



Prospectus 2019 Village of Williamsville

Accomplished

2018 was a productive year for the Village of Williamsville:

- ✓ \$3 Million Picture Main Street streetscape initiative
- ✓ \$1.5 Million South Long green infrastructure and right-of-way restoration
- ✓ 14th consecutive Tree City USA designation
- ✓ Union Road tree planting grant secured
- ✓ LWRP Planning Grant secured
- ✓ A shared service agreement with Erie County allows the village to take ownership of Garrison Road after construction ends in spring 2019



2019: What's Next?

- I. Ellicott Creek Local Waterfront Revitalization Plan completion and waterfront project identification
- II. Establishing a Lehigh Valley Depot District, which would connect the historic Williamsville Depot and Lehigh Valley Trail with the newly acquired Section Master's House, a 1907 building once used by the depot
- III. Completing a Parks Master Plan for the Village Parks
- IV. Explore possibility of Micro Transit opportunities on Main Street
- V. Upgrading the sewer infrastructure and exploring consolidation with the Town of Amherst
- VI. Continue to advocate for a Young's Road interchange off Interstate 90



Village of Williamsville

Village Hall

5565 Main Street

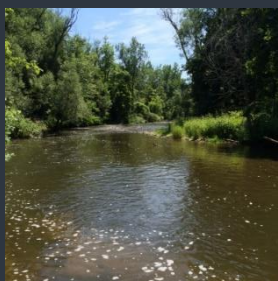
Williamsville, NY 14221

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LWRP: Ellicott Creek



Ellicott Creek Local Waterfront Revitalization Plan

In 2015, New York State designated Ellicott Creek as an Inland Waterway, making it eligible for the New York State Local Waterfront Revitalization Plan (LWRP) funding. The Village of Williamsville received a planning grant from New York State in 2017. In 2019, the Village of Williamsville will complete the planning process, getting the community's feedback on opportunities surrounding Ellicott Creek and identifying specific projects.

LWPR Objectives:

- Identify public spaces where citizens can engage with the Creek, through education or recreation
- Create a dialogue on the history of the Creek through the Village of Williamsville
 - Replace and automate the dam, which is currently used for flood control
 - Explore opportunities to generate alternative energy sources on the Creek





Lehigh Valley Depot Campus

History of the depot and caboose:

- The depot was the only station on the Lehigh line between Depew to Niagara Falls. There was a three track yard behind the depot, which was manned 365 days a year, serving both passengers and freight.
- The Lehigh Valley 95050 Caboose was the first of 20 built by the company at a cost of \$10,000 each. Prior to their construction, most cabooses were made of wood frames; the 95050 caboose is constructed of steel.



A restored Lehigh Valley caboose is now displayed adjacent to the depot.



Creating a Regional Visitor Destination

Built in 1896, the Williamsville Depot was acquired by the Western New York Railway Historical Society in 1990. It is located on South Long Street off Main Street in the village.

With the addition of the Section House, the Village of Williamsville plans to create a campus that would connect the structure to the Williamsville Lehigh Valley Train Depot, which includes a restored station and caboose. The depot and its caboose have been restored and the parcel is now an area where community events are held. The Section House's restoration is necessary to the village's plan for a depot campus and it's connection to the Lehigh Memory Trail.

- **Section House:** The Village Board in August 2018 designated the Lehigh Valley Railroad Section House, as a historic landmark. The structure was built in 1907. The village intends to seek additional historic grant funding to rehabilitate and revitalize the structure as part of a Lehigh Valley Depot Campus. The goal is for the Section House to store and display the village's historical artifacts so they may be viewed by the community and visitors.
- **Lehigh Memory Trail:** The Lehigh Memory Trail was purchased from the Lehigh Railroad and converted into a park in 1990. It serves as a walking trail for the public and leads from the entrance of the depot – where people are greeted by the restored Lehigh Valley caboose – to South Cayuga Road.



The Williamsville Depot circa the late 1970s before restoration.



By 2007, exterior restorations to the Williamsville Depot were complete.



The village plans to renovate and restore the Section House.



