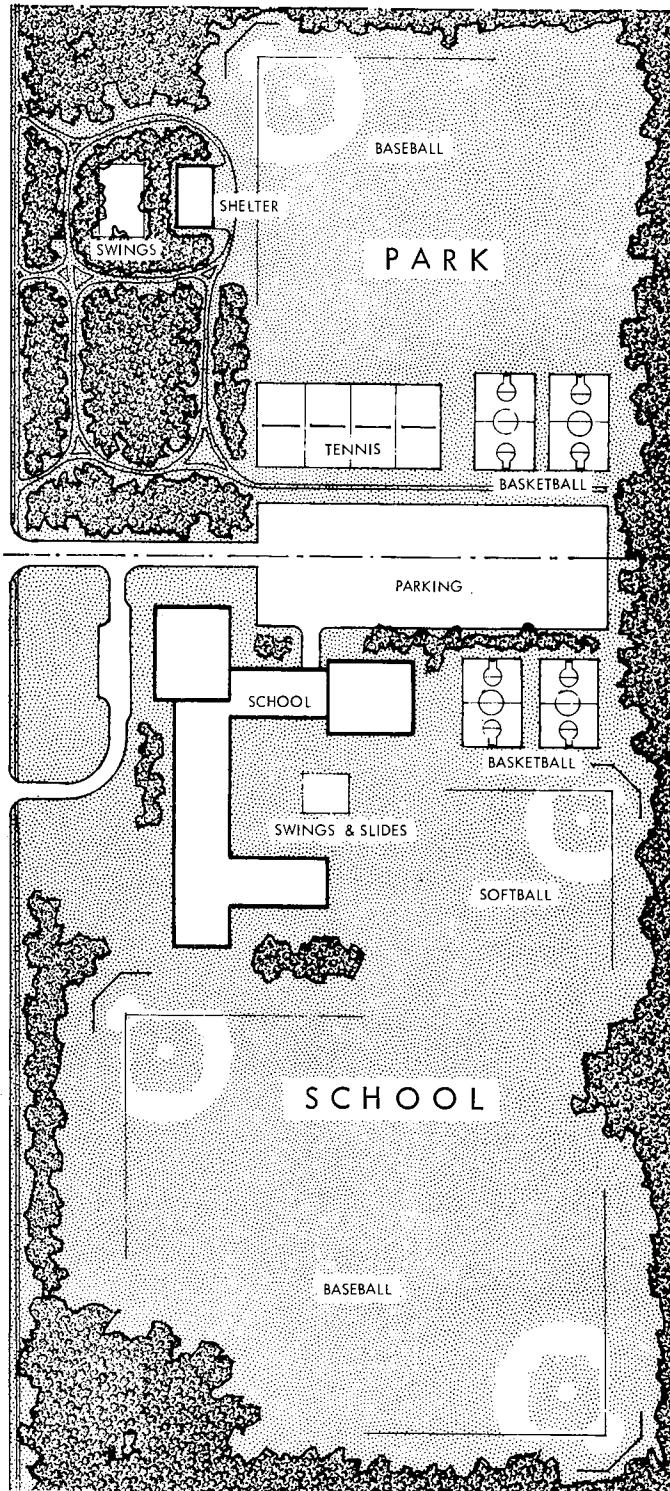
In keeping with this principle, the Plan recommends that the existing Village Park, immediately behind the school, be extended in a northeasterly direction to Wolf Creek. This area should be developed largely as a playground and playfield facility. Although a portion of the park could be used advantageously as a sitting and/or garden area, the proximity of Letchworth and Silver Lake State Parks minimizes the need for extensive natural open spaces.

Conservation Areas and Public Open Spaces

Conservation areas are planned along all streams in the Town and Village. While in many cases existing development precludes the immediate realization of protection of streambeds and watercourses in the Village, the vast majority of the streams within the Town can be protected along their entire length. This serves to preserve adequate drainage in the future as well as to preserve a major natural asset and amenity.

Public open space is an intrinsic part of a community's composition. Permanent open space prevents sprawl and unplanned development, promotes efficient concentration of community facilities, and serves to buffer zone boundaries and separate incompatible land uses. Open space can also be used to isolate noise, smoke, and fumes of an industrial area. Buffer areas are recommended along all boundaries of industrial areas where they abut residential designations.

Land or the development rights to the land may be purchased by a public agency, and the purchase may be financially aided by the Federal Open Space Program and the New York State Parkland Acquisition Program. In addition, Federal grants are available to assist communities in carrying out local beautification programs for the greater use and enjoyment of open space and other public lands in urban areas. The adoption of an Official Map can also permanently prevent the intrusion of structures along streambeds and floodplain areas. Open space may also be temporarily retained by zoning exclusively for agricultural or conservation areas.



TYPICAL SCHOOL - PARK COMPLEX

Library Facilities

The library is centrally located, provides off-street parking, and the building itself is in fair condition. Although the book stock and circulation is felt to be inadequate when compared to library standards, the library is a member of the Pioneer Library System which enables participating libraries to obtain books from anywhere in the Pioneer System on a loan basis. It is recommended that the library stock be expanded throughout the planning period to greatly increase the utility and desirability of the present facility.

Floor space of the facility is adequate for current needs but not for the future needs within the planning period. It is therefore recommended that a feasibility study be undertaken in the future to determine if the building should be expanded or if a new facility should be built.

Fire Protection

The first responsibility of fire protection operations should be fire prevention. Where fires do start, however, a community must be adequately prepared to extinguish them, or at least control them, with minimum personal injury, death or property damage or loss.

Fire protection operations depend on effective water supply and distribution resources, fire alarm systems, building controls, fire prevention programs and most importantly, on properly located fire stations.

