



# Appendices



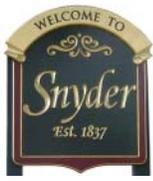
# Appendix A

## Ten Keys to Walkable/Livable Communities

by Dan Burden

*Dan Burden is the Executive Director of Walkable Communities, Inc., a non-profit organization that helps communities become more walkable and pedestrian friendly.*

- 1. Compact, lively town center.** Buildings frame streets; block lengths are short. Merchants take pride in their shops' appearances. A variety of stores offer local products and services. Significant housing is found downtown or village center sites. There is unique and distinct personality or character to the place.
- 2. Many linkages to neighborhoods (including walkways, trails and roadways).** People have choices of many routes from their homes to the center, the most direct are walking routes. All sidewalks are at least 5 feet wide and most are buffered from streets by planting strips, bike lanes or on-street parking. Well maintained sidewalks are found on both sides of most streets. Bike lanes are found on most streets. Most streets have good ADA access to and from each block in all directions.
- 3. Low speed streets.** Most motorists behave well in the downtown or village center and near public areas by yielding to pedestrians. Motorists make their turns at low speed. Few places force motorists to stop. Yield conditions are most common.
- 4. Neighborhood schools and parks.** Most children are able to walk or bicycle to school and nearby parks. There is limited or no busing of school children. Most residents live within a half-mile (preferably a quarter-mile) of small parks or other well-maintained and attractive public spaces.
- 5. Public places for all.** Many services and facilities support and attract children, teens, people with disabilities and senior citizens to most public spaces. Public restrooms, drinking fountains and sitting places are common in many parts of town.
- 6. Convenient, safe and easy street crossings.** Downtowns and village centers have frequent, convenient, well-designed street crossings.
- 7. Inspiring and well-maintained public space.** The community has many "green" streets with trees and landscaping. The town form respects the need for plenty of green and open space. Heritage trees line many streets. Development practices call for street trees and planter strips; homes are clustered to maximize green space. Trails and passageways through natural areas are featured in many parts of town. Landscaping is respectful of place, often featuring native species, drought resistant plants, colorful materials, stone treatments or other local treats. In desert and high country areas, many methods are used to minimize use of water and other precious resources.



8. **Mutually beneficial land use and transportation.** People understand and support compact development, urban infill, integral placement of mixed-use buildings, and mixed-income neighborhoods. The built environment is of human scale. Heritage buildings are respected. People support their small, local stores. Residents seek ways to include affordable homes in most neighborhoods. Transit connects centers of attraction with schedules so frequent that times need not be posted. Residents have choice of travel modes to most destinations.

9. **Celebrated public space and public life.** Streets, plazas, parks and waterfronts are fun, festive, secure, convenient, efficient, comfortable and welcoming places. Public space is tidy, well-kept, respected and loved. Many of these places are surrounded by residential properties ensuring eyes on the streets. These areas have many places to sit. Few or no buildings have large blank walls, and few or no open parking lots exist off-street. Any parking lots have great edges and greens.

10. **Many people walking.** Many diverse people are walking in most areas of town. There are no rules against loitering. Linger in public places is encouraged and celebrated. Children rarely need to ask parents for transportation.

## Appendix B

### *Ten Principles for Reinventing America's Suburban Business Districts*

*Urban Land Institute*

1. **Understand your position in the market**
2. **Build community support**
3. **Develop a Vision and a Plan**
4. **Stress results over regulation**
5. **Break up the superblocks and optimize connectivity**
6. **Embrace mixed use**
7. **Honor the human scale by creating a pedestrian-friendly place**
8. **Think transit-think density**
9. **Create a public/private partnership**
10. **Share and manage parking**



## Appendix C

# *Proposed Traditional Neighborhood Business District Zoning*

The purpose of this district is to recognize the special attributes of the business districts in Snyder, and to provide a legal mechanism by which to maintain their unique traditional neighborhood qualities. It allows for the development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. The intent is to encourage walkability, minimize traffic confusion and congestion, minimize suburban sprawl, infrastructure costs and environmental degradation.