Parks Master Plan

Key 2019 Project: Nature Play Area

The Glen Park Nature Play Area creates a play and gathering space constructed of naturally occurring materials which will serve to engage and teach children and visitors of all ages about the special ecological & archeological features of our village and the site.

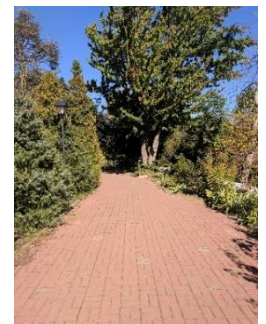
Outdoor play areas have proven to benefit children's intellectual, physical, and emotional growth.



Village Parks

- **Glen Park:** Located near picturesque Glen Falls, Glen Park is jointly owned by the Village of Williamsville and the Town of Amherst. It was built in 1976 with funds obtained from a federal grant and includes many interconnecting ponds which are now home for many ducks.
- **Garrison Park:** Located at Garrison Road, S. Ellicott Street and Park Drive, Garrison Park is equipped with a wading pool that is 18" deep, swings, slides and a climbing apparatus. There is a small gazebo located in the park which can be enjoyed by Village residents.
- **Island Park:** Located behind Town Hall, this park is the scene of many Village functions including Old Home Days. It contains swings, slides, climbing apparatus, barbecue grills and a two foot wading pool. There are two picnic shelters which may be rented by anyone.
- **The Village Volunteer Park (Pocket Park):** Village Volunteer Park originated from the Picture Main Street plan, which called for "a continuous Village commons, where people can meet and escape the sound volumes of Main Street." Village Volunteer Park eliminated an unnecessary curb cut and a driveway that was dangerous to pedestrians entering and exiting the Williamsville Library, particularly children.
- **Lehigh Memory Trail:** The Lehigh Memory Trail runs from S. Cayuga Road to S. Long Street in the Southwest section of the Village. It was purchased from the Lehigh Railroad and converted into a park in 1990.

The Village Parks Committee is working with village officials to create a master plan for each park.



NATURE PLAY

@ GLEN PARK





Main Street Micro-Transit

Micro-Transit: An Investment in the future of Williamsville

Steps to achieving our goal:

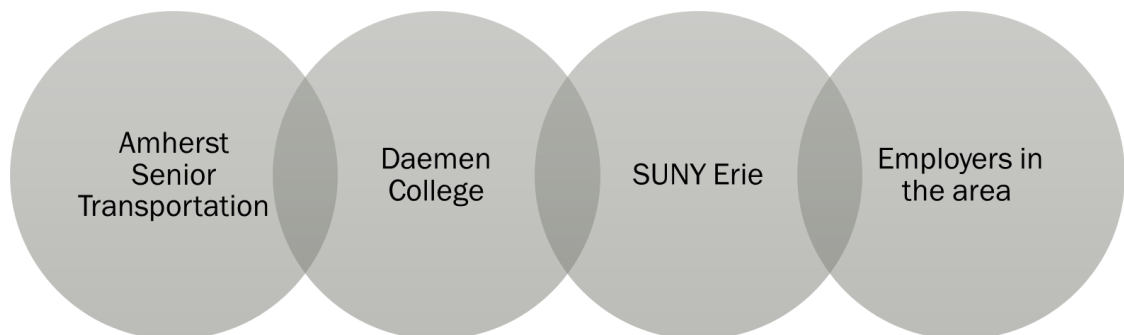
- Establishing a Micro-Transit task force led by a Village Board member
- Engaging the Greater Buffalo Niagara Regional Transportation Council, and seek funding for planning
- Examining inventory of existing systems and stakeholders
- Conducting a cost benefit analysis
- Develop a request for information to put out to vendors



Getting Connected

Redefining and preparing the Village of Williamsville to meet the economic development opportunities of the future requires investment in improved mobility and connectivity.

Enhanced mobility through transit investments is important to the future of the village, nearby municipalities, and the future of Western New York. Transit investments will provide improved access and mobility for the region's workforce, link regional educational institutions, and support the transformation of Main Street.