Fire protection for the Town and Village of Castile is provided by a volunteer force of sixty members. The existing fire station and site has been determined to be inadequate for housing fire equipment, and plans have already been formulated to vacate it and move to the corner of Main and Chapel Streets. The existing fire equipment and force is adequate to serve the present needs of the community. It is recommended, however, that a full-time driver be hired to be on duty at all times and that a community-wide fire prevention program be initiated. It is also recommended that the building code be enforced to insure safe construction.

Police Protection

Castile presently depends upon the Wyoming County Sheriff's Department, located in Warsaw, for police protection. This is a frequent situation for rural communities of low density and with a low incidence of crime. Within the planning period, however, the Town and Village may find that local police protection is desirable. Nationwide standards developed by the International City Manager's Association suggest 1.5 to 2.0 policemen per 1,000 population. The anticipated population by 1990 indicates that, according to that standard, the Town and Village should have a combined force of seven officers. The national standard must be tempered by local conditions. Thus, it is possible that a smaller force will

adequately meet Castile's needs.

When a police force is created, it is recommended that building space be provided for a headquarters adjacent to the existing fire station.

Administration Facilities

The present Town and Village Hall is ideally located in the Village at the corner of Main and Chapel Streets. The site, however, is inadequate because off-street parking is not available. It is therefore recommended that off-street parking be provided adjacent to the existing site. The present building, although quite old, has been determined adequate for current space needs, and it is not anticipated that additional space will be required until sometime after the planning period.

Village Public Works Department

Local plans have been formulated to construct a new Village Garage on the same site as the present structure by the purchase of additional adjacent land. The present Garage, which is to be torn down, has an access problem because of the location of the entrance on Main Street. The new Garage will face away from Main Street and therefore will provide safer access. The new Facility will provide four bays, office space, storage room, and an employee room. The building is expected to be completed during the next few years.

Town Highway Department

The town Highway Department, located adjacent to the Village Garage on Main Street, is primarily responsible for the building of new roads and the maintenance of existing roads. The present facility has been determined to be adequate for present and future needs within the planning period.

Refuse Disposal

At the present time, the residents of Castile utilize an open refuse dump located at the end of Quarry Road. While this site is adequate for present use and future expansion, it is recommended that it be more closely controlled in the future to prevent further infestation by insects and rodents and undesirable odors. Open dumps are prohibited by the New York State Sanitary Code. It is therefore recommended that Castile switch to a sanitary landfill refuse disposal operation as soon as it is economically feasible to purchase a bulldozer and hire a full-time employee.

Such a facility could be operated cooperatively with one or more surrounding communities. The Town of Perry currently requires a revamping of refuse collection procedures and is therefore likely to be receptive to a plan for joint operation of a sanitary landfill.

Water Supply and Distribution

The entire Village of Castile along with contiguous areas of the Town to the north and south is served by the Village water system. The sources of water include springs and four auxiliary wells, a reservoir in the Town of Genesee Falls, and a lake south of the Village. In addition, two new wells have been drilled to increase the Village water supply, but these have not yet been installed. At the present time, it is felt that the capacity of the system is adequate for future needs. A large industrial water user locating in the area, however, could raise the water consumption to a level that would overtax the system.

Although the water is chlorinated, it is not given any sedimentation or filtration treatment. This lack of treatment is the suspected cause of recent water main clogging and reduced water pressure in the community. It is therefore recommended that a detailed study of the system be undertaken along with cost estimates of alternative proposals.

In addition to the Village Water System, there are two Town water districts serving the Gardeau Road Area and the Silver Lake Institute Area. These districts obtain their water from the Village of Perry.

Storm Drainage Facilities

The need for regulations to protect the natural drainage facilities within Castile is of considerable importance. In areas which will be developed in the future, this protection can be insured without municipal cost by placing the desired drainage channels on the Comprehensive Plan. Thereafter, the Planning Board, in its review of subdivision application, can require that an appropriate easement right-of-way be set aside along these drainage channels. This will enable Castile to maintain the streams and will insure their ability to carry off future storm waters. These drainage channels are shown on the Plan as stream conservation areas for all principal streams in the Town. In areas which are already developed, the problem is more difficult. It is recommended in such cases that the drainage channels be placed on an Official Map, thus preventing the erection of any structure within the right-of-way. If drainage conditions in any of these areas become bad enough to warrant extensive stream improvements, it may be necessary to acquire the necessary right-of-way through purchase or condemnation, or the purchase of development rights.

The Village of Castile has a storm sewer system consisting of subsurface conduits along Main Street and on side streets where they are needed. Storm water is

trapped in catch basins which empty in Wolf Creek where the system reverts to natural drainage until termination in the Genesee River. The Community Facilities Study conducted in 1968 determined that the system was adequate but that it would have to be expanded as development occurs. The Report also recommended that developers be required to install storm sewers as part of the land subdivision procedure.

Sanitary Sewers

At present, the Town and Village of Castile does not have a municipal sanitary sewer system, and sewerage is now being disposed of in cesspools and septic tanks. The principal danger in not having a system is in the possible pollution of the community's water supply. As the population of Castile grows, it will become even more critical to install a sewer system.

A special report prepared by McFarland-Johnson Consulting Engineers in 1965 recommended the immediate construction of sewers and a trickling filter type secondary treatment facility. Since that time, Castile has made application for State and Federal assistance in the construction of the facilities.

The Engineers' report recommended that sewer lines be run on both sides of Silver Lake, extending southward from a system in Perry, approximately two-thirds of the length of the lake. These lines would flow into a treatment plant within Perry. Additionally, a line is proposed to generally follow Wolf Creek from Silver Springs in a southeasterly direction through the Village of Castile. A treatment plant for the flow of this line would be constructed on Wolf Creek just west of Letchworth State Park.