Its provisions adapt traditional development conventions that were normal in the United States from colonial times until the 1940s, and historically were based on the following principles:

- *All neighborhoods have identifiable centers and edges.*
- *Uses and housing types are mixed and in close proximity to one another.*
- *Streets are interconnected and blocks are small.*
- *Civic buildings are given prominent sites throughout the neighborhood.*

Highlights for recommended Design Regulations should include, but are not limited to:

- Permitted uses - similar to current Town Neighborhood Business (NB) district, but adds community facilities. Motor service related uses are permitted under special use permits.
- Minimum lot width - thirty (30) feet.
- Front yard setbacks should be eliminated in favor of allowing buildings to be set tight to the right-of-way lines.
- Side yards can be reduced to lot line, where they abut a non-residential use, and remain at 15 feet where abutting residential areas.
- Similar land uses shall generally enfront across streets. (i.e. residential fronting residential)
- Prohibited uses are to include any commercial use that encourages patrons to remain in their automobiles while receiving goods or services, except service stations. (i.e. drive-through pharmacies, restaurants, and donut shops)
- Parking
  - Parking lots shall generally be located at the rear or at the side of buildings and shall be screened from the sidewalk by low walls, fences or hedges.
  - Parking lots shall not abut street intersections or civic buildings, be adjacent to squares or parks, or occupy lots which terminate a vista.
  - The required number of parking spaces may be reduced by demonstrating the possibil-



ity of shared parking.

- Adjacent parking lots shall have vehicular connections internally.
  - Off-street parking directly enfronting shall count toward fulfilling the parking requirement of that lot.
  - There shall be one parking space per 500 square feet of building space, except office use which shall have one per 300 square feet.
- Lots and buildings
    - The character and scale of buildings shall be appropriate to the surrounding buildings and area.
    - Mixed use structures are encouraged (i.e. retail or office first floor with residential above).
    - The maximum building height shall be 35 feet
    - The minimum building height shall be 26 feet
  - Landscaping
    - Trees shall be planted within right-of-ways, wherever possible, parallel to the street.
    - Tree spacing shall be determined by species type. (i.e. large maturing trees at 40-50 feet on center, small and medium trees at 10-30 feet on center). To maintain a coherent visual pattern, like species shall be planted on a single street corridor.



# Appendix D

## *Economic Research*

### *Business Interview Summary*

Interviews conducted by David Versel, April 2002

#### **Market Issues**

- Snyder is a great location for businesses serving a regional clientele, as it is along Main Street, and easily accessible via both Main and Harlem to the Thruway, I-290, and Route 33.
- Restaurants are definitely aided by the presence of Theater in the Square and Musical Fare Theater. Particularly on Saturday evening, restaurants in Snyder see a good deal of business from theater patrons.
- Upscale businesses in the area draw a regional clientele, but since the concentration of wealth in the region is in nearby ZIP codes like 14221 and 14226, the majority of customers are, in fact, local. Snyder's proximity to the center of wealth makes it a good location for such businesses.
- Businesses in the area tend to view one another as complementary, not competitive, and see the competition coming from other areas. Restaurateurs feel that a new restaurant tends to bring the whole area more business, and not just the new place. The theaters also feel that the presence of other theaters reinforces Snyder's identity as a cultural destination.
- Many businesses in Snyder capitalize on the morning/lunchtime/ evening rush hour traffic along both Main and Harlem. Take out restaurants report very high volume starting as early as 6:30 AM from commuters, and a bank branch in Snyder has the busiest ATM in the entire Buffalo region.
- Snyder is well established, and, as a result, people are accustomed to its quirks and limitations. Even though parking can be scarce, access is difficult for many businesses, and traffic is often heavy, customers have gotten used to it and do not complain too much.
- Snyder is a suburban alternative to urban shopping districts like Elmwood Avenue or Hertel Avenue, as many shoppers from outer suburban areas simply do not feel secure venturing into the city. Snyder has a comfortable village feel, but its location and appearance make it more appealing to a certain type of customer.