As the University at Buffalo is only several miles from the village, Williamsville is also centered between two institutions that are off Main Street: Daemen College and Erie Community College's North Campus. For some students, their educational studies span one or more of these colleges, so efficient transportation along the Main Street corridor between these institutions is important.

Micro-Transit will also allow better integration of our students into our communities. The Village of Williamsville will work with local partners to analyze trip and traffic data along the corridor, and seek key stakeholders to collaborate and join this initiative to implement such a system.



Sanitary Sewer Consolidation

Partners



A Previous
Consolidation
Project: Water

The Village several years ago made an agreement to consolidate its Water Department with that of the Erie County Water Authority.

Consolidation in July of 2014 decreased the water rate that Village users pay.

A surcharge of \$1.87 was added to the \$3.00 water rate to cover consolidation and existing debt costs, resulting in a total rate of \$4.87 per 1,000 gallons of water.

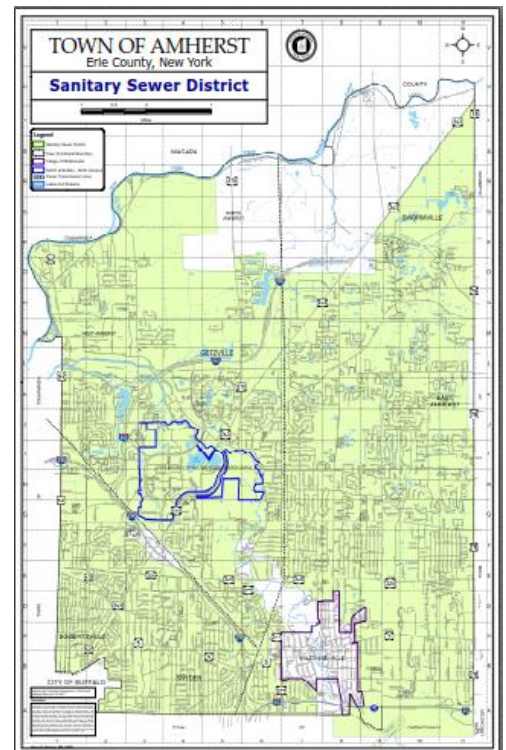
Aging Infrastructure

Communities within New York State maintain extensive networks of intertwined infrastructure critical to public health and state and local economies. Many municipalities are responsible for water systems, sewer systems, stormwater facilities, and other infrastructure constructed decades ago under earlier, and possibly outdated, regulatory standards.

These systems are owned and maintained at various levels of government and require regular maintenance, analysis and upgrades.

While New York State provides application-based funding assistance on a case-by-case basis, the need for improvements to the state's infrastructure impacts the public health of all of our communities.

The Village of Williamsville has identified approximately \$3 million in upgrades to the sanitary sewer system that need to be addressed prior to consolidation.





Youngs Road Interchange



PARTNERSHIPS



- Amherst and Williamsville leaders are creating partnerships to develop a Thruway interchange at Youngs Road that would alleviate traffic congestion on Main Street and Sheridan Drive, while creating direct Thruway access to Buffalo Niagara International Airport.
- Development has steadily expanded in southeast Amherst, worsening traffic, especially on Main Street in the Village of Williamsville
- The Youngs Road - Wehrle Drive area is home to large employers such as Ingram Micro, Northrop Grumman and the Erie Community College North Campus drawing thousands of office workers and students from Buffalo, Cheektowaga and nearby towns. Absent a convenient Thruway exit, they are forced to drive on Village streets, creating a traffic nightmare at peak rush hour.
- Thruway Authority leaders historically have supported such an interchange but stated that the local community, Amherst, and Erie County must support the plan because that portion of Youngs Road near the proposed exit, is a County road.

PROJECT HISTORY

1996: The Amherst Chamber of Commerce comes out in support of the idea of a new Thruway interchange at Youngs Road.

1997: Consultants were hired not only to look at relocating the Williamsville Toll Barrier but also to build additional interchanges, possibly at Youngs Road.

1997: Town Board agrees to study interchange issue. Opposition begins to surface and the idea is eventually dropped.

Since then: Businesses in the Wehrle Drive office parks have increased, resulting in additional traffic.