#### **Traffic and Parking Issues**

- The speed limit on Main Street of 40 MPH is way too high. It should be 30 or less, as it is through the village of Williamsville. At 40 MPH, cars are driving too fast to see the signs for businesses, and pedestrians feel very unsafe crossing the street, even at traffic lights.
- Parking is not really in short supply, but people have a perception that it is. In reality, the problem is psychological, as people are loath to park behind buildings and walk out to the streetfront. As a result, people who work in office buildings often park in front of retail buildings instead of behind the buildings in which they work, thus occupying spaces that should be for retail customers.



- Businesses say that enforcing parking rules is very difficult, and they see no easy solution to this problem. One restaurant that shares parking with a neighboring office building comments that the arrangement is extremely good for business and has helped mitigate the problem, but not all businesses have access to such arrangements.
- The idea of centralized, shared parking is not well liked. Many businesses feel that their customers are used to parking very close to stores, and do not want to make them walk further than is necessary.
- The difficulty in crossing the street is a clearly deterrent to pedestrians at lunch hour. Lunchtime is busy for restaurants in Snyder, but people working in office buildings tend to not go across Main Street for lunch anymore.
- In past years, many customers would walk along Main Street and shop in many stores during one trip. Some stores report that, particularly during the Christmas season, people used to carry around multiple shopping bags. Today, people tend to park their cars, go to one store, then drive away. Part of the problem is concern for pedestrian safety, but a larger issue is the loss of critical mass from Snyder Square.

## Management Issues

- Friends of Snyder has not accomplished very much, despite its good intentions. The trolley idea was a waste of money, as it was poorly planned and hastily organized. The end result was that businesses spent money to participate but got no business benefit in return.
- Snow removal is a major concern for businesses, as the streets are plowed by the Town of Amherst, but snow often piles up on sidewalks, and businesses are held responsible for removing it. One business owner complained of being issued a citation for not removing snow, even though the Town's plows had caused it to pile up to six feet on the sidewalk. The idea to form a Business Improvement District for this purpose fell flat, due to cost concerns and the inability to find a suitable place to store snow removal equipment.
- There is a perception that the Town has done a poor job enforcing sign regulations. One business owner remarked that the Town is way too generous with issuing variances for signs, and that a new sign blocks the view of his business, as well as of a neighboring medical practice. When people cannot see signs, they keep driving, thus cutting into purchases from impulse buyers.
- The identity of Snyder has dwindled in recent years, and many customers identify more with Amherst than with Snyder. One cause is the loss of the Snyder post office. Another is bad press, particularly from the Buffalo News, which has run several unflattering stories on the area, despite the fact that it still remains attractive and convenient, and is in the middle of some of the most desirable residential areas in the region.



# Appendix E

## *Stakeholder Meeting Notes and Comments*

### **Snyder Action Plan Meeting 1**

*January 15, 2002  
Loughran's Restaurant*

The Parsons team and the charette is meant to “help the business community help ourselves.”

180 businesses identified along Main Street from the 290 to Getzville Road.

The need to tie this charette process into ongoing planning processes such as the Harlem-Kensington initiatives, the Eggertsville initiatives, and the Town of Amherst master plan. Build on what is out there.

Also tie in with what is happening in communities around the country in terms of creating safe, walkable places.

There are to be 3 charettes and it is important to focus on a small area.

The next meeting should set goals and develop a “mission statement” Homework for the attendees: what are the area’s strengths and weaknesses?

Issues: deterioration has to stop, location is key, surrounding neighborhoods are strong. Zoning in the town, like many places, is “one size fits all” For instance, same regulations for businesses along Transit Rd., Niagara Falls Blvd, as there are along Main Street. The ‘big-box’ Transit Rd. style is probably not appropriate in Snyder. Parking issues are important but should not take over everything else.

Necessary to try and get fire department involved. They were invited but sent no reps. Important not to attack the fire department.

Envisions an Elmwood village type of place, make it a destination, increase foot traffic.

The concept of a “theater district.” Thought of it jokingly at first but realized it was true. Musical Fare, O’Connell and Company, Daeman College, Amherst High School, Park School, Smallwood Players.

Visible actions, recent happenings such as the Xmas Tree lighting with performances by Amherst school children.

Looking at the issue completely economically, trees, benches, visual improvements, etc. not important. The district has no national chains, made up of ‘mom and pop’ establishments. Therefore, everything should be done to make ‘mom and pops’ more economically viable. Has huge issue with taxes, taxes that go to a town that then plants trees that block the signs....town has onerous sign permit fees. Very unhappy with current tax breaks, 485b program, response from the IDA. Wants existing buildings eligible for tax relief in targeted areas. IDA applications are not worth the money saved...legal fees, paperwork

The parking problem is more of a problem of perception, but the fact remains that people will not walk from the rear of his property to the front.

IDA is working on the issue but it is somewhat constrained by State law



Not concerned with facades, signs, flowers, etc. The area contains “marginal small retailers” and they are dying quickly. Economics is the key to making it work for small businesses and rejuvenating the area.

The real estate market for these types of stores is almost non-existent. National chains won’t go into a place like Snyder.

Existing programs, like savings on sales tax, is meaningless.

Uniland, Ciminelli get all kinds of tax breaks. Snyder cannot compete because of the freebies.

A new town board member said that Snyder should get senior housing... does not like that mentality.

Snyder is at a critical stage. Need to facilitate and keep everyone on board.

Library is a magnet. On any given Saturday, 1000 people visit the library, guessing that 80% walk.

College has a strong vested interest in the area, concerned with safety and image. Has over 2000 students, 40% not from WNY. 500 currently live on campus, many without cars. College’s goal is a 1<sup>st</sup> class liberal arts college.

Musical Fare Theater, a separate not for profit corp on Daemen College campus, but unconnected with the college. 20,000 attendees annually, white collar, grey collar, lots of disposable income. Theater has had a positive effect on local restaurants, would like to see that same positive effect on other local businesses.

Fisher-Towne started with 2 guys, now has 32. A Snyder success story, loves the area, wants to stay, should be accommodated. Almost all business is outside Buffalo, so company is bringing money into the area. Can locate anywhere, but likes Snyder, close to 290, airport. IDA people are not useful, too focused on new builds. Does not like the sterility of the true suburbs, likes the village environment of Snyder. Quality of life issues important for human resources, recruiting.

This is a business community initiative, and although it will have ripple effects on residents, it is not a residential issue. For lease signs are a problem.

## **Snyder Action Plan Meeting 2**

*January 28, 2002*

*Harlem Road Community Center*

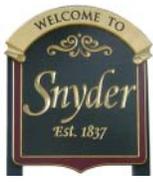
Reiterates the concept of Amherst’s ‘one-size-fits-all’ zoning and the problems associated with it. Stresses the reason we are here and that this particular action plan has a very localized focus. Concerns expressed at the last meeting regarding tax breaks etc. have town wide and even region wide implications and can and are being addressed with Amherst’s ongoing comprehensive planning process.

Attracted by the “Mayberry-like” feel. It’s a little pocket between Williamsville and University Plaza. Walkable, etc. Has a “county-club” feel.

Remembers when all services were available in the hamlet. Concerned now about traffic and safety, especially the light at Burroughs.

Main and Harlem intersection is a problem, takes too much effort to get across. Timing of lights is an issue. Seems to be a shorter crossing period if the light is tripped by a car as opposed to a pedestrian pushing the button.

Speaks on the 12’ wide lanes and how the road was probably planned to be 6 lanes eventually. Can re-stripe to make narrower lanes.



Best chance of success when all are supporting the efforts

Significant change happened over the past ten years. Places like Pitt Petri, Pappagallo, Crabtree and Evelyn, the Squire Shop, Bradens have closed or moved. They were anchors and made the area a destination.

Stressed issues of flow (connectivity) and a place to start would be linking the Palanker building to Snyder Square.

Wants to make sure the town does not “jerk the new businesses around” regarding signage and such.

Demographics - one of the wealthiest areas in the region. Demographics are a huge asset, lots of disposable income.

Library-church shared parking generally works well but some problems with people speeding through

Office development over the past few years has created parking problems, especially at Snyder Square. Office workers take over parking, hampering retail.

Concerned about buildings being designated without the owners consent.

The new building at 4600 Main (the Cosmetic Vein and Laser Center) is out of scale, but was most likely following town codes.

Need to advertise to get the word out to residents, businesses, students. Have to promote it from within.

There should be better connections between the college and the community.

**Park School Meeting**

*Thursday, February 7, 2002*

The area currently is neighborhood friendly

Current connections to community are strong – YMCA, Daemen, Amherst Central. Very interested in natatorium idea.

Would like some community presence. Currently neighbors use open space and are allowed to do so to be “eyes on the school.” Teenages have beer parties in the woods.

Sugar maple demonstration in spring, Stone house – underground railroad

300 students total (pre-k through 12), 130 in grades 9-12  
draws from 36 school districts from Fredonia to Darien to Youngstown

Business vacancies in the area are noticeable and problematic

Traffic on Main a concern with students using metro busses - students walk down Chateau and Freuhauf

Public using campus roads as cut throughs

Reckless student driving on Freuhauf and Chateau

Master plan being finalized, dining hall is first stage

Possible theater expansion



Should tie Park School's 3 productions a year into other area theaters, restaurants, etc.

**Bistro Vite Meeting**

*Wednesday, February 6, 2002*

Demographics in Snyder are key, it's a dense residential area, wealthy, but with a good mix including students and office workers.

Town regulations are a serious problem. Cheaper and easier to go into a strip plaza than retrofit an older building. Signage criteria are particularly onerous.

IDA programs usually not set up to work for retail.

What would be more useful than tax breaks would be a coordinator or focus person to help small businesses establish themselves or grow, especially in the older areas of the town.

Would like to have outdoor seating but concerned about how difficult the Amherst regulations are regarding it.

**Daemen College Student Association Meeting**

*Monday, February 4, 2002*

Some students were attracted to Daemen because of its location and "suburban" or "small town" atmosphere. Others disliked those attributes but came in spite of them. Tended to be an issue of where the students came from.

Front lawn is well used and valuable, but not the entire lawn. Students indicated it was the west end (towards the driveway) that is more used.

**Business Community**

Students appreciate the business community, especially stores like the Snyder Pharmacy, Post Office, Photoshop, etc. that fulfill necessary goods and services. However, many students are unaware of what is out there. There needs to be better advertising on the part of the businesses and more of an effort to make their stores attractive (Snyder Pharmacy).

Also, students have felt there is an unwelcoming attitude at some business places.

Frequent Denny's because it is close, cheap, and open 24 hours, but not particularly good. Would like an alternative to Denny's, and also suggested:

- A pizza place
- An ice cream parlor
- A coffee house
- A video store
- An improved college bookstore.

Better advertising/student discounts

Orientation – July, Welcome Week – Sept., Springfest

**Parking**

Parking is an issue, especially the restrictions on parking on Campus Drive. Also, the one way configuration of Campus Drive is dangerous because many people don't follow it.



Parking lots behind Main Street stores must be safe, attractive, and well lit and well maintained.

## **Traffic/Walkability/Safety**

Walkability is a problem, especially crossing Main Street. Pedestrian signals are not long enough. Also, driving along Main Street is frustrating because red lights are not timed. It appears that sometimes a light will be tripped for no reason.

Sidewalk snow removal is still a major problem, and even when it is removed, if the sidewalk is not down to bare pavement, people will walk in the street because invariably the street will be down to the pavement.

Sidewalk paving is an issue, especially south along Harlem towards Kensington. A number of students walk to the Harlem/Kensington business area.

## **Town/Gown Relations and Outreach**

Enthusiastic about the mural idea

Business department/neighborhood business development

Town regulations can be a hurdle, i.e. getting permits for Springfest etc.